

WESTERN PACIFIC
Mileposts
JANUARY 1953



WESTERN PACIFIC Mileposts



Vol. IV, No. 6

JANUARY, 1953

*Milepost No. 42

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. 42: Leaving the fast growing community of Pleasanton, Western Pacific tracks pass old, rich farm and dairy lands, on which new industrial sites now occasionally appear.



THE HEAT'S ON!

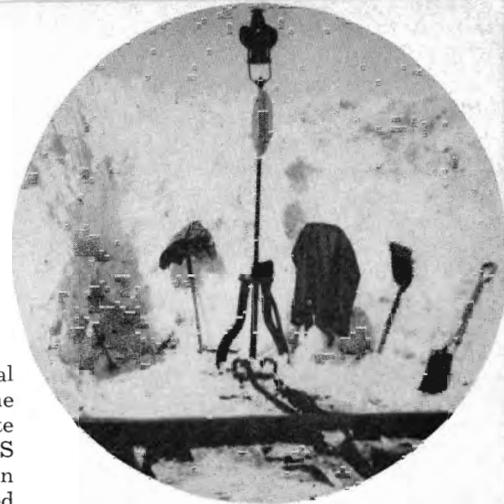
By Maurice Notter, Signal Department

With less effort than it takes to dial a phone, ice-clogged turnouts on the WP can now be cleared by remote control. Dispatchers seated before TCS machines at Elko and Sacramento can turn on the heat to melt snow piled high around power switches out on the line as easily as you can turn on the lights in your home.

It's a new era in winter track maintenance. No longer are section hands required to keep their shivering vigil around snow-bound switch machines. Thanks to modern equipment and the magic of TCS, the switch-tender's snow shovel and broom are now as out-moded as Uncle Henry's ear trumpet, and the section hands are free to handle more urgent duties.

Just as fast as equipment is received from the East, signal forces are installing remotely-controlled switch heaters in all heavy snow areas between Oroville, California, and Salt Lake City, Utah. These heaters are to be an integral part of our modern traffic control system and another of the many features which make the Western Pacific one of the most up-to-date railroads in the country.

With the exception of one or two locations where consideration is being given electric units, propane gas burning heaters are being installed.



Once it is placed in service, this type heater requires little attention other than routine servicing of the 500-gallon propane storage tanks and the seasonal cleaning and inspection in the fall.

Manufactured by the Rails Company of New Haven, Connecticut, heating units consist of ceramic burners and ignition system, complete with battery, pressure switch and bi-metal control contacts. The burners are enclosed within specially treated steel baffles designed to prevent loss of flame from high wind or strong air currents created by passing trains. The installed heater mounts along and below the outer ball of the stock rail, and is held in place by steel brackets which fasten to ties.

Because of their design and through the advantages of the Time Code Control System and high frequency carrier currents, these heaters may be successfully controlled over long distances, thus making it possible to bring all units in use on the entire system under direct control of three TCS machines.

One of these machines, located at

Oroville, will control all heaters in the Feather River Canyon, while the other two, located at Elko, will control all heaters between Portola and Salt Lake City. Control of heaters is established in much the same manner as that of other signaling equipment.

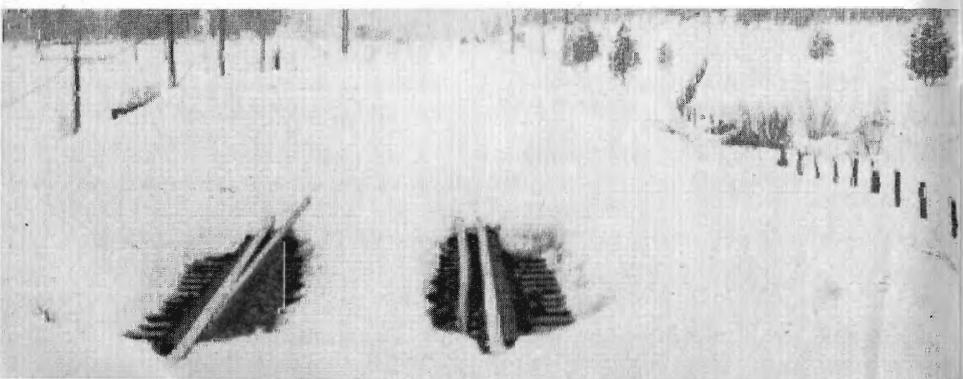
Acting upon information obtained from daily weather reports, train crews, and maintenance personnel, when conditions warrant, the dispatcher turns on the desired heater by positioning the unit's toggle lever on the TCS machine and by pushing a code starting button. Code thus initiated is carried over the code line to the wayside station for which it was selected.

Upon receipt of control code at the designated station, a field line code storage unit at that point causes a relay to reverse and send current out to open an electrically operated valve. The opening of this valve permits a flow of gas to the burners which will also operate a pressure switch to close the ignition circuit. A heavy surge of current through the ignition circuit follows the closing of the switch, causing a "hot wire" element to heat and ignite

the gas at the burners. Because only one igniter is provided with each heater on each side of the rail, ignition of other burners in the unit is accomplished by means of a flash tube which operates on the same principle as the automatic lighting of the burners on your gas range.

Upon ignition of the burners, heat from the flame introduces a movement in the bi-metal controls which opens the ignition circuit to stop the flow of current through the hot wire elements. This movement of the bi-metals also initiates two other operations. One gives the dispatcher an indication telling him the heater is in proper operation, and the other provides the signal maintainer a means by which he may check the length of time the heater has been in operation in order to determine the quantity of gas remaining in the storage tank. After the burners have been lit, heat passes through the steel baffle to the stock rail and in turn radiates through gauge and slide plates to the moveable points of the switch to disperse accumulations of snow, sleet or ice. The accompanying photograph, taken at Portola during

Melting snow the modern way.



Twenty Additional Compartmentizer Cars

Pullman-Standard Car Manufacturing Company announced delivery on December 11 of twenty additional compartmentizer box ears to Western Pacific, from its Michigan City, Indiana, plant.

The cars were introduced by Western Pacific a year ago for the transcontinental handling of high-grade fragile commodities. Consisting of a bulkheading device with a pair of adjustable steel gates, which may be located in any position to divide the car into three compartments and securely locked in place at ceiling, wall and floor, the gates are so constructed that they are available for existing equipment as well as for new cars. The cars may be recognized by the full length orange feather on a silver background.

Results from the first twenty cars have been outstanding during the past year, and a heavy demand has been made by shippers of fragile commodities for use of this compartmentizer car, which has materially reduced losses on shipments.

last year's extreme winter, shows this type heater operating effectively in 36 inches of snow.

While no tentative date has been set for completion of the entire project, mentioned by H. C. Munson in his talk at the "Operation Nosebag" dinners, efforts are being made to have the majority of the heaters in operation in time to combat the worst of the coming winter storms.

MORE NEW RECORDS

During the month of November, 1952, Western Pacific obtained the highest average freight train speed of any month in company history, namely, 28.3 as compared with 22.5 for November, 1951, according to figures released last month by H. C. Munson, vice-president and general manager.

Another record breaking figure was the 72,377 gross ton miles per train hour, compared with 68,328 a year ago.

Western Pacific's average train load was 3,126 tons, compared with 3,068 tons a year ago, and while the former figure is not by any means the highest WP has obtained in any month, it is encouraging that, notwithstanding the quickened freight train schedules, we can occasionally exceed our train load of a year ago.

FLASH!

102 NEW FLATS TO BE BUILT BY WP FORCES

As a result of negotiations between WP management and the Brotherhood of Railway Carmen of America, the one hundred and two new flat cars authorized by the Board of Directors at its regular January meeting will be built in the Sacramento Shops by Western Pacific mechanical department forces.

Construction of these flats which will be steel underframe cars of the most modern design and will utilize trucks from dismantled drop bottom gondolas, will start around the middle of the year and will provide continuous employment for car forces through the slack season.



Group 4 leaves General Office for a tour of WP property and industries at San Francisco.

SALES TRAINING PROGRAM COMPLETED

The traffic department's fourth and final educational tour came to an end December 13 and from all reports was a great success in every respect.

Following the same schedule as did Tours 1, 2 and 3, members of the group gathered at San Francisco December 8 from all points of the compass for a one-day meeting at general office. The trip began Tuesday morning aboard an early freight out of Oakland which arrived in Stockton in time for lunch and a tour of that territory that afternoon and in the forenoon of the following day. The next afternoon and night were spent at Sacramento and, following a visit to the Western Pacific shops and other facilities, as well as on-the-ground inspections of various Sacramento industries served by Western Pacific, the group returned to Oakland-San Francisco via Pittsburg, California, for a Friday morning assembly at

general office. The balance of that day was spent visiting San Francisco and San Jose territories, where the party spent the night, completing their inspection there and returning to Oakland Saturday afternoon for a trip around WP facilities. A complete tour of Oakland territory was made Sunday.

Tour 3 began Monday, November 10, and concluded the following Sunday. Tours 1 and 2 were reported respectively in the October and November MILEPOSTS.

