

WESTERN PACIFIC  
*Mileposts*

AUGUST 1953



# WESTERN PACIFIC Mileposts



Vol. V, No. 1

AUGUST, 1953

\*Milepost No. 49

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*

## CONTENTS

	Page
A Dispatcher Guides This Train.....	3
Supervision Refresher Program.....	8
Four New Directors For WP.....	9
Promotions and Transfers.....	10
Employee Assists in Fire Prevention.....	11
The Customer .....	11
Mileposts in Gold.....	12
New Railroad PR Association Holds First Annual Meeting.....	13
Results From Good Service.....	15
Don't Be HALF Safe!.....	16
WP Will Remember.....	17
In the Good Old Days.....	18
In Memoriam .....	20
Oroville Shops Crafts Present Flag to WP.....	21
WP Shares in Scout Movement.....	22
Caboosing .....	23
Sports .....	33
SN Party Big Success.....	34
Railroad Lines.....	36

\* Milepost No. 49: Trevano station, just east of Livermore. Station now closed but was once used for heavy l.c.l. shipments by Trevano local. Point of crossover with SP.



MILEPOSTS

# A Dispatcher

## Guides

## This

## Train



It's not likely that the average person will ever see a train dispatcher in action, but were he given that opportunity he would see a greater exhibition of "quarterbacking" than ever witnessed on a football gridiron.

Instead of swift powerful athletes, he would see the dispatcher running a team of fast manifest freights, speeding passenger trains, motor cars, or any other piece of railroad equipment wheeled to run over a set of steel rails. Instead of touchdowns, he would see the dispatcher "carrying the ball" from siding to siding, station to station, in a series of long and short hauls with the fine precision of a railroader's watch.

Like other phases of modern railroading, dispatching has advanced with the times. To the old-timer listening on a train dispatcher's telephone the words "19 copy 3 east" or "31 copy 5 west" had a very familiar and commonplace meaning. It was the dispatcher instructing an operator to make three copies of a 19 or "helping" order for an eastward train or to make five

copies of a 31 or "restricting" order for a couple of westward trains.

Today these words are no longer heard on the telephone of a Western Pacific dispatcher. One of the reasons is that our Book of Rules has been revised so that we have only one form of order instead of the 19 and 31. The other reason is that all WP single track (Oakland to Salt Lake City) is now controlled by Traffic Control System. Train orders, for the purpose of moving trains, are used only on the (\*) "paired track" between Weso and Alazon, Nevada, on the Inside Gateway Route between Keddie and Bieber, California, and on the branch lines.

The train dispatcher is the man who controls and directs the movement of trains over that portion of railroad to which he is assigned. He has trained several years for his job, with which he more or less grew up, and as a general rule, he was first a telegrapher. In train order territory the telegrapher

\* Joint WP-SP operation whereby trains of both railroads use Western Pacific main line eastbound, and trains of both railroads use Southern Pacific main line westbound.

# WESTERN PACIFIC Mileposts



Vol. V, No. 1

AUGUST, 1953

\*Milepost No. 49

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*

## CONTENTS

	Page
A Dispatcher Guides This Train.....	3
Supervision Refresher Program.....	8
Four New Directors For WP.....	9
Promotions and Transfers.....	10
Employee Assists in Fire Prevention.....	11
The Customer .....	11
Mileposts in Gold.....	12
New Railroad PR Association Holds First Annual Meeting.....	13
Results From Good Service.....	15
Don't Be HALF Safe!.....	16
WP Will Remember.....	17
In the Good Old Days.....	18
In Memoriam .....	20
Oroville Shops Crafts Present Flag to WP.....	21
WP Shares in Scout Movement.....	22
Caboosing .....	23
Sports .....	33
SN Party Big Success.....	34
Railroad Lines.....	36

\* Milepost No. 49: Trevarno station, just east of Livermore. Station now closed but was once used for heavy l.c.l. shipments by Trevarno local. Point of crossover with SP.



MILEPOSTS

# A Dispatcher

## Guides

## This

## Train



It's not likely that the average person will ever see a train dispatcher in action, but were he given that opportunity he would see a greater exhibition of "quarterbacking" than ever witnessed on a football gridiron.

Instead of swift powerful athletes, he would see the dispatcher running a team of fast manifest freights, speeding passenger trains, motor cars, or any other piece of railroad equipment wheeled to run over a set of steel rails. Instead of touchdowns, he would see the dispatcher "carrying the ball" from siding to siding, station to station, in a series of long and short hauls with the fine precision of a railroader's watch.

Like other phases of modern railroading, dispatching has advanced with the times. To the old-timer listening on a train dispatcher's telephone the words "19 copy 3 east" or "31 copy 5 west" had a very familiar and commonplace meaning. It was the dispatcher instructing an operator to make three copies of a 19 or "helping" order for an eastward train or to make five

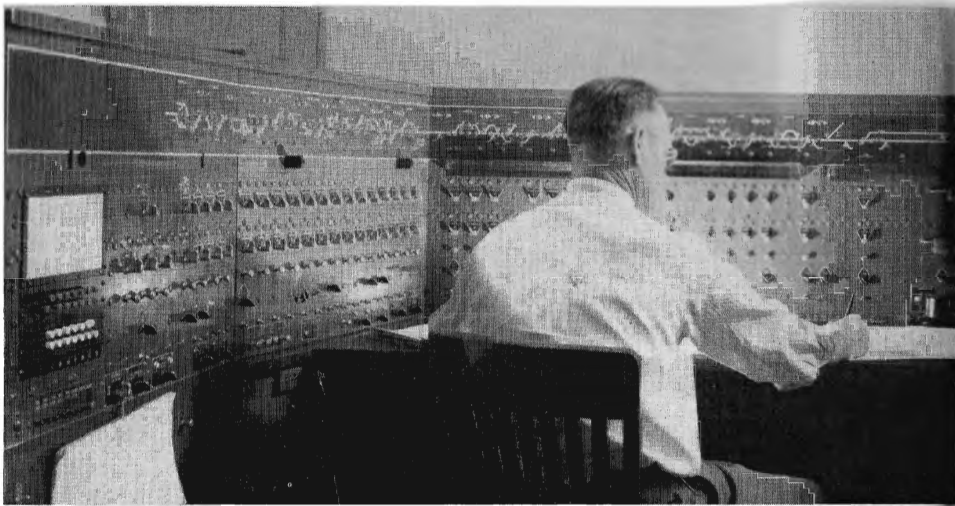
copies of a 31 or "restricting" order for a couple of westward trains.

Today these words are no longer heard on the telephone of a Western Pacific dispatcher. One of the reasons is that our Book of Rules has been revised so that we have only one form of order instead of the 19 and 31. The other reason is that all WP single track (Oakland to Salt Lake City) is now controlled by Traffic Control System. Train orders, for the purpose of moving trains, are used only on the (\*) "paired track" between Weso and Alazon, Nevada, on the Inside Gateway Route between Keddie and Bieber, California, and on the branch lines.

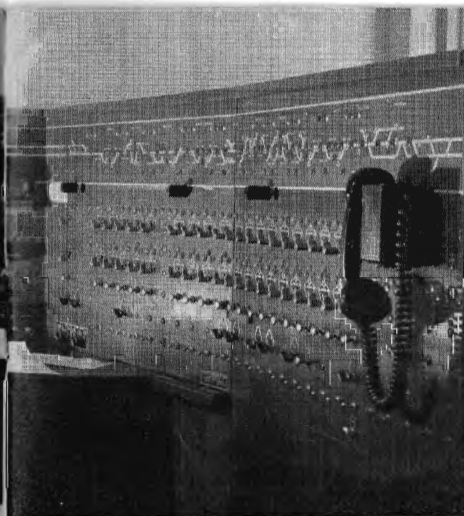
The train dispatcher is the man who controls and directs the movement of trains over that portion of railroad to which he is assigned. He has trained several years for his job, with which he more or less grew up, and as a general rule, he was first a telegrapher. In train order territory the telegrapher

\* Joint WP-SP operation whereby trains of both railroads use Western Pacific main line eastbound, and trains of both railroads use Southern Pacific main line westbound.





W. A. Clements, dispatcher at Sacramento, records the movement of a freight train on his train sheet.



is the contact man between the dispatcher and the trains. He copies and delivers the orders which the dispatcher issues to trains, governing their movement. By so doing, and watching the dispatcher at work, he picks up a few rudiments, and later is brought into the dispatcher's office where he trains under experienced men until he can take over for himself. Although most dispatching today is done by telephone, dispatchers are promoted from telegraphers because they have to resort to the use of the Morse on a telegraph circuit whenever the dispatcher's phone cannot be used due to wire trouble or other reasons. Even today, with the great amount of mileage under Traffic Control System on the Western Pacific, there are only two dispatcher's positions which do not have some train order territory and the necessity of the ability to telegraph when the telephone is inoperative. Regardless of the fact that in Traffic Control System trains are not

controlled by train orders, the telegraph is resorted to by the dispatcher when necessary to reach some operator on the other side of a break in a phone line who can relay information and instructions between the dispatcher and crews who can talk to the operator on the other side of the break.

**D**UE to a farsighted policy of progress in building for the present and a greater future, the management has installed Traffic Control System between Oakland and Weso, Nevada, and between Alazon, Nevada, and Salt Lake City. Although he has to plot and figure his trains the same as if he were handling them by train orders, the dispatcher now has a very superior tool to accomplish this objective.