The training program was developed by H. E. Poulterer, vice president-traffic, with the assistance of Tour Conductor John C. Nolan, assistant to vice-president, M. E. Boyd, freight traffic manager, W. G. Curtiss, C. K. Faye, and F. W. Steel, assistant freight traffic managers, and F. B. Stratton, industrial commissioner.

In addition to officers from general

office who accompanied the tours, the groups included:

TOUR THREE

Chief Clerks	
J. Duyn.....	Portland
R. Harlan.....	San Francisco
O. H. Larson.....	San Francisco
A. T. Penzel.....	Oakland
A. Potvin.....	New York
E. P. Swain.....	San Francisco
Commercial Agent	
F. Nott.....	Sacramento
Division Analyst	
Leo Pope.....	San Francisco
Eastern Perishable Freight Agent	
J. B. Warren.....	Chicago

General Agents	
J. L. Condon.....	Detroit
S. E. Dinkel.....	Seattle
C. J. Fischer.....	Los Angeles
R. L. Runge.....	Fresno
Rate Analysts	
J. P. Abbott.....	San Francisco
G. McDearmid.....	San Francisco
W. F. McGrath.....	San Francisco

Special Assistant	
L. W. Breiner.....	San Francisco
Technical Assistant	
D. Loftus.....	San Francisco

Traffic Representatives

J. P. Carroll.....	San Jose
W. E. Crawford.....	San Francisco
C. C. Duck.....	Elko
J. H. Ephraim.....	Chicago
S. Glatt.....	Oakland
E. R. Greve.....	New York
P. B. Harris.....	San Francisco
W. Logan.....	Oakland
E. A. Macomber.....	Stockton
C. R. Matheny.....	Milwaukee
W. A. Mendenhall.....	Salt Lake City
F. S. Murphy.....	San Francisco
B. R. Norlen.....	Sacramento
E. C. Richardson.....	Kansas City
F. Schmalenberger.....	Oakland
J. F. Slattery.....	St. Louis
H. W. Spencer.....	San Francisco
J. R. Stitt.....	Denver
W. F. West.....	Los Angeles

TOUR FOUR

Assistant to Industrial Commissioner

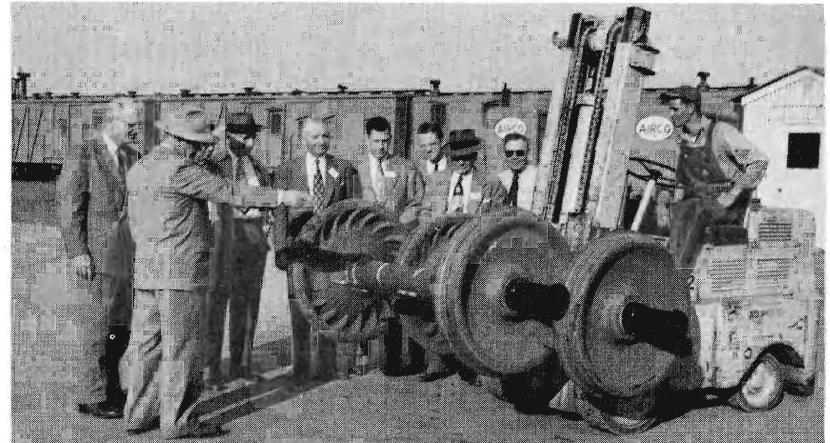
E. P. Jagels.....	San Francisco
Chief Clerks	
C. E. Edwards.....	St. Louis
O. L. Hocker, Jr.....	Sacramento
A. R. Hudson.....	New York
L. T. Lamka, Jr.....	Reno
K. A. Rank.....	Chicago

Clerks

L. R. Glascock.....	Salt Lake City
W. A. Linehan.....	Fresno
Eastern Foreign Freight Agent	
H. W. Nordberg.....	Chicago

(Continued on Page 8)

D. R. Sarbach, superintendent of shops, explains a question to a few of the members of Group 2 at Sacramento Shops while other members of the group were visiting other shop facilities. Photo by Hy O'Rullivan.





WESTERN PACIFIC EMPLOYEES' CHORAL GROUP

Traffic Tours . . .

General Agents

J. P. Conger.....Washington, D. C.
 J. J. Kirch.....Omaha
 F. McMullin.....Portland

Traffic Representatives

A. M. Allen.....San Francisco
 R. W. Crocker.....Salt Lake City
 M. M. Deeley.....Pittsburgh, Pa.
 J. G. Edwards.....New York
 W. V. Hanson.....San Jose
 U. Hart.....Detroit
 E. R. Millfelt.....Los Angeles
 R. Munce, Jr.....Stockton
 T. Plesko.....Seattle
 R. B. Ritchie.....Minneapolis

Trainers

R. C. Madsen.....San Francisco
 R. B. Redus.....San Francisco

Making their first public appearance, Western Pacific Employees' Choral Group greeted California Zephyr passengers departing from Oakland station December 22, 23 and 24 with a beautiful selection of Christmas carols, and repeated their fine performance on the steps of General Office Christmas Eve Day.

From left to right, the choralsists are: Les Stoltzman, Willie Brown, Ernie Evans, Joyce Williams, Al Roundtree, Isabella Miller, Lillian Bulgarelli, James Ferral, Doris Doherty, Molly Fagan, Chris Genesios, Olga Cagna, Kay Fiscoe, Don Loftus, Rita Connolly, Alma Schroeder, Harry Carver, Gertrude Shout, Lenore Studt, John Coupin, Mary Nichols, George Trimble, Marie Cassou, Glasier Baker, Walter Mittelberg, and Pat Beatty.

They were accompanied by Cliff Tonkin, organist, not shown in the picture, and have been rehearsing under the direction of Gene Fulton, voice teacher, for the past three months.

PROMOTIONS AND TRANSFERS

WILLIAM G. LEVY and Clifford E. Warner are appointed assistants to the general auditor, effective January 1, 1953.

Levy was born in San Francisco on May 5, 1904, and following graduation from Polytechnic High School in December, 1921, began his railroad career in Southern Pacific's passenger accounting department in January, 1922. It was only a year and one-half later, however, when he left that company for a position with Western Pacific.

home in Marin County. When approached in front of a store window just a few days before Christmas, he was seen drooling over a set of drills and muttering to himself about how he could talk the Mrs. into leaving them under the Christmas tree for use in his "being - equipped" shop in the new home.

He is a member of the Benevolent and Protective Order of Elks.

* * *

C. E. Warner was born at Spanish



W. G. Levy



C. E. Warner



N. A. Schoelein

During the next fourteen years he held various clerical positions, ranging from conductor's estimate clerk to head interline clerk.

He was appointed assistant auditor of freight and passenger accounts in September, 1937, and auditor in July, 1948. Since that time and until his present appointment, he has served as auditor of revenues.

Bill was married to Helen Lorene Rutherford in January, 1928, and after making their home in San Francisco for many years, recently moved to a new

Fork, Utah, in March, 1913. After graduating from Brigham Young University, he went to work for Arden Sunfreze Creameries at Provo, Utah, where he remained until 1942. During the next five years he served as an Internal Revenue agent for the Bureau of Internal Revenue, and since entering railroad service with the Western Pacific on August 1, 1947, Cliff has held the positions of assistant to general auditor and auditor of disbursements.

This Christmas should be an especially wonderful one for this Redwood

City family, as mother, Beryl, presented Cliff and their three children, Terry, 16, Carolyn, 13, and Joel, 7, with a second daughter, Christine, born December 18.

Son Terry is a student of art at Sequoia High School in Redwood City, and has earned considerable praise from his teachers for his artistic talent, which promises him a bright future.

* * *

Nicholas A. Schoepfle is appointed auditor of revenues, effective January 1, 1953.

Nick was born in Cincinnati, Ohio, on February 16, 1906, just a few months prior to moving with his family to San Francisco, where he completed grade school. After graduation from San Mateo High School he accepted employment in the passenger accounting department of the Southern Pacific Company, where he remained until coming to Western Pacific in June, 1923. Advancing through several positions in the passenger accounting department, he transferred to the freight accounting department on October 5, 1925. While in that department he served as over-charge claim investigator, freight rate and division clerk and head interline clerk, until March 1, 1948, when he was appointed assistant auditor of freight and passenger accounts. From October 1, 1950, until his present assignment, Schoepfle was assistant auditor of revenues.

Nick was married to Helen G. Gaenger on May 1, 1932, and they have two children, Robert, a senior in Burlingame High School, and Joan, a seventh grade student. Bob was employed with Signal Gang 7 during the summer of

1952 stringing wire between Wendover and Salt Lake City for the TCS system.

When Nick gets caught up with his gardening, he likes to take off for his favorite fishing spot between Rock Creek and Belden in the Feather River Canyon.

* * *

JOHAN Y. MURRAY is appointed auditor of disbursements, effective January 1, 1953.

Murray was born in San Francisco on September 15, 1917. The family moved to Sacramento in 1921, where John completed Sacramento High School, and after one and one-half years left a pre-legal course at Junior College to accept employment with the newly created Department of Employment. He became interested in the applications of IBM machines, used extensively in that department, and became well qualified in their use through home study. He left the department in 1941 as Tabulating Supervisor to enter the U. S. Army as a private in the infantry. Transferred to the Army Air Force, John served two years with the China-Burma-India Air Force in India, where he met his future wife, Ruth, then serving with the American Red Cross. They were married in San Francisco in 1946, following his discharge with the rank of Major.