There are five TCS machines on the Western Pacific. Three at Sacramento control the first, second and third subdivisions between Oakland and Portola; the other two at Elko, Nevada, control the track between Portola and Weso, Nevada, and between Alazon,

Nevada and Salt Lake City. These marvels of electronics are shaped like three walls of a room so that a dispatcher sitting before the panels may readily reach all control buttons. Along the top of the "wall" is a diagram representing the track controlled by that board, showing the main track and all sidings and junctions. On this diagram are tiny lights which are illuminated while trains are occupying the corresponding sections of track, so the dispatcher visually knows the location of each train on the entire portion of the railroad under his supervision. Immediately below each switch or junction on this diagram, and lined vertically from top to bottom are, in order named, a lever which controls the switch, a lever which controls the signal governing the movement in either direction past the switch, and a code button.

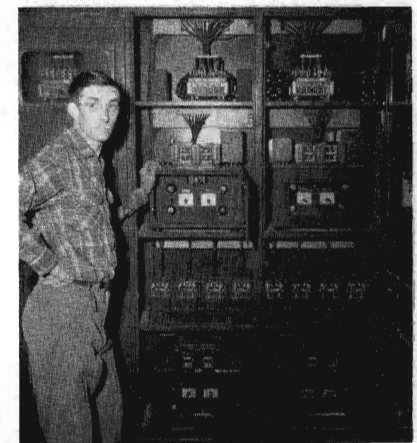
To set up a route, the dispatcher sets the switch lever for the main track or for the siding as desired, sets the signal lever for the direction in which he wants the train to move, and then

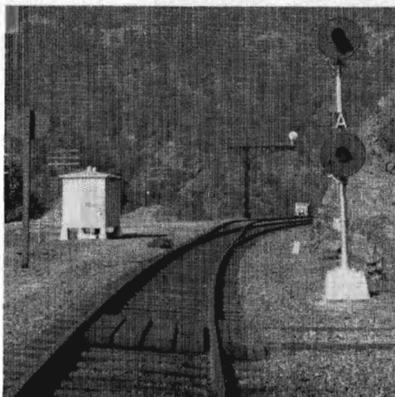
presses the code button to put this lineup into effect.

Within the machine are innumerable relays similar to the relays in telephone offices having dial switching machinery. From the TCS machine to the line is one pair of wires extending over the entire section of railroad it controls. At each switch that is controlled is an instrument house containing similar relays to those in the machine. When the dispatcher pushed the code button the relays in the machine send impulses to the line and these in turn are picked up by all the instrument houses, but only the location desired will act upon the impulses and throw the switch and sets the signal.

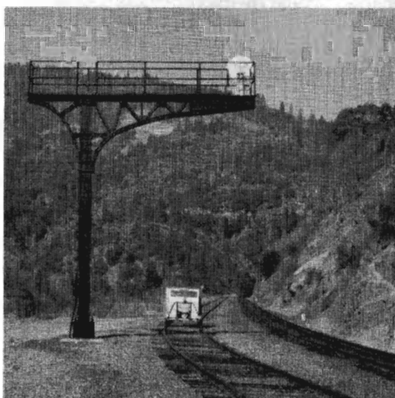
When this is accomplished, the relays in the instrument house send code impulses back to the control machine and the relays in that machine change the light indications on the control

Arnold Schmitt, general TCS maintainer, and general chairman for B.R.S. of A., and carrier equipment in basement of TCS building at Sacramento.





Signal house west end of Poe, showing motor car on passing track, and home signal with top light for main line; lower light for siding or diverging route.



Cantilever signal used to place signal light in proper position over main line. Not possible with standard signal mast because of lack of space for proper clearance. Signal maintainer's motor car remains on passing track while he phones dispatcher.



Signal Maintainer Paul Duffy phones dispatcher at Sacramento from Poe signal house for "block time" to move motor car to Pulga, his next destination.



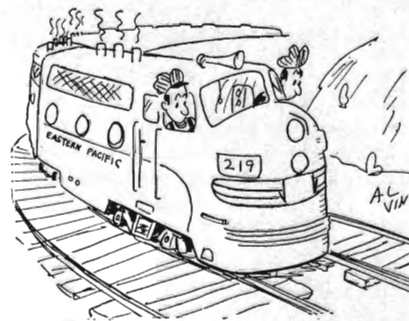
Duffy has okay from dispatcher, departs for Pulga.

Photo Page 5 and these above by Maurice Notter.

panel so that the dispatcher knows his lineup has been accomplished. As trains move past each signal or switch, indications are sent by the instrument houses to the machine giving the dispatcher an indication when the trains enter or leave each section or block. The dispatcher thus knows where the trains are at all times and can plan where he may line them to meet or pass other trains. Because he has a constant indication as to their location, he can make much better meets and passes than with train orders. Not only is there this advantage in the Traffic Control System, but by eliminating trains stopping for the purpose of throwing switches, a single track railroad under this system has an estimated capacity of from sixty to seventy-five per cent of double track, depending on the frequency or spacing of sidings.

**I**n both TCS and train order territory the dispatcher keeps a train sheet, which is a record of the movement of all trains under his supervision. On this sheet, about three feet wide and six feet long, are shown the names of the conductor and engineer, engine, time on and off duty, departure time from terminals, intermediate passing times at selected stations, and arrival time at final terminal. Also shown are the number of loaded cars, number of empties, and tons pulled by each train, as well as much other detail which is part of the permanent record, such as weather reports.

Train dispatchers work directly under the supervision of the chief dispatcher who, among many other duties, handles the crews and the engines. It is his primary duty to see that an engine and crew are at the proper



place at the proper time to handle or protect trains as they are ready to go. He must see that train service is provided where required, cars set out or picked up when ready to go, et cetera.

Train dispatching today is very different than it was back on September 22, 1851 when the first train order was issued on the New York & Erie Railroad (now the Erie). It has been a long hard trail to present day refinements, but things certainly must be getting better when one hears less frequently a train dispatcher referred to as a "train detainer."

A railroad man once said a train dispatcher is always mindful of fear, anxiety, and death. The next time you are aboard a speeding train, or see a rumbling freight roll by, or watch a switcher backing cars into a spur track, remember there is a dispatcher perhaps miles away who controls its every move.

First known application of electricity to signaling occurred in 1878 with the introduction of the electro-pneumatic automatic block signal on the Fitchburg Railroad, now a part of the Boston and Maine.

\* \* \*

First train dispatching by telephone was commenced on the narrow-gauge Boston, Revere Beach & Lynn Railroad, in Massachusetts, in 1879.

## SUPERVISION REFRESHER PROGRAM

Eight Western Pacific employees met at the general office during the week beginning June 22 to receive a special, intensive preparation and training program produced through research and discussion with Western Pacific officials and supervisors.

The information received will be used for the purpose of helping supervisors acquire more skill in developing teamwork, strengthening employee relations, and handling of problems. The program will be presented by these eight selected trainers to groups of seven or eight supervisors in five two-hour sessions to be held, when possible, during regular working hours over a period of about two weeks.

The training is not usually suitable

for anyone who does not direct the work of others, at least in an advisory capacity, but may, in some cases, be of value to those who contact the public and have to handle problems or complaints in connection with such contacts. It is planned to make the program available to all supervisors who are in charge of people or who direct the work of others with the exception of train and engine crews, switch engine foremen, and section foremen, for whom a special form of this training will be developed later.

Those selected for trainers are: R. J. Cleland, Jess Doud, San Francisco; J. B. Dillon, Sr., Oakland; W. G. Howell, R. F. Stenovich, Elko; D. J. Irwin, R. E. Schriever, Sacramento; and J. R. Jones, Oroville.

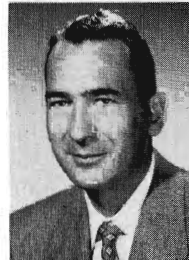


With the aid of a blackboard diagram, R. E. Schriever discusses a refresher program problem in individual and group thinking with other members of the group, who are seated clockwise from left around the table: D. J. Irwin, R. J. Cleland, J. B. Dillon, Sr., Jess Doud, Ken Brownung, training co-ordinator, J. R. Jones, W. G. Howell, and R. F. Stenovich. Training sessions are now being held on the system.

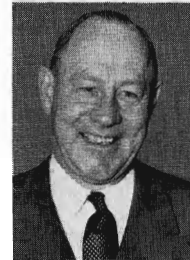
## FOUR NEW DIRECTORS FOR WP; ELEVEN INCUMBENTS RE-ELECTED

A proposal to increase the number of directors from eleven to fifteen was approved by a large majority at the regular meeting of the stockholders of the Western Pacific Railroad Company held at San Francisco on June 24.

John D. Kerr, president and director, American Fruit Growers, Inc.; H. C. Munson, vice-president and general manager, Western Pacific; Stayman L. Reed, general partner, J. & W. Seligman & Co.; Theodore Weisman, law-



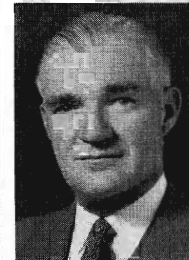
B. C. Carter



L. W. Cochran



Peter Cook, Jr.



Donald MacLean

Elected to fill the four new places on the board were: Benjamin C. Carter, executive vice-president, Food Machinery and Chemical Corporation; Lindsey W. Cochran, president, Cochran Company; Peter Cook, Jr., farmer; and Donald MacLean, president, California and Hawaiian Sugar Refining Co., Ltd.

The eleven incumbent directors re-elected to the board were: Wakefield Baker, president and director, Baker & Hamilton, and president and director, Payne's Bolt Works Co.; J. Reuben Clark, Jr., lawyer and churchman; J. A. Folger, president, Folger Coffee Company; Benjamin Graham, president and director, Graham-Newman Corporation; Charles B. Henderson, president, Elko County Telephone and Telegraph Company; Stuart Jenkins, president Western Realty Company, and controller, Spice Islands Company;

yer; and F. B. Whitman, president, Western Pacific.