John then completed two years of accounting and business law at Golden Gate College and worked for the D. N. & E. Walter and Company until March, 1950, as special assistant, engaged in setting up inventory control systems. He entered Western Pacific service as traveling accountant in April, 1950, and was appointed general auditor, methods and procedures, in July of that year.

Interested in popular music, Murray started performing professionally as a guitarist at fourteen. He worked nights in 1938 and 1939 and studied harmony and arranging music during the day, and led a small group organized in Sacramento in 1940. John hasn't played since entering the Army but still collects records as a hobby. He is also interested in sports and follows baseball, pro football and boxing.

* * *

George Welch is appointed assistant auditor of revenues, effective January 1, 1953.

partment to that of chief clerk in the interline bureau, which position he held at the time of his present appointment.

George married the former Jean Caubu on September 5, 1952, and they now live in Orinda. Two sons, by previous marriage, are "chips off the old block," and at present, somehow inveigle "Dad" to take them duck hunting in the San Joaquin Valley practically every week-end during the season. To date, Ronald, 11, and Robert, 9, are teaching "the old man" how duck shooting is done, and George admits that the two boys could prob-



J. Y. Murray



G. J. Welch



R. E. Ahlgrim

George is a native of San Francisco, born April 11, 1915, but was reared in Oakland where he graduated from Oakland Technical High School in 1932 and then attended Merritt Business College for one and one-half years.

He received early training and experience in railroad work with the Railway Express Company in San Francisco and in 1939 entered the employ of Western Pacific in the auditor of revenues department. He advanced through various positions in that de-

ably do better with B-B guns than he can with an anti-aircraft battery.

Robert E. Ahlgrim was appointed paymaster effective December 1, succeeding Tim Moran who resigned to enter the employ of The McBee Company, Keysort Division.

Bob was born in San Francisco on June 26, 1921, and graduated from Balboa High School and the Pacific Audit Business School. Before coming to Western Pacific on August 20, 1946, he served four years with the U. S. Navy.

His entire service with Western Pacific has been in the treasurer's office, having progressed through several positions to his present assignment.

Bob moved to a new home in Winston Manor, South San Francisco, a little over a year ago with his wife, Donna, and daughter, Trudi, now 2½ years old. As a member of the Sierra Club of San Francisco, Bob has completed several cross country ski trips in the High Sierra, and is considered an expert on the waxed boards by his fellow members. He is also an enthusiastic hiker, likes fishing, tennis and photography, and has a proverbial "green thumb" when it comes to raising flowers.

* * *

EFFECTIVE January 1, 1953, the name of the telegraph department is changed to Communications Department. With the change, Norman W. Menzies, superintendent of communications, announces the following appointments:

J. C. Cotter, assistant to superintendent of communications; J. W. Kendall, general telephone and telegraph supervisor; R. F. Czeikowitz, general radio supervisor; all with headquarters at San Francisco; M. C. Madsen, general foreman, with headquarters at Oroville; H. H. Garriott, system wire chief, San Francisco; Mrs. Mary McFadden, chief clerk of the San Francisco office, and Mrs. Jean Brodney, secretary.

Cotter was born at Prescott, Ontario, Canada, where he received his education in parochial grammar and high school. After working in other industries for a while, he became interested in telegraphy which resulted in his obtaining employment with the Canadian Pacific at Vancouver. He later came to the United States and worked

for the Western Union and Postal Telegraph companies, engaged in automatic printer installations and wire testing at Seattle and then San Francisco.

In 1937, Jim joined the telegraph department of the Southern Pacific Company, working as wire chief in their various relay printer centers. Upon request of J. P. Quigley, former superintendent of telegraph, he was loaned to the Western Pacific in 1942 to assist in the installation and operation of the first teletype circuit. He became a Western Pacific employee the following year in the capacity of system wire chief.

Cotter has supervised the installation and operation of WP's present teletype system, and was instrumental in the achievement of the company's modern teletype switching center and widely known broadcasting teletype circuit to all general agents throughout the country.

Jim resides in San Francisco with his wife.

* * *

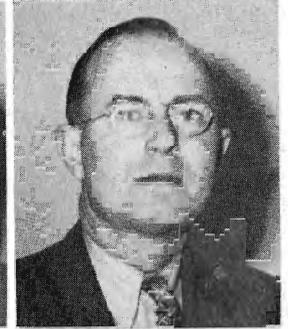
J. W. Kendall was born at Pewabic, Michigan, on April 27, 1910, moving to Sacramento about 1920, where he attended school, finishing at San Francisco.

After employment with the Bell Telephone Company, the Postal Telephone Company and Western Union Company, he came to Western Pacific in 1945 as an extra division lineman. He served as telephone and telegraph maintainer from 1946 until his present appointment.

Johnny lives in Redwood City with his wife, and daughter, Kathleen.

* * *

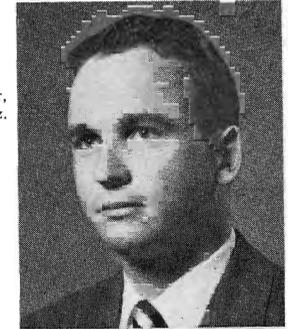
R. F. Czeikowitz was born at Napa, California, in 1910, and as his father



Left to right above: J. C. Cotter, J. W. Kendall, R. F. Czeikowitz.



Left: H. H. Garriott



Right: L. W. Breiner

was an engineer with the California Highway Commission, attended school in many sections of the state.

Dick became interested in radio at the age of ten and passed the Federal Communications Commission examination when sixteen, receiving station license and operator's license for amateur station W6ATO, which he still holds.

Dick first worked for the Western Pacific following graduation from Lowell High School, serving as office boy at Eighth and Brannan streets. He later held various jobs in agent's accounts, statistics and disbursements departments at general office and, in February, 1945, was accepted as radio

officer in the U. S. Merchant Marine with the rank of Lieutenant Senior Grade, and served in the South Pacific.

Returning to Western Pacific at the close of World War II, Czeikowitz became chief clerk in the telegraph department, which position he held at the time of his present appointment.

Dick holds a commercial radio operator's license, qualifying him to operate any ship or shore commercial radio station. He is Section Communications Manager of the San Francisco section and Vice-Director of the Pacific Division of the American Radio Relay League. As SCM, he is the nominal executive head of all amateur Civilian

(Continued on Page 15)



Annual WP-Forest Service Dinner

One hundred and two persons, representing the U. S. Forest Service, California Division of Forestry, Peace Officers in the Feather River Canyon area, and employees of the Western Pacific gathered once again on November 7 for their ninth annual dinner together, this year at Felix Log Cabin Cafe in Portola.

C. L. Peckinpah, administration assistant, U. S. Forest Service, Quincy, acted as master of ceremonies following the turkey dinner in his usual able manner. Entertainment consisted of group singing, a little "horse-play," and presentation of special awards adapted to the outstanding performances made during the 1952 fire season by the recipients.

Those receiving awards, shown from left to right in the picture above, are:

Bunky Parker, supervisor of Lassen National Forest; the "Allouette" award for leading the group in singing Allouette.

Rupert Asplund, fire control officer; the over-grown steel helmet safety

award for particular use of persons working where condemned concrete mix might be dumped.

Chet Barry, WP roadmaster; the bazooka - type fire extinguisher invented as a result of Tunnel 9 fire.

Keith McDonald, fire control officer, Tahoe National Forest, as a representative of Gurdion Ellis, supervisor, Tahoe National Forest, who was unable to attend the dinner; the "flying saucer" award, for being able to capture one after being notified that it was seen by personnel of a neighboring Forest Service district.

George L. Frazier, regional investigator, U. S. Forest Service; the Sherlock Holmes award for outstanding detective work on origin of fires.

J. Peterson, fire control assistant, Mohawk Ranger Station; the corkscrew handled axe as a result of his accomplishments as an entrant in the Pacific Coast Woodsmen's contest at Quincy, where his first toss of the double-headed axe completely missed the target.

E. L. McCann, WP district special agent in the Feather River Canyon territory; the "Flat Foot of the Year 1952" award for his accomplishments in investigation of the cause of fires.

ATTENTION

How would you like to spend your 1953 summer vacation in Paris? Rio de Janeiro? Hawaiian Islands? Switzerland? . . . or ? ? ?

We're not kidding! Watch for an announcement soon telling how you have an opportunity to enjoy a two-week Employees Vacation Club trip for two, to one of these romantic places.

The tough army officer was addressing his troops on a Southwestern cavalry post near the Mexican border some years ago.

"Gentlemen," he announced, "there is too much drinking going on in this regiment. If you awake feeling groggy, by all means take a drink. After morning drill it's in order to have a dram in your quarters, and again at noon, if you like. There's no objection to your taking a pick-me-up in mid-afternoon, and of course we all enjoy a cool glass or two before evening mess. And I'm not critical of drinking in the evening, as there's no other form of amusement.

"But, gentlemen," he roared, "this ?\$&@?&@\$ sip-sip-sipping in between times has got to stop!"

The lads at the corner drug store were exchanging stories about their experiences with the opposite sex. "Aw," sniffed one, "girls are a dime a dozen."

"Gee," sighed a younger lad, who had remained silent until now, "and all this time I've been buying jelly beans!" —The Fun Mill.

**FIGHT
INFANTILE
PARALYSIS**

*

**SUPPORT
THE MARCH OF DIMES
CAMPAIGN**

JANUARY 2 THROUGH 31

Promotions and Transfers

(Continued from Page 13)

Defense communications in the counties of San Francisco, Marin, Sonoma, Mendocino and Humboldt. As chairman of the San Francisco Television Interference Elimination Committee, he works directly with the Federal Communications Commission, the PG&E, PT&T, amateurs, television manufacturers and servicemen on all television interference complaints received by the FCC, which records them and turns them over to Czeikowitz for engineering analysis by his committees.

* * *

L. W. Breiner is appointed trainmaster at Elko, effective January 1, 1953, succeeding H. M. Yoe, retired.

Bill was born in Fullerton, California, October 9, 1927, attended high school in South Pasadena and attended the University of California at Berkeley where he majored in business administration.

Breiner came to work for Western Pacific in July of 1949 and embarked upon the company's intensive training program which familiarized him with all the major departments of the railroad.

He was appointed acting assistant trainmaster August 9, 1952, with jurisdiction over the Sacramento yard. As trainmaster, he will have jurisdiction from the west switch at Wendover, Utah, to the west switch at Winnemucca.

While in San Francisco he was a member of the Junior Chamber of Commerce and worked with that organization's industrial committee. He is a member of the 20-30 Club and the Junior Chamber of Commerce of Sacramento.

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:

Grover F. Barnard, locomotive engineer, Portola.

**Clark M. Berry*, machinist, Elko.

Thomas L. Bradley, brakeman, Winnemucca.

**Willis R. Brown*, car inspector, San Jose.

**Will French*, carman, Sacramento.

Earl D. Herdman, engineer, Stockton.

John L. James, boilermaker helper, Stockton.

Gust J. Karras, machinist helper, Oakland.

Leonard M. Kirkman, Tidewater Southern brakeman, Stockton.

**Josephine K. Long*, machinist helper, Sacramento.

George Love, carman, Stockton Shops.

Joseph Marty, painter foreman, Sacramento.

**George J. F. Walker*, waiter, Oakland.

* Left service prior to retirement.

Al Rowland Retires

As a young man, Al Rowland stood as a spectator watching the first WP passenger train pull into Third and Washington streets station in August, 1910. The very next month found him on WP payrolls as a stenographer for C. B. White, first local agent at Oakland. During Al's spare time he trucked freight—all for \$50 a month.

By 1911 the business had grown to



Al Rowland receives best wishes from Vice-President Poulterer, as Carl Mangum, master of ceremonies, smiles his approval.

the point where WP needed an assistant cashier, which Rowland promptly accepted, and became cashier in 1916. He next became chief clerk to General Agent Walter Townsend in 1917, with offices in the McDonough Building at 14th and Broadway, Oakland, which closed in 1918, and Al returned to the freight office as revising, demurrage and claims clerk.

Al's good natured way with people, especially in entertaining the trade, brought another promotion in 1924 when he was made city freight agent under W. G. Curtiss. He likes to recall making calls on the third generation of shippers and often told one of his customers, "I used to call on your father—in fact, I used to call on your father's father." The only reason that prevents him from calling on the fourth generation is the company's retirement rules.

456 YEARS OF SERVICE

More than 300 Western Pacific employees and officers gathered in the American Legion Hall in Oak Park December 5 to honor employees from the mechanical and store departments who retired during the year 1952, with a combined service of 456 years with Western Pacific.

The evening's entertainment consisted of cocktails, dinner, a floor show and dancing, which was highlighted with short talks by President Whitman, E. E. Gleason, chief mechanical officer, H. J. Madison, general storekeeper, and E. T. Cuyler, assistant chief mechanical officer. D. R. Sarbach, superintendent of shops, was master of ceremonies for the occasion.

H. A. O'Rullian, chief clerk of the mechanical department, was chairman

for the affair, being assisted with the arrangements by Norene Johnson, Mary McKinnon, Marcella Kahl, Irene Burton, Horace Latona, Albert Madan, James Quick and Ross Kelleher, mechanical and store employees.

Those honored, included: C. B. Armstrong, accountant; F. Casanova, machinist helper; W. C. Daseler, boiler-maker; D. DeBernardi, carman; S. Etchebehere, stationary engineer; J. D. Fippen, blacksmith; J. W. Fraga, sheet metal worker; L. F. Henderson, car inspector; W. A. Hinze, carman; G. J. Karras, machinist helper; J. Marty, paint foreman; G. M. Norton, stationary engineer; L. D. Reeves, section stockman; Joe Roderick, blacksmith; and C. L. Ryder, carman.

Rowland . . .

In 1950 Al was made commercial agent and placed in charge of the Oakland agency during Carl Mangum's special assignment at San Francisco.

Aside from being an excellent traffic man, Al, in 1918, took a month off and walked off with top honors as National Rifle Champion, receiving as a trophy an engraved rifle from President Wilson. With all this background one would think him an expert game hunter, but Al says when he shoots at pheasants it only encourages them to fly faster. He is an expert with a bow and arrow, and toured most golf courses in the low seventies for a number of years. As an astronomer, he makes his own telescopes even to grinding and hand-polishing lenses.

He lives with his wife in Oakland.

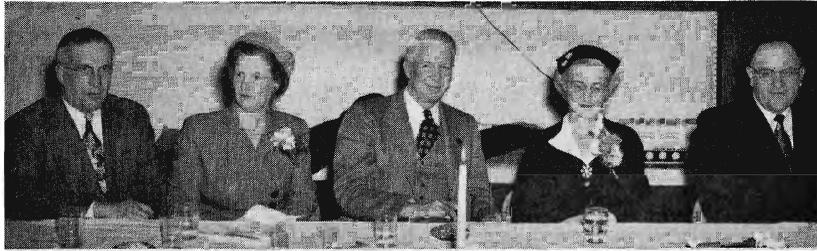
Pictures of the mechanical and store department retirement banquet appear on Page 18.

* * *

Several other retirements took place during the latter part of December, all of which will be included in the next issue.

Due to space limitations, other feature articles usually included each month will be combined in the February issue.

They include Mileposts in Gold, In Memoriam, and Don't Be HALF Safe.



E. T. Cuyler, Mrs. Cuyler, F. B. Whitman, Mrs. Whitman, and D. R. Sarbach.



Joe Roderick, W. C. Daseler, Mrs. Daseler, Mrs. Roderick, Jess Fippin, Lou Reaves, Mrs. Karras, and Gus Karras.



Mrs. Ryder, C. L. Ryder, Leon Henderson, unidentified partner and G. M. Norton, Mrs. Marty, Joe Marty, and unidentified guest.



Mrs. Sarbach, E. E. Gleason, Mrs. Gleason, H. J. Madison and Mrs. Madison.



OROVILLE

Helen Small

AL EVANS, of general office, and his wife and children recently visited grandfather and grandmother RICHARDS here over the week-end.

We understand Mr. and Mrs. JACK GOULDY had planned to vacation in Los Angeles, but due to Mrs. Gouldy's health, they got no further than the Bay Area.

Welcome to ED and LOLA HENSLEY, who are now living in Oroville. Ed is telegraph - ticket agent, and Lola is doing relief work at the yard.

Welcome home Mrs. W. W. ROCKWELL, who returned from surgery at the Oroville-Curran Hospital, and from latest reports is doing nicely.

We're sorry to report that Mrs. WILLIAM TAYLOR, mother of Mrs. J. J. McNALLY, has been seriously ill, and is in Portola hospital, but are glad to

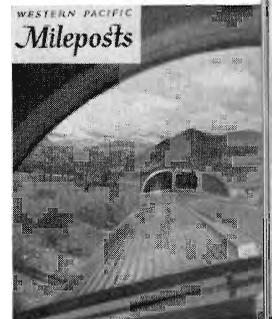
MILEPOSTS lost one of its original correspondents when JIM MILLS left the auditor of revenues department December 12 to accept a position with the U. S. Government at the San Francisco Presidio. During his more than six years with the WP, Jim was always active in every social and sports event, never failed to sell his quota of tickets when they had to be sold, was player-manager on WP's first championship basketball team this year, as well as previous years, and did likewise on the company's soft ball team at San Francisco. When he returned to his desk following "coffee break" on December 5 and found it covered with presents from the personnel, he said, "It would sure be tough to break away after six years, so guess I'll have to come back and play basketball with the boys when they begin the Recreation League series in January." And there he'll be.

We wish to thank Jim for all the fine bit of "news hawking" he did for this column and wish him every bit of luck.

Replacing Jim is BOB HOLM, a newcomer to Western Pacific, who is also a member of the auditor of revenues department and one of the outstanding players on the basketball team, who finished the season with an average of 10.6 points per game. We know those in the auditor's office will find Bob a likeable guy, and we'll appreciate whatever cooperation you can give him in furnishing news from that office.