At the subsequent regular directors' meeting that day, all the company's officers were re-elected to serve for the next fiscal year.

We don't know how it happened, but the date 1922 in the caption above the picture on page 3 in the July issue should read March 3, 1909. On that day a special train ran from Salt Lake City to Wendover and return with the governor and members of the legislature, who visited the Wendover roundhouse then under construction. The roundhouse was in full operation long before 1922.



## PROMOTIONS AND TRANSFERS

A series of appointments and transfers took place on the Western Pacific during the months of June and July.

Effective June 16, Walter C. Brunberg is assigned to the purchasing department as manager of materials and stores. His former position as administrative assistant is abolished. Brunberg and J. C. Marchand, purchasing agent, will report to M. M. Christy, executive assistant. John C. Baird, former head buyer, is appointed chief of planning and control, materials and stores, effective July 16.

Effective June 1, F. B. Stratton is appointed director of industrial development. The position of industrial commissioner, which Stratton held since 1946, is abolished. R. W. Harlan, chief clerk in the industrial department since 1948, is appointed industrial agent; W. V. Hanson, formerly traffic representative at San Jose, is appointed assistant industrial agent; and J. A. McNamara, formerly assistant chief sales and service department, is appointed chief clerk. E. P. Jagels, formerly assistant to industrial commissioner, is appointed general manager of the Standard Realty & Development Company, effective June 1.

Effective July 1, P. E. White is promoted to a newly created position of traffic manager—eastern region. He will have jurisdiction over Western Pacific agencies located at Cincinnati, Ohio; Pittsburgh, Pa.; New York, N. Y., where he will be headquartered, and Washington, D. C. White was formerly eastern traffic manager, which position is abolished.

A. H. Lund is promoted to a newly created position of traffic manager—central region, effective July 1. He will have jurisdiction over the eastern foreign freight agent, and general agencies located at Chicago, Ill.; his headquarters, Detroit, Mich.; Omaha, Neb.; and St. Louis, Mo. Lund's former position as assistant traffic manager is abolished.

J. B. Warren, former eastern perishable freight agent at Chicago, is promoted to the newly created position of assistant to traffic manager, effective July 1, with headquarters at Chicago. His former position is abolished.

Other appointments in the traffic department, announced recently, include:

Traffic Representatives: Richard Hocker, Oakland; Alan Hudson, New York; Howard Jaeger, San Francisco; Robert Johnson, Milwaukee; Joseph Moore, Cincinnati; Charles Myers, San Jose.

Chief Clerks: Dean Dorsey, San Francisco; Lloyd Fouser, Omaha; Lanny Glascock, Salt Lake City; Melvin Graham, Sacramento; Lee Marshall, San Jose; John Peginin, New York; Gerald Turner, Oakland.

Arthur M. Allen is appointed assistant chief sales and service, San Francisco.

Richard W. Bridges is appointed labor relations assistant, effective June 22. He is a newcomer to Western Pacific, a graduate of the Stanford Law School, holds a degree in transportation, and recently passed the California State Bar examination.

Appointments recently announced by Sacramento Northern include:

F. R. Justis, chief dispatcher at Sacramento; R. S. Sant, general foreman; C. E. Brown, agent Marysville-Yuba City; and Lynn W. Holt, track supervisor.

## THE CUSTOMER

He is the most important person ever in your office—in person, by phone or by mail.

The customer is not dependent upon you—you are dependent upon him.

The customer is not an interruption of your work—he is the purpose of it. You are not doing him a favor by serving him—he is doing you a favor by giving you the opportunity to do so.

The customer is not a rank outsider to your business—he is part of it.

The customer is not a cold statistic—he is a flesh-and-blood human being with feelings and emotions like your own, with prejudices and biases—even though he may have a deficiency of certain "vitamins" which you think important.

The customer is not someone to argue with or match wits against—nobody ever won an argument with a customer even though he may have thought he did.

The customer is a person who brings us his wants. If we have sufficient imagination we will endeavor to handle them profitably to him and to ourselves.

Let's take care of the customer with a smile and in a gracious manner. Treat him as you would desire to be treated yourself.

—Author Unknown.  
Submitted by E. A. Trace,  
claim clerk, Stockton, and  
by F. R. Woolford, chief engineer.

## EMPLOYEE ASSISTS IN FIRE PREVENTION

E. L. McCann, district special agent and claims agent for Western Pacific at Oroville, is serving as chairman of the utilities and transportation group of the California Fire Prevention Committee.

Announced by DeWitt Nelson, State Forester, and chairman of the committee, McCann represents all railroads in the State of California.

As chairman, McCann has been assured of a strong and well-coordinated program by all large and small railroads throughout the State, one which he claims will place the railroads at the top of the list in the field of forest fire prevention.

To direct the matter of fire prevention to the thousands of railroad passengers who pass through San Francisco daily, a large animated display of the popular "Smoky Bear" has been placed in the waiting room of the Ferry Building at the foot of Market Street.

Plans announced by Chairman McCann include among other meetings, several fire prevention group get-togethers to be held on the Western Pacific at various times during the fire season. He stated: "I know I can count on Western Pacific workers to give full support to this program and I hope that when we meet with the Forest Service representatives for our annual dinner next November I will have an outstanding report to present."

## CAMPERS—

**BE SURE THAT  
FIRE IS OUT!**

# MILEPOSTS



# IN GOLD

MILEPOSTS congratulates the following employees to whom Service Pin Awards were issued during the month of June, 1953:

35-YEAR PIN		
Ronnie E. Head.....	Stationary Engineer.....	Mechanical Dept.
30-YEAR PINS		
George C. Allen.....	Boilermaker.....	Mechanical Dept.
P. D. Burner.....	Asst. Gen. Supv. Struct. & Work Equip.....	Engineering Dept.
Charles Hinch.....	Switchman.....	Western Division
Aurelio Volf.....	Blacksmith Helper.....	Mechanical Dept.
25-YEAR PINS		
Eugene H. Beitel.....	Conductor.....	Eastern Division
J. H. Bunker.....	Traffic Representative.....	Cincinnati
C. R. Harmon.....	General Agent.....	Sacramento
J. J. Kirck.....	General Agent.....	Omaha
John Laughlin.....	Section Foreman.....	Western Division
Herman G. Mahlin.....	Sheetmetal Worker.....	Mechanical Dept.
E. R. Millfelt.....	Traffic Representative.....	Los Angeles
Charles Vincent.....	Supv. Duplicating Bur.....	San Francisco
P. E. White.....	Traffic Mgr.-Eastern Reg.....	New York
20-YEAR PINS		
Harold Clifford.....	Marine Engineer.....	Western Division
LeRoy W. Sperry.....	Section Foreman.....	Eastern Division
15-YEAR PIN		
Everett F. Rhodes.....	Section Foreman.....	Eastern Division
10-YEAR PINS		
Eric O. Anderson.....	Rate and Division Clerk.....	San Francisco
John W. Anderson.....	B&B Helper.....	Eastern Division
Arthur E. Biggs.....	Locomotive Fireman.....	Eastern Division
Nell M. Bishop.....	Laborer.....	Mechanical Dept.
Terrence Dunlavey.....	Switchman.....	Western Division
I. T. Eslinger.....	Asst. Signal Supervisor.....	Signal Dept.
John C. Finney.....	Locomotive Fireman.....	Western Division
Mrs. Ruth Fulk.....	Secretary, WP Hospital.....	Portola
Gerald J. Gervais.....	Conductor.....	Eastern Division
Raymond E. Gervais.....	Conductor.....	Eastern Division
John L. Inge.....	Switchman.....	Western Division
George S. Karras.....	Track Laborer.....	Eastern Division
Robert C. Madsen.....	Trainee.....	San Francisco
Russell E. McCurdy.....	Carman.....	Mechanical Dept.
George O. Olson.....	Telegrapher.....	Eastern Division
Helen R. Small.....	Trainmaster's Clerk.....	Western Division
Arthur G. Stout.....	Clerk.....	Western Division
Ruth Trimm.....	Car Record Clerk.....	San Francisco
Van R. Tuttle.....	Section Laborer.....	Western Division
Fred W. Wells.....	Switchmen.....	Western Division

"What if I were one of those husbands, my dear, who get up cross in the morning and bang things about and scold like anything just because the coffee is cold?"

"John," responded his wife, "I would make it hot for you!"

Wife: "Well, what excuse have you for coming home at this hours?"

Husband: "Well, my dear, I was playing golf with some friends and..."

Wife: "What? At 2 a. m.?"

Husband: "Sure. We were using night clubs."

## SACRAMENTO NORTHERN

MILEPOSTS congratulates the following Sacramento Northern employees who received service pin awards at the time of the annual presentation in June:

45-YEAR PIN		
F. W. Chaplin.....	Engineer.....	Oroville
40-YEAR PINS		
P. Kallas.....	Section Foreman.....	Concord
M. O. Langon.....	Engineer.....	Sacramento
35-YEAR PINS		
Nita Lemenager.....	Agent.....	Sutter
J. Price.....	Lineman.....	Concord
C. F. Wiseman.....	Substation Maintainer.....	Oroville
25-YEAR PINS		
G. C. Antonopoulos.....	Section Foreman.....	Meridian
W. Harrison.....	Carman.....	Yuba City
20-YEAR PIN		
A. E. Brandon.....	Bridgetender.....	Sacramento
15-YEAR PIN		
J. Garcia.....	Sectionman.....	Oroville Jct.
10-YEAR PINS		
C. M. Atilano.....	Watchman.....	Pittsburg
A. C. Bryson.....	Brakeman.....	Yuba City
E. Elkins.....	Conductor.....	Sacramento
A. E. Fippin.....	Valuation Engineer.....	Sacramento
T. J. Fugias.....	Watchman.....	Pittsburg
J. J. Jansen.....	Engineer.....	Sacramento
Juanita McBain.....	Clerk.....	Marysville
P. G. Melchor.....	Sectionman.....	Sacramento
O. F. Muenich.....	Brakeman.....	Sacramento
M. E. Parker.....	Asst. Valuation Engineer.....	Sacramento
Helen Tennant.....	Clerk.....	Pittsburg
D. Turano.....	Sectionman.....	Yuba City

## NEW RAILROAD PR ASSOCIATION HOLDS FIRST ANNUAL MEETING

Eighty-five public relations officials of the nation's railroads assembled in Chicago on June 8 and 9 for the first annual meeting of the Railroad Public Relations Association. When the meeting was over they had shared their problems and experiences, heard how the railroad industry's public relations rate with those the industry serves, and studied new tools and concepts from sources outside the railroad public relations field.

Two features of the down-to-earth meeting were a "Workshop Smorgas-

bord" and a "Cracker Barrel Conference." The first was a panel discussion of five public relations case histories which covered such problems as handling of unprofitable train discontinuances to the introduction of a new president to all employees of a 1,200-mile system (Western Pacific's first "Operation Nosebag"). During the "Cracker Barrel Conference" selected topics were drawn from an actual barrel placed in the center of the room, about which the entire membership sat in a great circle. A highlight of this





Re-elected as officers of the Railroad Public Relations Association at that organization's annual meeting June 8 and 9 in Chicago are, left to right: J. D. Parel, manager, agricultural relations, Association of American Railroads, Washington, D. C., secretary and treasurer; G. C. Frank, assistant to the president, Erie Railroad, Cleveland, Ohio, vice-president, eastern region; B. E. Young, assistant to the president, Southern Railway System, Washington, D. C., vice-president, southern region; J. B. Shores, director, employee-public relations, Texas & Pacific Railway Co., Dallas, Texas, association president; and G. H. Kneiss, assistant to the president, Western Pacific, San Francisco, vice-president, western region.

conference was the discussion of the "piggy-back" hauling of highway truck trailers on railroad flat cars.

In a panel discussion, Nancy Ford, transportation editor of the *Wall Street Journal*, Chicago, and Vincent S. Jones, director of the news and editorial office of the Gannett Newspapers, Rochester, N. Y., presented the viewpoint of the press in what's right and what's wrong with the railroad industry.

James G. Lyne, *Railway Age* editor, told those assembled that "railroads are just as much a 'growth industry,' technologically and economically, as the chemical business or the electric utilities. The industry does not actually enjoy that standing today because it is suffering from a bad public relations position which was frozen onto it by legislation and tradition which is fully a half-century behind the times. This

situation can be changed," he further said, "but only by the mightiest public relations effort ever put forth in business history. The effort can succeed only if it can, within the industry itself, overcome some of the unfortunate effects of the unique persecution for ancient sins to which the railroads are still subjected."

One of the youngest associations in the railroad industry, the RPRA's aims and purposes are: 1) To promote sponsor and foster the development and effectiveness of public relations within the railroad industry by the exchange of ideas, opinions and experiences regarding public relations as it pertains to the individual railroads in particular, and the railroad industry in general; 2) To improve the relationship and cooperation between those engaged in public relations and the other officers and employees of the railroad.

## RESULTS FROM GOOD SERVICE

Manager A. C. Olsen, Clover Valley Lumber Company, Loyalton, California, recently addressed a letter to H. C. Munson, vice-president and general manager, in which is offered unusually pleasant reading.

He wrote:

"We would like to relate a happy experience that occurred recently between the Clover Valley Lumber Company and the Western Pacific Railroad Company.

"This spring we purchased a heavy piece of logging equipment from the Washington Iron Works in Seattle. We had planned to take delivery by truck but when the time came, we had so much rain that delivery to our logging area by this means would have been out of the question. We, therefore, requested Washington Iron Works to make delivery by Great Northern and Western Pacific to Loyalton. They objected very strenuously to our decision and insisted to the last that truck delivery would be quickest and best. We got Mr. Gerald Frink, President of Washington Iron Works, on the phone and explained our reason for rail shipment, to which he finally consented; but said that quite likely we would not have delivery for about 18 days. We then got Mr. F. E. Biedent, Traffic Representative of the Western Pacific in Reno, on the phone, relating the opposition of the Washington Iron Works to rail shipments and quoting Mr. Frink, suggesting that if Mr. Biedent cared to accept this challenge, he could carry on from there.

"The end of the story is this: Our machinery was delivered to the Great Northern in Seattle Friday, June 5th,

and arrived in Portola Monday, June 8th, just a little late for the Loyalton Local. The cars were delivered here the following Wednesday afternoon, and sent out on the Clover Valley Railroad to camp the next day.

"Needless to say, we appreciate Mr. Biedent's action in this instance and the cooperation of the Great Northern in expediting this shipment. We believe that much opposition expressed by the Washington Iron Works has been broken down and that they are as pleased with this experience as we are."

In his reply to Mr. Olsen, Munson wrote:

"I certainly was happy to receive your letter of July 1st wherein you commented so favorably about our employees and our service, specifically in connection with the handling of the unusual and competitive shipment from Seattle.

"We pride ourselves always in trying to do the best we know how. We appreciate hearing from anyone when our efforts bring forth the results that we feel our patrons are entitled to."

By copies of his letter to M. W. Roper, vice president-traffic, and J. F. Lynch, superintendent, eastern division, Vice-President Munson requested that Mr. Biedent be advised of the company's appreciation for his efforts.

"What would you say," asked the Eskimo lad, "if I told you that I had travelled a thousand miles through snow and ice with my dog team just to see you?"

"I'd say," replied the Eskimo girl, "that was a lot of mush."

—Reading Railroad Magazine.

Paul Jenner sez:

## "Don't Be HALF Safe!"

Active participation in safety prevention meetings by employees of the various crafts has been an influencing contributor to the fine Safety First record of Western Pacific's mechanical department.

Employee participation consists of preparing and giving before fellow workers a safety talk on a subject of their own choosing. The subjects vary greatly with the individual, and reflect a conscientious belief that the number of accidents on the job, to and from and at home, can be considerably reduced by simply using a little more care and precaution, and common sense.

The interest displayed by these employees is most gratifying and the results are shown by the records.

Take for instance, the safety speech given by Carman Joseph J. Jiral, Sacramento Shops:

"Safety is a good thing for all of us, no matter how long we have been here or what our job is. Don't take chances;



LOOKING IN JUST ONE DIRECTION CAN CAUSE TROUBLE! (THE SAME THING APPLIES TO WORKING AROUND RAILROAD TRACKS.)

help others to be safe on the job for your sake as well as theirs. Report, don't use, such accident makers as hammers with defective heads or handles, files without handles, mushroomed chisels, wrenches with sprung jaws, dull tools. Goggles won't protect you much if left on forehead, shelf or such. Take my word, you can give yourself and family extra protection from any kind of accident by making and keeping the following promises:

"I will be a safe worker and a careful driver.

"I will keep my home free from hazards and will teach my family to follow safe ways.

"I will support the safety work in my community.

"This pledge is as good as the man who makes it—an accident waits for the man who breaks it."

Painter J. D. Garris, in his talk, said:

"Safety is the first consideration in every detail of operation. To realize the seriousness of your safety and what it means to all of us, the stark reality of it can never be impressed enough. Safety instructions are your insurance for your own personal protection. A little concentration and study of ways and means to apply them at the precise moment will mean success, where without the necessary precautions an accident could result. . . . Our electrical department has been experimenting with a lot of cleaning substances. I believe some of these contain chlorin

hydrocarbon and hydrochloric acid which forms a toxic gas. These and every other cleaning substance that we use, should be analyzed thoroughly and every means obtainable procured to insure the safety and well-being of our fellow workers."

Sheet Metal Worker, B. V. Green, Oroville Shops, called attention to careless handling of Blue Flags (displayed to warn against the moving of equipment on which men are working) and lack of some device to transfer acid from containers to washing machine for servicing steam generators on diesel locomotives. The result was that two days after Mr. Green's talk, Diesel Terminal Foreman R. T. Ronan wrote E. E. Gleason, chief mechanical officer, that the two items referred to had been corrected.

As C. C. Bennett, blacksmith, and chairman, Safety Committee, said in closing his talk: "Remember—what has not happened in twenty years, might happen in the next twenty seconds."

*A traveling salesman had just purchased the last Pullman reservation and was leaving the ticket window. Suddenly an elderly woman rushed up and cried, "I have to get on that train! It's a matter of life and death!"*

*Always the gallant one, the salesman turned over his ticket to the distraught woman. That night his wife received a telegram: "Delayed unavoidably. Have just given berth to an old lady."*

A canny Scot was engaged in an argument with the conductor on what the fare should be. Finally, the disgruntled conductor picked up the Scot's suitcase and tossed it off the train just as the train was crossing a bridge. It landed with a splash.

"Hoot mon!" screamed Sandy. "First ye try to rob me and now you have drowned me boy!"

## WP WILL REMEMBER

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

On behalf of all employees of Western Pacific and its affiliated companies, MILEPOSTS extends sincerest best wishes for future happiness to the following employees who recently retired:

Tom A. Alerich, carman, Sacramento.

\*Frank E. Austin, carpenter, Sacramento.