JANUARY COVER

This delightful picture, taken by John Kessler, Berkeley photographer, explains better than words why so many persons prefer traveling on the California Zephyr, only transcontinental train with vista-dome cars operating between San Francisco - Oakland and Chicago.





Relief Telegrapher "Midge" Arruda and Relief PBX-Ticket Clerk Wiggins, "snapped" in front of the Oroville ticket office.

know that at this writing she is slightly improved.

Our erstwhile caller - baggageman, TOM FILSON, is vacationing at home. Claims it is the best one in many years because he didn't have to go anywhere!

D. B. HUGGINS, Editor of the *Railway Carmen's Journal*, spent some time at his home here recently. His headquarters are in Kansas City.

Conductor E. L. FERGUSON has returned from St. Joseph's Hospital where he had another checkup. Fireman W. E. WALLIS was also there for the same reason.

JACK MIDGLEY, retired Western Division engineer, was seen visiting old friends around Oroville.

Car Inspector W. E. DAVIS' mother-in-law passed away a short while ago, and Mrs. Davis returned to Galesburg, Illinois, for the burial.

WP's doctor, J. E. PATRICK and wife are the parents of a new son, born November 21. David Russell is an added attraction for three sisters, Anne,

Kathie and Susan, and one brother, Jimmie.

JOHN F. STONE, supervisor of telegraph and telephone, took his vacation prior to his retirement at the end of the year, and had planned to go south to Fresno and San Diego, but a heavy cold forced him to give up plans for vacationing away from home.

SAM LAMBROS, retired janitor, is reported to be in poor health and was a recent patient at the Oroville-Curran Hospital again.

Trainmaster PHIL PRENTISS was a patient at St. Joseph's Hospital where he went for treatment on his right leg. Reports were that he had the leg in traction for more than a week. We hope he will soon be on his feet again.

Our bus driver, DAN RAYNOR, has his truck loaded with those fine oranges for sale as usual at this season of the year.

Retired Lineman E. T. BRALEY and wife spent the holidays with Engineer J. R. BROWN and family at Portola.

Conductor L. J. HAMBY, wife and daughter, Linda, took a little trip over the holidays—to Kansas City, that is.

Track Walker JACK McCLANAHAN was taken to San Francisco for further treatment of severe burns recently received.

VAL DYCUS, engineer, and his wife, stopped over in Oroville for a visit en route from Portola to San Jose for the holidays.

Robert Lovig and wife accompanied his sister, HELEN R. SMALL, trainmaster's clerk, from Gilman, Iowa, aboard the *California Zephyr* to be home for Christmas.

Lineman ROY WILSON and wife have moved to Oroville and purchased a new home in Thermalito, and Brake-

man JOHN C. GRAY has moved his family from Provo, Utah, to a new address at 1975 Washington Street.

Assistant Signal Supervisor I. T. ES-LINGER's wife has been quite ill, having to spend a few days in Oroville-Curran Hospital. "Slim" reports she is improving.

The Carmen had their annual Christmas Party for members, wives, and children at the Monday Club, December 16 (Tuesday). After a fine turkey dinner with all the trimmin's, dancing followed the children's fun around the Christmas tree.

MODESTO

Dora Monroe

We all extend our best wishes to brakeman CARL BALES for a quick recovery from his long illness. He is presently hospitalized in San Francisco.

Convalescing after a recent operation is brakeman J. W. CRAWFORD, and we are glad to hear that he is much improved.

Also on the sick list was Conductor BILL DAWSON, who suffered a back injury, but is back on the job.

A very quick trip was made to Southern California by Section Foreman JESUS AGUILAR, brought about by the illness of his father, who we understand, is improving.

Starting off the New Year right is Agent "LINK" HUPP, who moved his family into a new home in Turlock. Speaking from experiences, that will probably occupy all week-ends for some time to come!

Section Foreman GEORGE HARMON, Turlock, received his service pin for twenty years of service with the Tidewater Southern.

CHICAGO

Jim Baker

Deadline for this copy catches us setting up our Christmas tree and office decorations. We're looking forward to a swell party scheduled for December 23.

Our teletype operator, ANN WEBER, was recently hospitalized and under-



Filckoo

"I'm just making sure no one will walk off with you while I'm buying the train tickets!"

went major surgery. Last reports are—she is doing nicely, We miss you, Ann, and hope you'll soon be well and back with us. An orchid to JIM RICHARDS and JACK BOQUIST for their aid in donating plasma to our own Ann.

KEN RANK and BOB RITCHIE will just about make it back in time from the Traffic Department's Educational Tour at San Francisco for our Christmas party, but HAL NORDBERG and his family are spending their vacation there visiting relatives and friends in the Bay Area. Looking at our thermometer, it looks like Hal is the wise one and

picked a good time and place for a vacation. (FRANK SELL, Los Angeles, please note—the Nordbergs are vacationing in NORTHERN California. We hear it's nice there, too!)

Dan Cupid has been working overtime in our midst. It's not quite so secret anymore, but involved parties won't talk yet, and we hesitate to announce anything but confirmed statements. Maybe we'll have news by next issue. Local interests are higher than the parties suspect.

Understand BY LARSON, general office, remains optimistic about the Rose Bowl game and is again favoring the Pacific Coast entry. Have heard that three members of this office have called him, particularly since his loyalty to Pacific Coast teams has heretofore been quite costly. Wonder if By has convinced BILL McGRATH, our former colleague now at San Francisco, that he has a winner this time. They may be partners now? Hope the unlucky one is able to pay off!

SAN JOSE

Charles H. Myers

HARRY DATE, retired engineer, and at present a resident at the Masonic Home, was a recent visitor. Here on Masonic business he took time to call on his old friends in San Jose.

Conductor C. A. BURKETT, JR., was also a recent San Jose visitor, when he joined with other relatives in honoring his father, retired Conductor C. A. BURKETT, SR., on his Golden Wedding Anniversary. More than twenty grandchildren and four great grandchildren assembled from various points in California from Los Angeles to Sacramento to celebrate the event.

We learn that Engineer RAY COPE, who was retired account disability following his injury at Niles when his engine was derailed and upset, lost his father, BILL COPE, formerly a dispatcher at Sacramento.

LOS ANGELES

Frank Sell

Bossman CHARLEY FISCHER spent the last week of his vacation during the Christmas Holidays entertaining his father and mother from Salt Lake City, who were with Charley on their first Christmas in Southern California.

The last of the Mohicans from the Los Angeles office has returned from the Fourth Education Tour. ED MILLFELT reported back for work on December 15 and expressed the same enthusiasm that all the other men had for the trip.

We were glad to turn on our best sunshine for a few visitors from the East, who came out for the Educational Tour, namely, J. G. EDWARDS and ALAN HUDSON, from New York (Brrr!), KEN RANK, from Chicago (bro-ther it's cold), and R. B. RITCHIE, from Minneapolis (just plain freezin'). Surprised they all went home.

We also notice Messrs. C. K. FAYE, W. C. MITTELBERG, and NORMAN MENZIES had to come down from San Francisco even, to warm up a little. 's a good thing there's a Los Angeles!

And for our Editor's information, in reply to his note in the November issue. Sure, we've heard of Union Square Garage, but has your garage got an ice skating rink on top—nestled in among all the flowers and palm trees? Pershing Square Auto Park across the street from our office has,

along with music and Santa Claus at this time of the year. (EDITOR'S NOTE: Too mild here for ice.)

NEW YORK

Alan Hudson

The automobile fleet of this agency has been increased with the purchase of a 1952 Ford by ART POTVIN. Incidentally, Massachusetts being home to Art, he is looking forward to returning to familiar territory.

RAY GREVE and ART POTVIN returned from their Educational Tour with a vow to create nothing but havoc for our competitors operating out of Ogden, Utah, to the Bay Area. With the host of information revealed by Messrs. WHITE, STILL, MASON, and now Art and Ray, the clerical force of this agency almost feel they have made the trip, including the super train ride on the *California Zephyr*.

This office was host to a few members of our traveling forces the past month. President WHITMAN paid us a visit on his way to Washington, D. C., to receive a Certificate from the American Red Cross for the Charles O. Sweetwood blood donor car model presented for their museum. In addition, Messrs. JIM WARREN and HAL NORDBERG visited from Chicago, as well as Chief Engineer FRANK R. WOOLFORD, from San Francisco, on their regular tours of duty.

SACRAMENTO SHOPS

Marcella Kahl

Guess what was found while cleaning a locker in the Carmen's lunch room?—a copy of the September 1945 *Headlight*. Anyone remember that copy? You should—for its cover was "pin-up girl" IRENE MYRTLE McILLRATH!

What's this we hear about Machinist

Foreman ANDY JOHNSON being taken for a duck? At least the doctor at Wil-lows had to remove some pellets from his shoulder, but Andy went right back to his hunting as though nothing had happened. Could it be that the ducks are reversing the sport?

Wish everyone could have been at our Mechanical and Store Departments Retirement Party on December 5. We had all the ingredients for a grand time for everyone—dinner, cocktails, floor show and dancing. Looks like an annual affair so perhaps you can join us next year.

We were all so shocked and saddened by the death of newly appointed Boiler Foreman J. P. SIEGEL. It didn't seem possible we could have said "good-night" to Jake after work—and then have him gone several hours later. TRUMAN FASSETT is at present Acting Boiler Foreman.

Heard a little rumor the other day—hope it's not a big secret, for here goes! Understand BILL PARKER, engine watchman, is going to be married while on vacation over the Christmas Holidays. Our best wishes to you and the new Mrs., Bill!

Another carman apprentice lost to the Army—WARREN McBRIDE.

Our hopes for a speedy recovery to both A. P. SPRINGER, machinist helper apprentice, and J. J. O'BRIEN, boiler-maker, who are off because of illness.

Two new arrivals this last month: a daughter to Carman and Mrs. R. R. LACASSE, and a son to Carmen Apprentice and Mrs. E. L. TIBBETTS.

The ROSS KELLEHER family is happy this season, for their son, Kenneth, is home on furlough from Washington, D. C. After the holidays, Ken will be flying to Tokyo on another assignment.



Virgil Edwards, trainmaster at Portola, presents a gift to Cliff Sinclair upon his retirement last year, given by his fellow workers. Watching the presentation are, kneeling, Ira Baldwin, and left to right, Hans Murdock, Harry Hall, Everett Humphreys, Edwin Duffy, Phyllis Laughlin, Frances Mlaker, Gladys Ruse, Earl Fonda and Morris Hammond.

Sinclair worked for 18 railroads during the past 50 years, which began in 1902 with the Boston and Maine. He was married May 12, 1905, to his wife, Marion, and they have three children and ten grandchildren.

PORTOLA

Phyllis Laughlin

DON RAY, Portola Tiger quarterback last season, was named as fourth team all Northern California quarterback, being the only player from a small school to be mentioned among 200 high schools. He was chosen for the second string in another selection that represented North State schools exclusive of San Francisco. Don also played on the Portola baseball team and worked during the summer for PAT SULLIVAN on Bridge and Building Gang No. 4. His father, K. A. RAY, is an Eastern Division engineer, and his mother has been working temporarily as PBX operator at Portola in the absence of PHYLLIS LAUGHLIN.

These notes were sent in by Mrs.

Laughlin from her home in Portola, where she has been recovering from a long illness, and she hopes to return to her work the first of the year and again keep Portola well represented in the Cabooseing column.

Welcome to FLORENCE HUGHES, perishable department, who bid for the job of Mrs. KEITHA JONES, on a year's leave of absence following her marriage to Harry Jones, Portola business man. Mrs. Hughes, a former Portola resident, is married to "TEX" HUGHES, Eastern Division brakeman, and formerly worked in the perishable department at San Francisco.

Our deepest sympathy is extended to Conductor FLOYD MILLER, although somewhat belatedly, on the death of his wife in an auto accident last Octo-



Mrs. and Mr. Floyd Miller.

ber while on an extended vacation trip. Floyd suffered a badly broken leg, torn muscles and severe cuts and bruises, when their auto overturned 17 miles west of Delta, Utah. Members of the Portola baseball team acted as pall bearers, as Mrs. Miller was one of their most devout fans.

SACRAMENTO STORE

Irene Burton

HELEN MELSON, furloughed clerk, stopped in to see us the first of December with her husband, First Lieutenant Melson and son, Bob, on the first lap of their journey east. After reporting to Camp Hilton, New Jersey, Lt. Melson will fly to Naples, Italy, for three years of radio work.

Talked to LUCIUS REAVES at the retirement party and he said that so far he has not been able to enjoy his easy chair because of so many undone jobs waiting his retirement. He hopes to make good use of it while catching up on his reading during the rainy weather.

We had FOG in Sacramento, which

the Weather Bureau claims is very unusual, being a type common to Florida, forming with temperatures in the high 40's and low 50's. What next?

We are sorry to report that NORMAN VIZINA is still on the sick list. The doctors think there is an arthritic condition and a kidney infection, possibly resulting from a tropical disease Norman developed while serving with the Armed Forces in the South Pacific.

VERNE NELSON took the last of his vacation in December, so he and Mrs. Nelson could attend the East-West game at San Francisco.

RALPH LANDROVE went east to Washington, D. C., to spend Christmas with friends.

Welcome to LILA ANDERSON, computer operator and clerk, now working on the "213 requisition" desk.

We just learned that ROY FALQUIST enjoyed a short vacation over the Thanksgiving holiday, no doubt to recuperate after taking on so much turkey and trimmings.

WINNEMUCCA

Doris Cavanagh

ALL WP RAILS were invited to the 25th business anniversary of the Hotel Humboldt by Gus Knezevich the latter part of November. Friday there were cocktails and hors d'oeuvres with an eight o'clock buffet supper Saturday, to note the successful operation of the establishment by Gus and his two brothers, Chris and Marko.

Mildred Knezevich, wife of Gus, was attractive in a low cut, short-length frock accented by a huge orchid. Decor for the occasion was a tall-tiered anniversary cake flanked by 25 gleaming silver candles, yellow and white mums.

Favors consisted of orchids for the women and tie clips for the men.

Entertainment included the Dell Staton Trio from the Arthur Godfrey Television and Radio Show; Fred Lowry, nationally known whistler, and the unpredictable Catherine Toomay and her songs, the echo for which was added by Conductor HARRY GUMM.

The RAILS who could not attend the Saturday dinner found "no charge" written across their meal tags during the day at the hotel.

Running around the lounge in the evening was TROY "RAINBOW" THOMPSON with an orchid pinned to his vested red shirt. He ate in the phone booth!

Attending the anniversary in a wedding party was Engineer RAY MOORE, who turned out to be the caretaker of a celebrating friend.

A few days before his youngest brother, EMMIE MOORE, was at the station carrying cream puffs and sweet rolls in a paper box as caboose fodder on an early morning run.

November 20 laid a goose egg for Telegrapher MARY EVANS. She could not get even a faint quack out of the dispatcher's phone and the teletype tape completely bogged down.

Time is the art of C. C. DUCK, traveling agent of Elko. He carries no watch.

Holidaying in Los Angeles on Thanksgiving were Cashier HANK MENTABERRY, Switchman LEE LOCKE, retired Telegrapher OLIVE GRAUVOGEL and grandson, Deanie.

Over the holiday week-end Roadmaster Clerk ETHEL OWEN and son, Ray Nelson, drove to Reno to visit another son, Vance.

Ballyhoo slick chick calendars charm E. S. BENTZ, auditor from San Francisco. He recently left here with one

tucked under his arm—calendar, that is.

Brave, brave lad on recent cold mornings was Telegrapher BILL STEPHENSON, who did his daily dozen walking from the trestle near his home to the station against a brisk west wind.

All Yardmaster JOHN HAMILTON needs is fringed leather pants to match his buckskin shirt.

Fireman RICHARD HARRISON's wife is the new president of the Ladies Auxiliary, Brotherhood of Locomotive Firemen and Enginemen.

On his way to the movies, Fireman FRED ELLSWORTH suffered a fractured skull December 1 when struck by a car while walking in a rainstorm near the SP crossing.

Deep mystery. When Number 18 pulled into the station recently Flagman PAT FAHY failed to appear or check in at his hotel. He had become suddenly lost between Gerlach and Winnemucca. A search party was about to get under way when the Irishman blew in after completing a cap-chasing contest with the wind.

SACRAMENTO

Clarisse Doherty

We have bid adieu to 1952 and welcomed the New Year with the usual fanfare and festivities. May 1953 bring all of us much happiness and a little prosperity, too!

Welcome LOIS O'LEARY, furloughed clerk, who returned from leave of absence. Nice to have you back with us, as well as R. C. MADSEN, special assistant to division superintendent, who relieved on position of assistant roadmaster while HOWARD BRECHT enjoyed a vacation.

While ANNE IRWIN, stenographer-clerk in the signal engineer's office, is

on leave of absence, her position has been bid in and assigned to ELAINE SCHMIDT, stenographer-clerk in the superintendent's office.

Our best wishes to GRAYCE JOSSE-RAND, voucher clerk, on her appointment as secretary to General Agent, C. R. HARMON, traffic department.

The voucher-clerk position has been bid in and assigned to JEAN SMITH, PBX-Typist.

Although son Richard, 5, definitely specified a baby brother, the stork presented mother Phyllis and Dad, JOE ANDERSON, discharge check clerk, with a daughter, Betty Jean, 5 pounds 15½ ounces, on Thanksgiving Day. Richard is proud as a peacock of his baby sister, however, even though he won't admit it.

ED HENNESSY, assistant chief clerk, has three sons, but no daughters, and it was a great honor when he acted as "Father of the Bride" on November 30 when he gave his niece, Joan Seanor, away at the altar of All Hallows Catholic Church in Sacramento. The lucky bridegroom was Charles Dunham.

Chief Clerk DAN IRWIN, Assistant Chief Clerk MEL GRAHAM, and Discharge Check Clerk JOE ANDERSON, can really wield the axe, evidenced by the trailer load of Christmas trees they brought back from their outing on Saturday, December 13, which were distributed among the employees in this office. "The Three Woodsmen" were rewarded with a (gurgle-gurgle) token of appreciation, and we hope they had a jolly Christmas.