Earl W. Bonham, switchman, Oakland.

\*Bertrand Chrisman, dining car waiter, Oakland.

Anton A. Czekalla, carman, Sacramento.

Michael O. Langon, Sacramento Northern locomotive engineer, Sacramento.

\*Frank Moore, Sacramento Northern lineman, Concord

Mike Nannini, section foreman, Wells, Nevada.

\*William H. Oerline, brakeman, Stockton.

Giovanni L. Petri, laborer, Sacramento Store.

William E. Roger, car helper, Sacramento.

\*Harvey W. Syster, marine cook, San Francisco.

Elwood L. Wilks, conductor, Portola.

Fred H. Worsley, chief clerk, Salt Lake City.

Bill C. Zafer, Sacramento Northern section laborer, Westgate.

\* Left service prior to retirement.



## IN THE GOOD OLD DAYS

**D**O YOU REMEMBER this *Western Pacific* band, pictured in their new uniforms, on the steps of the State Capitol at Sacramento in 1926?

**L**EFT TO RIGHT, front row, are: *W. O'Donnell, A. Bencich, L. McKinney, C. Chenowith, C. Cavanaugh, F. Brophy, C. O'Donnell, H. Smith, T. Fister and J. Hall.* Center row: *T. Darlow, V. Mente, J. Frombach, J. Purcell, C. Monaghan, F. Scott and W. Hunter.* Back row: *R. Van Sant, J. Breech, R. Powers, W. Spann, R. Williams and L. Swaim.* Photo is property of *H. J. Madison, general storekeeper, Sacramento.*



## In Memoriam

On behalf of all employees of Western Pacific and its affiliated companies, MILEPOSTS extends sincerest sympathy to the loved ones of the following employees and annuitants whose death has been reported:

*Mrs. Laura F. Grand*, chief clerk, tax department, died on June 14, 1953. Mrs. Grand entered Western Pacific service on November 27, 1942. She is survived by her husband, Henry Grand, of Alamo, California.

*Augustus L. Guthrie*, retired Sacramento Northern conductor, died on May 7, 1953. Mr. Guthrie entered company service on August 1, 1913 and last worked for the company on August 1, 1937.

*John B. Hansen*, locomotive fireman, died on June 28, 1953. Mr. Hansen entered company service on September 15, 1943. He is survived by his widow, Mrs. Thelma Hansen, of Stockton.

*Mrs. Grace H. Lamoreaux*, retired telegrapher, died on June 6, 1953. Mrs. Lamoreaux became a Western Pacific employee on September 13, 1942, and last worked for the company on June 13, 1951. She is survived by a sister, Mrs. Leona Pyle, of State Center, Iowa, and two brothers, Berlie B. Hayne, of Marshalltown, Iowa, and Harry H. Hayne, of Healdsburg, Calif.

*Howard M. Smitten*, retired bridge engineer, died on June 30, 1953 at

Tucson, Arizona, while returning from a construction job for the Utah Construction Company. Mr. Smitten entered Western Pacific service on September 15, 1921 and retired from the company on December 31, 1946.

A native of San Jose, Smitten led the 37th Army Engineers in France during World War I. Since 1946 he served as director of the Contra Costa County Sanitary District. He was a member of the Lafayette Rotary Club, the Acalanes Lodge of Masons and the American Society of Civil Engineers. Colonel Smitten is survived by his widow, Marian Barr Smitten, former dean of women at the College of Pacific; a son, Roger, of Fresno; two daughters, Mrs. Earl Mullinix of El Cerrito and Mrs. Roy Ploss of Berkeley; and five grandchildren.

*Wallace L. Smith*, Sacramento Northern locomotive engineer, died on June 21, 1953. Mr. Smith entered company service on September 17, 1941. He is survived by his widow, Mrs. Edna Smith, of Sacramento.

*John P. Thomas*, machinist, died on May 27, 1953. Mr. Thomas entered company service on December 18, 1944. He is survived by his widow, Mrs. Millicent B. Thomas, of Portola.

*William C. Wilkes*, retired general agent, died on June 2, 1953. Mr. Wilkes entered company service on October 26, 1931, and last worked for the company on August 31, 1938.



Flag raising ceremonies pictured by Norman Roberts, road foreman of engines.

## OROVILLE SHOPS CRAFTS PRESENT FLAG TO WP

The Stars and Stripes are flying at Oroville roundhouse as the result of a flag raising ceremony held there on June 12.

The large flag was purchased from the organization funds of the Local Shops Crafts and presented to Western Pacific as a patriotic gesture, prompted by the fact that with the United States participating in the Korean War the employees would like an American Flag flying from a flagpole in their shops area.

Plans were originally made to hold the ceremonies on Flag Day, but as June 14 was a Sunday, the event took place on the Friday before shortly after noon.

As so many of the Western Pacific men at the roundhouse are interested in Scouting, the ceremony was in

charge of the Sea Scouts of Ship No. 43, headed by Skipper Milton Placey. Boys taking part in the ceremony were Richard Dean, Milton Placey, Jr., Marion Smith, Gilbert Bowles and Donald Morford, son of Western Pacific switchman, D. E. Morford.

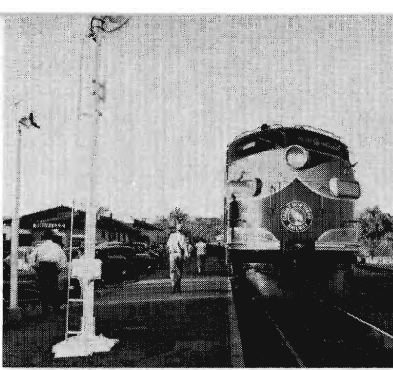
Roundhouse Foreman Ray T. Ronan accepted the flag from the Shops Crafts in behalf of Western Pacific.

*The fat man and his wife were returning to their seats in the theatre after the intermission.*

*"Did I tread on your toes as I went out?" he asked a man at the end of the row.*

*"You did," replied the other grimly, expecting an apology.*

*The fat man turned to his wife. "All right, Mary," he said, "this is our row."*



A Great Northern diesel, shown at Oroville station, brought the Scout special all the way to Oakland.



The diner was a popular spot. For breakfast, orange juice, cornflakes, eggs, ham, toast, muffins, milk.

## WP SHARES IN SCOUT MOVEMENT

As one of the rail lines participating in the mass movement of 50,000 Boy Scouts who attended the huge Jamboree in Southern California last month, Western Pacific brought into California over 3,000 Scouts in five special trains, and in another five specials handled 2,100 Scouts returning to homes in every state, some of the territories, and sixteen foreign countries.

Three inbound and three outbound

Scout specials traversed the "Inside Gateway" route between Keddie and Bieber, California, which, other than for a few World War II troop trains, had never before seen regular passenger train service since construction of the 112-mile line which was completed in 1931.

Besides handling trains from the Great Northern connection at Bieber, two Scout specials were handled in each direction through Salt Lake City.

A Boy Scout reception committee welcomed the traveling Scouts during a brief stopover at Oroville.



Welcome to two new correspondents, JOHN C. MARTIN, of Salt Lake City, and VIRGINIA THRONE, of Sacramento. John succeeds Lee Marshall who has been transferred to San Jose, and Virginia will represent a new column for Sacramento Freight Station.

We wish to thank LEE MARSHALL for his wonderful cooperation while at the city ticket office in Salt Lake City.

### SALT LAKE CITY

John C. Martin  
Chas. W. Owen

Engineer CECIL TRUMBO and wife spent an exciting two weeks visiting their son in Fairbanks, Alaska. Though they claimed a thrilling round trip from Seattle by air, they said that next time it will be by railroad.

Vacationing during the last two weeks of June were: Conductors GUY PARRY, EARL WOODWARD, HARRY MCGLOTHLEN, and W. C. THOMPSON.

Brakeman LAMAR PORTER is back on the Salt Lake board after spending several weeks on the work train around Gerlach.

Our best wishes for a speedy recovery to Mrs. GENE BIETEL. Audry has been hospitalized for several days.

Switchman BILL PETTIT, from Wendover, vacationed in Salt Lake City for a few days. He started his trip in style by filling up with gas at the "Friendly Corner."

AUGUST, 1953

## Caboosing

Conductor GLEN FOX is building a new home in the foothills of Bountiful. Understand he is doing most of the work himself.

The golfing club has slowed down considerably the past few weeks. Could it be that the "golf widows" ordered their better-half "duffers" to get busy repairing and painting their homes?

The Mayor of Sandy, Conductor FRANK MALSTROM, is back with the working class again. Frank spent the past two weeks filling in for Conductor MCGLOTHLEN on the *California Zephyr*.

### SACRAMENTO FREIGHT STATION

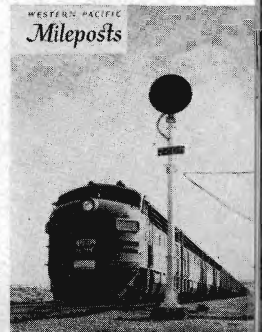
Virginia Throne

Rate and Bill Clerk CHARLES ECK has returned from a wonderful fishing vacation spent in Colorado.

We welcome back NANCY DERISO, head revising clerk, who has just returned from Virginia. Nancy's hus-

### AUGUST COVER

A Western Pacific express special, rushing California fruit to the Eastern markets, passes an eastbound signal two and one-half miles east of Wells, Nevada, during May. Cover photo and picture on Page 3 by Robert W. McKnight, associate editor, Railway Signaling and Communications.



band, Bud, is now in service with the Armed Forces in Korea, and she is gathering baby clothes for the children in an orphanage over there. A wonderful gesture and, naturally, any outgrown children's clothing will be appreciated!