VAN DAVISON, assistant T&E time-keeper, says he would rather take his chances on tangling with a tiger than a jaguar (especially one equipped with four wheels)—how's that, Van?

Birthday Greetings to:

C. E. MARCUS, supervisor of automotive equipment, January 1.

GRAYCE JOSSE-RAND, secretary, traffic department, January 3.

D. F. McCUTCHEON, second trick wire chief, January 9.

EILEEN FROST, clerk, traffic department, January 13.

WALTER WARRELL, head B&B clerk, January 17.

H. J. MULFORD, SN superintendent, January 18.

WILFRED BLUE, SN personnel record-statistical clerk, January 18.

MILDRED WINGATE, assistant accountant, January 25.

Thought for the Day: *Resolutions—Things that go in one year and out the other.*

KEDDIE

Elsie Hagen

I would like to most sincerely thank the WESTERN PACIFIC, the YARDMASTERS at Keddie, Trainmaster MICHELSON, all the other men, friends and neighbors, who were so gracious and sympathetic to us in the loss of our daughter's husband, Brakeman ROBERT STROUP. We will never be able to express in words what is in our hearts for all the kind deeds and thoughts.

Would also like to offer my thanks to Yardmaster JOE CLINTON, who assists me in gathering up news for this column. He is a real help and I call on him often.

Brakeman L. C. GILBERT and wife returned home from their vacation with a beautiful new car.

Fireman LES BOONE and wife are proud grandparents, a lovely baby girl having been presented by their son and



Meet Western Pacific's fire department at Oakland:
Kneeling: H. Fields, blacksmith; standing, left to right: J. Lobato, laborer; W. Brown, machinist helper; Roy Nelson, locomotive carpenter, behind J. A. Anderson, boilermaker and fire chief; L. Rodrigues, blacksmith helper; A. Pereira, boilermaker, and F. Freeman, machinist helper. Picture sent in by Irma Piver, passenger car accountant.

Mrs. Donald Allen. The Boones have moved to Oroville.

JOE CLINTON left for Council Bluff, Iowa, to spend his Christmas and New Year holidays.

GILBERT KRAUSE, son of Brakeman Krause, was home on short leave before shipping out to Europe. His parents took Gilbert as far as San Francisco, where he left for the East Coast.

The first snow at Keddie lasted for nearly two weeks, but it looks like we may have nice weather for Christmas. T. D. HUNTER and J. J. McNALLY, of Oroville and Sacramento, were right on the job here when the flakes started falling.

Yardmaster and Mrs. CHARLEY SELF attended the Shrine Homecoming in Sacramento during November.

The many neighbors and friends of MRS. McMANUS wish to extend their sympathy to her in the loss of her husband.

Robert Hanley, son of Agent PETE HANLEY, has joined the Naval Reserve.

The children of Keddie enjoyed the Christmas parties at Community Hall, and all received gifts. MRS. FRAN WEILAND takes charge each year and arranges for Santa Claus and a huge tree.

There has still been no trace of OLE JOHNSON since he left the hotel to go to his cabin before reporting for work, and his brother, engineer on the D&RGW and his nephew spent several days here endeavoring to find a clue, but had to return home without an answer.

Operator R. BECKLEY and his wife

spent several days in Sacramento recently.

Operator CHARLEY FORD spent a couple of weeks in the hospital but has recovered and is back on the job. Brakeman L. C. "BLACKIE" ADAMS spent about ten days at St. Joseph's, accompanied by his wife who stayed in San Francisco.

MRS. GLADYS FLIPPEN and daughters, Susan and Betty, wish to thank WESTERN PACIFIC, TRAINMASTER MICHELSON, the YARDMASTERS and all their friends and neighbors who gave so much assistance at the time of the loss of their husband and father, BILL FLIPPEN.

SAN FRANCISCO

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

ANN OSDOBA left the signal department December 5 after seven years at general office to work as stenographer-clerk in the Los Angeles office. During the past several years her vacations have included trips to Mexico City, Alaska, Canada, Bermuda, Cuba, and several East Coast cities. Honolulu is next on her list.

FRANCES HUMPHREY, varitypist, joined the signal department December 1. Her sister, MARY JANE HICKS, is also a recent new employee in that department.

FRED VEALE, valuating engineer, signal department, is still not able to return to work after an illness of more than four weeks.

ELFRED WALL, former signal foreman on Gang 4, is now a signal draftsman at general office.

RAY BEST, signal draftsman, his wife and granddaughter, spent the Christmas holidays visiting their daughter and mother, Irene, in Seattle.

JANE HOPKINS, auditor of revenues

department, left the first of November for a vacation trip to Washington, New York, Philadelphia, and Chicago.

From JOE BOOTHROYD, our jolly mail driver, comes this after-Christmas greeting:

The Postman's Lament

"Christmas comes but once a year, and for that boon let's stand and cheer,

On Dancer, on Prancer, on Dunder and Blitzen, to heck with packages and them that gets 'em.

Christmas cards fall like pure white snow, upon the head of your poor friend, Joe,

Through the darkness, rain and sleet, the weary postmen pound their beat,

First class, second, third and parcel; arch and sole and metatarsal

Feet are blistered, moan and groan, still they stagger to your home.

Scrooge had chains and Marley's Ghost, but pity the man with parcel post.

I'm sure that Santa is Uncle Sam, complete with postage and the Marshall Plan.

Merry Christmas to all and to all a good night,

Christmas Eve will find me as high as a kite,

To my fellow mailmen, Christmas cheer, you all should get a case of beer.

Not a creature will be stirring, not even a mouse,

On Christmas Day in this postman's house.

The fire will be burning a bright cheery glow, fed by cards from the friends (?) I know.

And I will be snoring tucked in my bed, with a bundle of mail stuck under my head."

~ ~ ~

Anyway, Joe, we saved you from

handling another 5,000 or more pieces of mail by sending you these combined Christmas and New Year Greetings from the entire WESTERN PACIFIC FORCES, all in one, with thanks for getting the mail through on time.

The treasurer's office lost three employees last month, when TIM MORAN, paymaster, resigned to accept employment with The McBee Company, Key-sort Division. He received a two-suit bag from his former workers. MINETTE FLYNN was presented with a high-chair for the soon-to-be-expected arrival, and a traveling kit was presented to ELLIS JACOB, who left to join the Army.

Newcomers in that office are: Mrs. JANICE FLASHMAN, stenographer, a bride of one month; JOAN KARLIN, clerk; HENRY "MARK" THOMPSON, clerk; and ROBERT SHINN, clerk. GERALDINE



The former Bee Petersen, law department secretary, and her husband, Ed Larson, cut the first slice of their wedding cake, following their wedding at St. Paulus Lutheran Church by Reverend Nitz on November 29. The happy couple left their reception at the Fox Hostess House, San Francisco, for a honeymoon in Highlands in Carmel, and are now furnishing an apartment at 2015 Laguna Street, San Francisco. Ed is associated with Seaboard Paper Company. Photo by Saul Miller.

Ross was promoted from stenographer to clerk, and GEORGE MARTIN received an assignment to a new clerical position.

ELKO

Nevada Michelson

Our deepest sympathy to P. L. HUCKABY, night chief dispatcher, whose mother passed away in Memphis, Tennessee, on December 15 following a long illness.

Master Mechanic and Mrs. BILL PARRY recently spent several days visiting friends and relatives in Denver.

Conductor and Mrs. F. E. HOWELL ("Boots" and "Mergie") have returned from San Francisco, where "Boots" received medical attention at St. Joseph's. While on the Coast they visited with friends and relatives in San Carlos and Oakland.

Mrs. CAROLINE WOLF, who has been receiving medical care for a throat ailment for some time, recently underwent a tonsilectomy and is convalescing at the ranch home of her daughter in Lamoille Valley. We hope she will soon be recovered.

Kathleen, four-year old daughter of Conductor and Mrs. TAYLOR M. JOHNSON, is suffering a broken elbow as the result of having fallen out of bed after her afternoon nap.

Our sincerest congratulations to HARRY YOE, who has to his credit almost a half century of railroading. We'll miss his sunny smile and cheery disposition around the office, and his ever ready willingness to help will be missed by all his fellow workers. A grander guy we've never known! We hope his health will permit him to do all the things he has always wanted to do but never found the time.

STOCKTON

Virginia Rustan

The GENE TRACE household is now a foursome. The newest addition is an adopted son, little eighteen months old Patrick. A nine-pound daughter also arrived at the home of L. E. REMY, yard clerk, and our congratulations to both families!

Welcome to IRENE ARMITAGE, new stenographer with the Stockton freight office force.

J. B. HANSEN, transit clerk, is hospitalized because of an unfortunate accident whereby he severed the cords in both thumbs while doing some repair work at home. Best wishes for a speedy recovery!

R. E. TIMBERMAN, yard clerk, is recovering from another operation performed recently, and we sincerely hope this is the end of your troubles, "Tim."

FRANCES BLAIR, interchange clerk, has picked Arizona to spend her vacation, and Conductor and Mrs. L. B. SPENCER are spending an extended vacation visiting several states in the Middle East.