We also welcome two new members to our staff, MARGARET ROOD and MARGUERITE WITHROW, both stenographer-clerks.

JOE CONLEY, head claim clerk, is now settling back down to work after a vacation at Lake Tahoe and in the Mother Lode country.

Chief Clerk RAY WITHROW and Car Desk Clerk BILL GLADNEY both helped work the gate at the recent Elk Grove picnic and also handled tickets for the soft drinks.

Among those who also enjoyed the picnic were DICK FINLEY, demurrage clerk, and SN Yardmaster, C. E. HER-SCHLER, and their families.

Good luck to ELIZABETH HELMICK who is filling the position of assistant T&E timekeeper in the superintendent's office. We know she will do a very fine job.

## PORTOLA

Phyllis Laughlin

(EDITOR'S NOTE: We wish a speedy recovery to PHYLLIS LAUGHLIN who is recovering at her home following an operation at Western Pacific Hospital. Her position as PBX-general clerk is being filled by ERMA RAY, furloughed clerk, who very kindly sent in the following items for MILEPOSTS.)

Seemed like Old Home Week when Agent and Mrs. HARRY F. HALL journeyed via *California Zephyr* to Omaha and other Nebraska points. Greeting them at Omaha was brother A. R. Hall,

at Fremont, Nebraska they visited brother F. A. Hall, retired chief train dispatcher, C&NW; and at Wahoo, Nebraska, son Harry J. Hall and family of Atlanta, Georgia, and daughter Greta Vculek and family of Wahoo and six grandchildren were on hand to welcome them. At Des Moines a golden wedding celebration was observed, honoring Mr. Hall's sister, Mrs. H. A. Shuler and her husband.

The Welcome Mat is out for ROBERT E. RONEY, clerk, who returned to his job in the yard office after his discharge from the armed forces.

The many friends of JOHN P. "SHORTY" THOMAS, machinist at the roundhouse, were saddened by his sudden death on May 27. Our sympathy is extended to his widow, Mrs. Millicent Thomas.

We are glad to report that Mrs. Barbara Applegate, wife of Fireman RICHARD APPLGATE, Western Division, is back at home and doing very nicely following a major operation performed at Washoe Medical Center in Reno.

Seemed like old times to see RAY GOSSETT, retired switchman, and his wife again. They are now residing in Kansas City and were visiting here on vacation as well as Reno, Las Vegas and San Francisco. Hope they'll be back to see us again.

Trainmaster and Mrs. VIRGIL EDWARDS went East on their vacation, took delivery of a new DeSoto "Fireball" (wonder if Groucho sent 'em?) and returned through Eastern Canada and the Central states.

MAURICE HAMMOND, road foreman of engines, took over Edwards' duties during his absence.

Switchman CHARLES RUSE and Trainmaster's Clerk GLADYS RUSE had an



enjoyable vacation, traveling through Idaho, Montana and Oregon.

## SACRAMENTO STORE

Irene Burton

HENRY J. MADISON went with the American Legion Post No. 61 band to the Veterans' Home at Yountville on June 7, where they played two concerts and paraded through all the wards of the hospital playing for the bedridden veterans, who look forward to the annual affair.

By the way? What happened to the band that was to have been organized here?

After showing AL BABBS all the pictures we could find on how others fish, Al went up the Sacramento River recently and came back with eleven and it was on a RAINY Saturday.

EVELYN RICHARDSON, B. D., and Kathryn, have returned from their

vacation—one week spent gypsying around Northern California and the other at home doing all those things that must be done.

BETTY LATINO is working with us again on the new system they are setting up for the new store building. Betty worked here a few years back and will be remembered as Betty Napoli.

A swarm of bees had a rather large comb of honey on one of the freight cars parked in the yard. NORMAN VIZINA removed the comb for his brother-in-law and all went well until Norman decided to peek into the box to see if the little bees had settled down. You're so right, from the looks of Norman's face the next day.

The following served at Western Pacific-Sacramento Northern employees day at U.S.O. on June 13: MARY JANE NALLY, chairman, MILDRED WINGATE, transportation, MARY K. MCKIN-



NON, mechanical, PEARL COOK, Sacramento Northern, and IRENE BURTON, store department.

## SAN JOSE

Charles H. Myers

June was a month of changes around here. WINTON V. HANSON, traffic representative here since 1946, moved to general office as assistant industrial agent. His position was replaced by CHAS. MYERS, former chief clerk, whose position has been filled by LEE MARSHALL who arrived June 22 from H. R. COULAM's office in Salt Lake City.

JOHN P. CARROLL has added to the general excitement by becoming a Chinchilla fancier. His daughter, Beverly Ann, won a pair of the valuable little animals at a recent Super-Market opening and John is now wearing a smug grin as he announces there is an air of expectancy around the Chinchilla menage, or whatever it is these miniature fur coats inhabit. This may all have been too much for Laurine (the Mrs.) as she has had to enter a local hospital for some surgery, but is progressing nicely at this writing.

Dirt has started to fly at Milpitas as excavation and leveling work for the new Ford plant gets under way. Sewer lines are being laid and preliminary track work started to serve this \$35,-000,000 plant.

## NEW YORK

Alan Hudson

FRANK and KATHLEEN MURPHY, from general office, and their two daughters Pat and Maureen, paid a surprise call on us during their vacation last month and we were happy to see them particularly those of us who had met Frank last year during the Educational Tours.

Vice-president MALCOLM ROPER seems to be trying to set a record for indefatigability what with making New York the last leg of a long trans-continental itinerary and proceeding to make the outlying calls of our own territory with TM - Eastern Region PERL WHITE. The tail end of this tour coincided with the head end of JOHN NOLAN's arrival for the purposes of higher education.

## KEDDIE

Elsie Hagen

I would first like to take this means to thank all of my friends and neighbors and Mr. Hagen's fellow employees, all of whom were so kind and sympathetic to me and my family at the time of the loss of our loved one.

Brakeman HUGH AUSMUS is puffing out his chest now that he is a grandfather again. Daughter, Mrs. Melvin Strong, who now lives in Oakland, announced the arrival of Kelly Duane, weighing 8 lbs. 14 oz.

Nile Ausmus, son of Hugh, was home on a short leave before shipping overseas to Korea.

Conductor E. E. REDDICK is at St. Joseph's Hospital where he underwent an operation on June 30.

Vacationers last month were Train Desk Clerk PAUL FERRELL, who did some fishing, and Firemen LYNCH and THACKER.

Agent PETE HANLEY's wife and daughter are visiting in San Jose, where daughter, Jane, is attending summer school.

Conductor ALLRED's wife and daughters visited here last month as did Conductor E. E. SLAUGHTER and his wife, from Oroville.

## TIDEWATER SOUTHERN

Dora Monroe

OSCAR CORREA, chief clerk, and family spent their vacation camping in the heart of the Northern California redwood country. While there, they dropped in on retired Conductor JOE LEMONS. It seems that Joe is recuperating from a recent operation brought on by his pulling just one too many redwood stumps from his front yard. Understand he is feeling fine and is well on the road to recovery.

Superintendent JACK KENADY visited with our President REX KEARNEY when he was confined in a Sacramento hospital recently, and we are all pleased to hear that he is much improved and extend our best wishes for a speedy recovery.

BILL STEWARD, bill clerk, Turlock, is back at his desk again after spending two weeks in the field for Uncle Sam at Camp Hunter Liggett.

JACK KENADY, superintendent, and his family enjoyed a restful, relaxing two weeks amid the sun, salt air and sea breezes near the beach at Santa Cruz last month.

## OAKLAND

Hazel Petersen

HARRY L. DAVIS, retired engineer, and the Mrs. are vacationing in her home town, Dubuque, Iowa. Both are well and enjoying their trip.

Retired Operator L. C. FLORA lives between two competing railroad lines in Fresno and every time one of their trains roll by he compares it to the *California Zephyr*, which he says always comes out on the long end.

ROY TAFT, chief engineer of the tug *Hercules*, and his wife plan to leave the Bay Area on their annual vacation

shortly, as do GUNNAR JOHNSON, bargeman, and JOSE CABAZEL, fireman-watchman. Hope they return fully rested and ready for another year on the Bay.

NELS NELSON, boat and transfer clerk at San Francisco yard, is recuperating after surgery at St. Joseph's. Nels had a rough time of it but understand he is at last doing nicely.

We extend our sympathy to JOHN LARSON, marine mate, who lost his wife recently after a prolonged illness.

Welcome and good luck to HARRY JOHNSON, new roadmaster's clerk at Oakland. Must be a good man as Roadmaster JOHN CONNELLY left a few days later for his vacation leaving Harry and JOHN MARTIN to carry on.

Switchman FRANK RAY and WILLIAM MCKENDREE made trips to Salt Lake City recently because of illness in their respective families. We are happy to learn that all is well.

There was a gathering of the old gang recently for a barbecue at the home of Margaret and ERNIE EVANS,



"Him and his breakfast in bed!"

freight traffic, and the romance is still on between their son, Craig (21 months), and Janet (10 months), daughter of SHELDON, freight traffic, and MARGE GLATT. Among those present were DORIS, formerly with the San Francisco agency, and GORDON SCHNEIDER.

HENRY STAPP, assistant superintendent, recently received a letter from retired switchman, J. A. GILBERT, now living in Altus, Oklahoma. Attached was a clipping telling of his son's (Major Allen J. Gilbert) part in the historic flight of 75 Thunderjets from Austin, Texas to Japan last October. Major Gilbert is on his second tour of duty in the Far East since the start of the Korean war, having previously flown 119 missions over Korea, and 102 missions over Europe during World War II.

J. A. SMITH, yardmaster at Oakland since November 25, 1942, is quite proud of his only child, Mrs. Jackie Buckalew, of Oakland. Spotted by a talent scout while eating a hamburger in a Broadway restaurant she was made a star on a Coast-to-Coast radio show in San Francisco, later enrolled in an Oakland modeling school, and today, less than one year later, is one of Oakland's leading models. The Veterans of Foreign Wars claimed her as Miss VFW of 1953, and she recently received a two-page write-up in the feature section of the Oakland *Tribune*.

## LOS ANGELES

Frank Sell

The attractive new brunette in the Los Angeles office is our new stenographer, LILLIAN STEBBINS. Formerly employed with the Amerada Petroleum Corporation, she decided she would

like to be a railroader and, naturally, came to the WP to learn the business from the ground up.

Your correspondent is happy to be back to work again after a sojourn of two and one-half months in the rain-belt State of Washington. Happy, of course, to be back in the land of sunshine, feeling very chipper and having already exchanged my Washington pallor for a coat of California sun-tan!

It's vacation time again and ED MILLFELT is spending a quiet (probably an understatement if we ever heard one) two weeks at home with relatives from Ohio.

BOB ROUSE, the traitor, is spending a week in the Bay Area! W-H-A-T? We must have a TALK with that boy!

## STOCKTON

Virginia Rustan

As a graduation present to her daughter, Pat, CHERRY ROWLEY, bill clerk, accompanied also by her two sons, Roy and Billy, journeyed via the *California Zephyr* for a most enjoyable visit to Salt Lake City.

James Hale, stepson of DOC HENSLEY, clerk, has completed his training with the 233rd F. A. Bn. at Fort Lewis, Washington, and has been transferred to the 505th M.P.T.C. at Fort Baker, Sausalito, California.

LES HAMILTON, general yardmaster, has been confined at home with a knee injury. Best wishes for a speedy recovery, Les.

ALIENE MEYERS, cashier; ELAINE OBENSHAIN, trainmaster's clerk; BARBARA MOFFITT, transit clerk, and your correspondent, motored to Sacramento June 10 to attend a dinner meeting given by the Sacramento Chapter, Railway Business Women's Associa-

tion, at Del Prado restaurant. In behalf of our group, our sincere thanks to the Chapter for a most interesting and enjoyable evening.

Mrs. Lyles, wife of Engineer O. E. LYLES, attended the Grand International Auxiliary conclave to the Brotherhood of Locomotive Engineers at Cleveland as grand delegate.

## WENDOVER

Shirley Lee

Retired Engineer GEORGE A. LORENZ was a recent visitor here. Just had to come over and see what changes had been made and to visit with the gang. He and Mrs. Lorenz also went to Oakland.

Vacation time finds CECIL TRUMBOS enjoying the scenery in Alaska; ANNA BELL ALBRECHT is entertaining her granddaughter during a week away from the job; the COLEMAN PETTIT family is spending their two weeks at home and in Salt Lake City.

Since the hostler and hostler helper positions were abolished here, JOE HERNANDEZ and his family moved to Portola where Joe is a laborer; FORREST RICHEY has returned to his home in St. Louis, and TONY MARTINEZ and his family are visiting her folks in California.

Agent LEO WATERS was on the sick list recently, and Linneman THOMAS SHEA's wife recently submitted to surgery.

Switchman and Mrs. ELDEN WILLIAMS are sporting a new Kaiser. Elden says there is no better car.

Newcomers to Wendover are: Telegraphers E. R. CASE and L. A. McCANAHAN, Switchmen HOWARD S. BOOTHBY and O. J. KOMOSOSKE, and Waitress BILLIE LAWRENCE.

## CHICAGO

Jim Baker

New Arrival . . . Bright-eyed, eager, rarin' to go, BOB JOHNSON, recently made his "debut" in Chicago as our Wisconsin representative. Bob hails from Omaha where he had a fine record as chief clerk. Glad to have you with us, Bob.

Speaking of promotions, we all extend our warm congratulations to Messrs. LUND, WENIG and WARREN of Chicago, and to Messrs. WHITE and STILL, of New York.

This deadline finds KEN RANK back from that outing up Boulder Junction, Wisconsin, way which we mentioned last month. Ken is sporting a nice sun-tan but, as for fish, Ken sent us only a nice photograph of what he should have caught. Must have been dreamin' that fish actually grow larger up Michigan way, eh Ken?

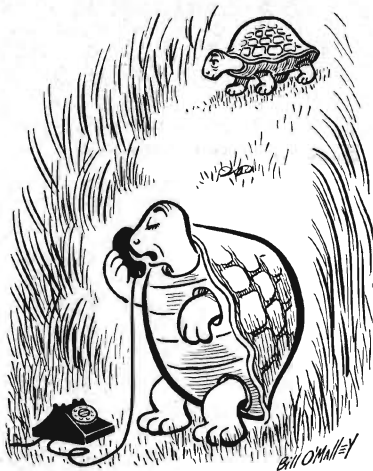
FREDDIE ROBBINS, known around Chicago as the Ozark dreamer, recently corrected us on the geographical location of his Arkansas resort at Mena. Freddie Assured us (with map) that Mena is located in the heart of the Ouachita Mountains, not the Ozarks, as we recently mentioned. We just thought Arkansas and the Ozarks were one—sorry.

Don't know what to say about our non-predictable White Sox. At this writing they're only six games out of first place and one-half game out of second!

## SACRAMENTO SHOPS

Marcella Kahl

We are all prone to brag about our "young 'uns," but Sheet Metal Worker PAUL SCHULTZE is justly proud of his 15-year old son Donald. Don received



"Please hang on, he's not EXACTLY the California Zephyr."

the American Legion Outstanding Citizenship Award at California Junior High this year.

We had three "old-faithfuls" retire in June, all in the car department. TOM ALERICH, who's just going to do some fishin'; ANTON CZEKALLA, who's going to Calistoga Springs first and then to New York City in the fall; and "SCOTTY" ROGERS. "Scotty" got away so fast we didn't have a chance to ask him about his intended plans.

Some people sure are lucky! DICK RICHARDS, train desk clerk at the yard office, called up to say his wife had won a combination radio, phonograph and television set. That's a painless way to secure one, isn't it?

Top fisherman of the month is Carman GEORGE RIOLO. George caught a 5-pound bass (now, wait a minute, fellas, and let me finish!) and then he hauled in a LIVE MUSKRAT. Can't

find out what happened to the muskrat, though.

BOB KEITH, working foreman at Keddie, stopped in for a chat while on vacation and said his two boys are going to stay with him for a while in Keddie; the oldest one, just home from Korea, wants to try some of that famed Feather River fishing.

Also back home from Korea is WAYNE SPRATT, our shop nurse's son. Wayne's working at the shops these days as a machinist helper.

E. McCORKLE, night machinist, surprised everyone by roaring into the shops the other evening in a Javelin Jupiter. He says he can go about 120 miles an hour—but that we "gotta" see!

## WINNEMUCCA

Doris Cavanagh

Knack of explaining rail practices apart from his own mechanical department is possessed by Engineer G. J. MARRS. He'd make a good schoolmaster.

Summer vacationers include Engineers RAY MOORE, ROY LOMAS; Firemen LOUIS PEARCE, C. F. McDONALD, ACE QUIGLEY, FRED ELWELL; Roadmaster DAN LAUGHLIN; Section Foremen JIM JENISTA of Krum and JACK LORD, Golconda.

ANDY ROBERTS served as hostler helper during JUAN PEDROZA's two weeks off.

After prolonged sawbone sieges, Engineers BUCK WILLIAMS and BILL SHOLL have both mounted to their cabins again.

JOHN G. MIMS, roundhouse laborer, is called by his middle name Gladys by long time Winnemuccans to the surprise of some newcomers.

Little foxes are pets of relief Signal Maintainer NELDON NYREHEN and Sec-

tion Foreman JOHN HERRON's family at Cholona.

Off shift, Fireman MARVIN "BENNY" VENABLE relaxes by spreading ballast along his miniature railroad.

With the removal of car department equipment to Elko, JOHN DIGRAZIA, J. B. BASANE and LOUIS ARANO also changed their addresses to the eastern Nevada town. JOHN MUIR went to Portola.

Spruced in uniform for the *Zephyr*, Conductor BRUCE REYNOLDS looks entirely different from his arrival in crinkled khaki on the work train, a squeak ahead of the 16-hour deadline.

Teenage telephone call made by a maiden on the wall phone in the yard office fascinated Yardmaster JOHN HAMILTON and Yard Clerk VAL MARTIN. They turned to study the very young blonde "babe" in jeans as she recrossed the tracks after her lengthy chitchat with a boy friend.

## SACRAMENTO NORTHERN

Milton Ziehn

The position of stenographer-general clerk at Sacramento, vacated by JUNE RASMUSSEN, has been assigned to NANCY JEAN HARMON.

Vacationists include PEARL COOK, division accountant, and the ROY COUEYS, leading lineman at Yuba City, who are leaving for a two weeks tour of many points outside this State, with the Coueys driving back a new Pontiac.

Although BOSS KEARNEY is getting a well-earned rest at this writing, he doesn't think much of the illness which enforced such rest and will be filling that big gap in the SN just as soon as the doc gives the nod.

\* \* \*  
 "Won't you join me in a cup of coffee?"  
 "Sure, you get in first."

AUGUST, 1953

## SAN FRANCISCO

Rita Connolly, William Dutcher, Molly Fagan, Lawrence Gerring, Howard Jaeger, Mary Nichols, Maurice Notter, Carl Rath, Bill Royal, Dudley Thickers, Frank Tufo.

Little Kristine Anne made her appearance at Peralta Hospital in Oakland on June 15 much to the delight of parents GORDON and NANCY INGLE.

HOWARD JAEGER and HARRY STARK, traffic representatives in the general agent's office, caught each other selling the merits of the *California Zephyr* to the nurses at St. Joseph's during June while recuperating respectively from back trouble and high blood pressure.

We're sorry to lose WES CRAWFORD, traffic representative, general agent's office. He is now with Shippers Car Line Corporation and will be covering the thirteen Western states as a representative. Wes goes with our best wishes and 16½ years of fine WP training.

KAY BRODNEY, our fishing champ in the engineering department, did it again, copping two first prizes in the Women's Casting Club recently, one for dry fly casting and one for wet fly casting.

TOM HOWARD and DANA GIANNELE, traffic department, exchanged vows on May 29 at San Francisco, and MARY EPPERSON, freight traffic, and her husband, DICK, were matron of honor and best man.

REGINALD DUNKLEY, JR., freight traffic, was married to Theresa Ann Kessler on July 11 at St. Matthew's Catholic Church in San Mateo, followed by a reception at the home of the bride's parents.

RICHARD BADDOCK, traffic, returned from a Los Angeles vacation with one of their widely advertised "distinctive" tans.



Jim and MARY JANE HICKS announced the birth of a son, James Wayne, on June 12. Mary Jane, now on temporary leave of absence, is secretary to Signal Engineer TEGELER.

Cecil Best, son of Signal Draftsman RAY BEST, was married June 28 to Geraldine Crubel at St. Mary Magdalen Church in Berkeley.

BERTHA WILLIS and MIKE BAPATSI-COS, both employees in the auditor of revenues department, announced their engagement the first part of July.

## OROVILLE

Helen Small

B. J. WITUCKI, section foreman at Tobin, was married to Jennie Lee Adams, of Chico, on June 3. The wedding took place at Paradise and after a two-week honeymoon the couple will return to Tobin.

Brakeman WARREN E. DELANEY and wife celebrated their sixteenth wedding anniversary June 16. They are the parents of four children.

Boilermaker A. C. LEQUELLEC and wife attended the Boilermakers' Convention in Minneapolis last month and visited in Chicago, Omaha and Kansas City en route home.

Retired Switchman H. F. GRUMMETT and wife have been visiting in Salt Lake City and in Idaho and Switchman C. E. McCARTY and wife went to Washington. Other vacationers last month include Conductors O. J. CROWE and E. L. PENINGER; Brakemen ROY HILL and JACK LATHAM; Diesel Supervisor JOHN F. FLYNN; Diesel Day Supervisor W. F. STEVENS; and Assistant Car Foreman WILLIAM MARSH.

We have two new switchmen at the

yard, WILLIAM R. JONES and NORMAN A. WHITTIER.

Carman NEIL HAGEN's son, ROBERT, has been transferred to Monmouth, Illinois, where he is an Air Force training instructor.

Carman JACK DUDLEY is a grandfather again, a daughter, Linda Gail, having been born June 23 to his daughter, Mrs. L. D. Phillips.

Mrs. Annie Brown, mother of Engineer WALTER H. BROWN, passed away at the Brown home in Oroville June 23 at the age of 87.

Switchman JOHN A. MACFARLANE placed third in a contest in which he was selected to compete for "Father of the Year."



Private first class Charles Metulavich, of Harrisburg, Pa., wounded Korean veteran and wheelchair patient in Letterman Army Hospital, received a real surprise recently when a group of WP San Francisco office workers presented him with a set of leather-working tools. As a reward, Metulavich presented a leather bag and leather belt, first products of his handicraft, to Helena Rouch and Janie Hyland, contributors to fund and winners of drawing.

## SPORTS

Leonore Studd, Natalie Paloini, Frank Hoffman and Don Brown hold possession of first place in the Summer League Mixed Doubles Bowling as it nears the halfway mark.

Right on the heels of the first place Silver Feather team are the Silver Range, Silver Canyon and Silver Thistle teams, and not far behind are the four remaining teams.

Anne Malfa's 483 and Leonore Studd's 473 now stand as high series for the ladies, while Don Johnson and Frank Hoffman have scored a 561 and 559 series respectively.

Team standings and leading averages as the teams enter the seventh week of play are:

### TEAM STANDINGS

	WON	LOST
Silver Feather .....	12	6
Silver Range .....	11	7
Silver Canyon .....	10	8
Silver Thistle .....	10	8
Silver Palm .....	9	9
Silver Bay .....	8	10
Silver Dollar .....	7	11
Silver Arroyo .....	5	13

### HIGH AVERAGES

MEN		WOMEN	
Don Johnson .....	174	Leonore Studd .....	133
Frank Hoffman .....	171	Anne Malfa .....	133
Bill Dutcher .....	160	Marie Cassou .....	131

Dr. Ben Sweetland, veteran local radio commentator, author, lecturer and consulting domestic relations expert, made a recent trip on the California Zephyr as part of a tour of the U. S. Through a medium of tape recordings, he sent back for daily broadcast over Station KYA, on-the-spot reports of his trip. Here, Dr. Sweetland is shown interviewing passengers on points of interest as seen on the WP from vista-dome car.



## SN PARTY BIG SUCCESS

A roaring good time was enjoyed by 270 Sacramento Northern employees who gathered at Veterans' Hall in West Sacramento on July 12 to honor eleven of their fellow workers whose retirement became effective during the year 1953. Recipients of the honors, as well as pen and pencil sets and wallets with new one-dollar bills, were: Andy K. Biller, section foreman; Jack E. Chapman, chief dispatcher; Nick Churich, roadmaster; Russell Gould, superintendent of power; O. H. Hook, telephone foreman; Jim Kelly, brakeman; Mike Langon, "Van" VanDusen, and FRANK VINCENT, engineers; Dan P. Ugarkovich, B&B carpenter; and Bill Zafer, trackwalker.

A good part of the crowd were old retired employees and their wives or husbands, and other employees who had left the company prior to retire-

ment. They had a "field day" visiting with their former co-workers and present employees, enjoying accordion music played by a roving musician, and listening to Bill Nelson, former superintendent of transportation, who performed a noble job as master of ceremonies without benefit of preparation.

Though the dining room held only 160 persons, card tables were brought to the rescue and by taking turns, everyone had their fill of cake, donated and most of which was homemade, ice cream and coffee.

The affair was entirely employee initiated, planned and operated, expenses for which were entirely covered by employee contributions. A 125-prize raffle took place, with prizes contributed by California Packing Corporation, Rice Growers Association,

A portion of the large crowd attending SN's retirement party.



Shown with their wives are, from left: Bill Zafer, Dan Ugarkovich, Nick Churich, Jack Chapman, Russell Gould, Frank Vincent, O. H. Hook, Jim Kelly, "Van" Van Dusen, E. B. Wasson. All had a grand time.

Matmor Canning Company, California Almond Growers, and Andy Lee (Zone Paint Co.).

So enthusiastic were those who attended the affair, many have already

made requests on the Committee Members Bill Parks, Frank Nott, Bob Thomas, and Milt Ziehn, to make the affair an annual one. And that is their intention.

The "J. W. Bowker," famous Virginia & Truckee locomotive, was brought out of storage from Western Pacific's roundhouse in Oakland, during June, for a trip up Market Street in San Francisco as part of the Argonaut Bay Fund campaign drive for funds to find a home for the noted engine and other historic railway rolling stock at San Francisco's Aquatic Park. The historic wood burner chugged up to Fremont Street hauling its ancient tender and an old Western Pacific coach loaded with passengers dressed in the same fashion as the passengers it hauled years ago. There, the passengers transferred to one of the famous horse cars, which once operated on the old Sutter Street line, and rode behind a team of horses to Kearny Street for brief ceremonies at Lotta's Fountain. Co-operating in the "Bowker's appearance" were the Western Pacific, State Belt Line Railroad, Municipal Railway, G. W. Thomas Draying and Rigging Co., A. G. Schader Co., P. G. & E. Co., the Public Utilities Commission, and the Police Dept.



## WESTERN PACIFIC MILEPOSTS

526 Mission St., San Francisco 5, Calif.

Return Postage Guaranteed

Sec. 34.66, P. L. & R.

U. S. POSTAGE

**PAID**

San Francisco, Calif.

Permit No. 5371

NEIL PLAGENS  
STAR ROUTE 1  
GRAYLING, MICH.

Form 3547 Requested

## RAILROAD LINES



Southern Railway will soon start construction of new \$14 million freight yard at Chattanooga.

New 1,600-hp. Alco-G.E. locomotive designed to meet clearance, track-gage and axle-loading requirements of railroads around the world.

Northern Pacific's 40-lesson course in railway freight traffic for employees in all departments began June 1 with enrollment of 3,000.

St. Louis-San Francisco Railway establishes scholarship at Princeton's School of Engineering to assist students residing in the nine states served by the railroad.

The first run of Santa Fe's "super perishables" freight arrived in Chicago three hours ahead of its 62-hour scheduled trip from Bakersfield, California.

Norfolk & Western plans new \$1 million addition to its grain storage facilities at Norfolk.

Pennsylvania Railroad announces special 470-calory meal for dieting diners.

A fleet of 800 units now gives Baltimore & Ohio dieselization for 75 per cent freight service, 53 per cent passenger service, and 65 per cent yard switching service.

All of the Burlington's scheduled passenger service and about 95 per cent of its freight mileage will be dieselized with delivery of 24 new diesels now on order.

Cocktails for commuters is New Haven's newest bid for increased passenger business.