Our deepest sympathy to Switchman ROY COVEY, whose wife passed away just recently, and to the J. B. Davis family upon the death of Brakeman J. B. DAVIS.

Conductor W. E. Moss is at home convalescing following an operation performed in San Francisco.

BERT G. BROWN, switchman, is welcomed back to work this month having served eighteen months overseas with the Air Force.

A. W. HARRIS, former conductor and who in the past several years has served as General Chairman of the B. of R. T., has returned as conductor

on the Western Division, with headquarters at Stockton.

Understand Conductor JOHNNY EVANS and Clerk GLADYS EVANS celebrated their sixth wedding anniversary recently, holding open house in their home at French Camp. A jolly time was had by all.

Sympathy is extended to EARL MILLER, yard clerk, whose grandmother passed away recently in Los Angeles.

Chief Clerk McATEE, local chairman for the United Crusade Drive in Stockton, reports that contributions have reached \$2,250, and feels confident of reaching their \$3,000 goal.

O. E. LYLES, engineer, reports that Division 773 of the Brotherhood of Locomotive Engineers played host to their ladies at a dinner Sunday, December 14, at the K. of P. Hall. Food for the occasion was furnished by the engineers but was prepared by the Ladies' Auxiliary. One untouched turkey and numerous trimmings were left over and immediately after the dinner the surplus food was rushed out to the Children's Home for the little fellows to enjoy next day. R. W. TURNER, secretary, was master of ceremonies, and engineers and their ladies were present from Oakland, Sacramento and as far away as Iowa, all of whom enjoyed the WP movie "California Zephyr."

"Well, Johnny, how did you get along in school today?"

"Okay, Mother, but that new teacher is always asking us some fool question. Today she asked everybody where they were born."

"Well, you certainly knew the answer to that—the Women's Hospital."

"Betcha life I knew, but I didn't want the whole class to think I was a sissy. I said 'Yankee Stadium.'"

—Railway Employees Journal.

In Zauberzug durch die USA

IN A MAGIC TRAIN THROUGH THE U. S. A.

From "Hamburger Abendblatt"
August 23-24, 1952

(Translated from German by Erich Thomsen, Engineering Dept.)

ZEPHYR EXPRESS—a luxury hotel on wheels—sun bath under a blue glass dome.

California Zephyr—California gentle breeze, is the name of the luxury express which connects the West coast with the East coast of America. Three nights and four days the "gentle breeze" floats through the atom bombed deserts of Nevada, through the Mormon State of Utah, through the six-mile long tunnel under the Rocky Mountains, through Nebraska to Lake Michigan. It stops only three times a day. The express train is a super hotel, equipped with all the refinements of modern American living. Our staff member, Christian Kracht, rode on the *Zephyr* all the way across America.

Chicago, August 23 . . . To ride second class on the *Zephyr* is the greatest pleasure; first class would be Heaven on Earth. To have a Pullman compartment on the *Zephyr* is sheerest rapture (for the European, naturally). Everything in this aluminum train is magic. The vestibule doors open by themselves, by the interruption of a light beam. The cars have large windows—they can't be opened, for that would disrupt the highly perfected air-conditioning system. In the compartments are carpets. Every traveler has his own toilet, clothes-closet, and radio, dressing and shaving mirror with neon lights and a dozen hand towels. Ex-

perienced, polite Negro servants tread silently through the cars, provide foam rubber pillows on the broad easy chairs, and at night brush suits and shoes. Every compartment can be locked. (One scarcely meets fellow travellers, if one choose not to.)

The "Stout One" in the bar car . . . I, however, chose to, and sat in the lounge next to the bar, at a chromium waiting table, and wrote a few greetings to Hamburg on the yellow steel engraved *Zephyr* stationery. Out of the bar came a stout man with a bald head, speaking loudly of Flying Saucers. (Pleased to have an audience, he approached me.) "Bob is my name," and shook my hand. That is very American. "Where are you travelling?" He didn't wait for my answer. "You should always wear camel's hair sweaters, young man, even now in the summer. It is the best way to ward off the heat. I have a theory—even in the summer keep the body nice and warm, do you understand? That is because I manufacture camel's hair sweaters. Almost 300 per hour, over in Chicago. I am just coming back from a funeral. Very fatiguing, too much whiskey. Come, let us drink an ice cold one!"

At the bar were twelve travellers. The sweater manufacturer was greeted "Hello, Compass." "You know," he whispered in my ear, while stirring in his whiskey glass with his finger, "I

always carry a compass on my travels. Always safer. You always know where you are." He pulled from his pocket a gold compass. North and South, marked by large brilliants. That was Jack Bruce, camel's hair sweater manufacturer from Chicago.

Shortly before Chicago I saw him again. "I have already telephoned my office," he said. "There will be a man at the station to bring you several camel's hair sweaters. Take them as a greeting to Germany and always remember my theory: Fight heat with heat." He waved away my confused thanks with a laugh.

Somewhere in the desert of Nevada, in the atom bomb experimental area, the train stops for a few minutes. A shabby wooden building serves as a station. Other than that only sand, as far as the eye can see, sand. Above that, a glowing hot layer of air. Quickly we take a few steps out of the cool train. Outside are a few Indians on the sand. They display, on a dirty carpet, a few earthen pots, baskets and leather items. Allegedly Indian craftwork, they are probably mass produced in some factory. They sit immovably as though they had sat there for years and belonged to the Order of Silent Brothers. Indians are proud. They let every white man feel that they were once lords of this land. Back to the train. "All aboard," the colored porter calls. Back into the cool Pullmans.

REFRESHING Cold Air Bath . . . There are colorful curtains such as mother has in the parlor, there are also Iron curtains. But cold air curtains are new to me. The individual aluminum cars are connected by a man-high rubber tunnel. (The unbearable heat which

gathers here would enter the car through an opened vestibule door were it not for the fact that with each opening of the vestibule door a silent and unnoticeable exhauster presses cold air into the entrance and thereby forms an invisible curtain. Another exhausts the warm air.) Those who pass find the cold air as refreshing as a shower.

On the second story of the train are the all-glass observation decks. "Vista-domes" the Americans call them. Not ordinary glass, no, but ultra-glass which does not interfere with the sun-tanning action of the sun's rays. Unimpaired vision, curved glass, overhead. The airplane type seats can be adjusted to reclining position. Out of the loudspeaker a cowboy is singing—as we are still in the West. A Negro clamps a cola glass into an attachment on the seat, so that one's arm does not tire. Outside is a moving panorama: prairie, a pair of riders in the man-high grass, red boulders, cliffs, streams, steaming hot springs, mountain ranges with snow-caps. A panorama of uncomparable American landscape.

There are no Government officials on the train. The two conductors wear their uniforms as civilians. One checking of ticket is enough for three days. The train crew men address the travellers by name. Those who don't like the dining-car atmosphere can be served in their rooms, as in a hotel. Those who don't like either, go to the snack bar and can choose such things as chicken sandwiches under cellophane. Three times the train stops to take on ice—and late newspapers for the travelers. Twice a day the outside of the train is washed. Not by hand, of course. No, it travels at twelve miles per hour

(Continued on Page 35)

• SPORTS •

Western Pacific's bowling team at Oroville finished the second round of play at the Paradise Playdium Bowling Alleys as the top team in the Sportsman's League, comprised of eight teams.

With a record of forty wins and sixteen losses, the team's nearest rival was seven wins behind.

Members of the team are Clayton Hieneman and R. S. Patterson, carmen, Frank Rodgers, electrician, Charles Kennady and Bob Shepard, machinists, and Sus Gomez, machinist helper, alternate.

The team had a high series of 2,984; high game, 1,030; and an average team game of 770 without handicap. High individual game was 233.

* * *

As the teams near the halfway mark in WP's Bowling League at San Francisco, competition is nip and tuck for first place. The Feather River team holds a one-game lead over the Zephyrs and Traffickers, who are tied for second. The Traffickers took an early lead but have been unable to keep pace since the loss of Charles Dooling because of illness, while the Zephyrs, paced by Pete Casey and Don Johnson, are quickly making up ground lost by a slow start, and are now the team to beat. The Feather Rivers surprised everyone, and if Ray Miller and Tony Jakenovich can keep up their present pace, the team will be right up there at the end of the season.

The Freight Claims hold fourth place and are a very improved team. Freight Accounts are a disappointing fifth and

should do some climbing if they intend to stay ahead of the Auditors, now in undisputed last place.

With a shortage of alternate players in the league, anyone interested in bowling should contact Spen Lewis, secretary, on Local 206, or drop out to the Downtown Bowl at 7 p.m. on Thursdays. You don't need a high average to get in the fun—just so long as you can roll the ball down the alleys.

TEAM STANDINGS

	Won	Lost
Feather River	25	17
California Zephyrs	24	18
Traffickers	24	18
Freight Claims	20	22
Freight Accounts	18	24
Auditors	15	27

INDIVIDUAL STANDINGS

	Average	High Game	High Series
Pete Casey	173	209	589
Don Johnson	172	236	636
Harry Munson	171	278	661
Al Potter	171	223	551
Leo Pope	170	218	570

20-UP CLUB BASS DERBY

With poor fishing in the Delta this year, due to a very poor Bass run, prize winners in the 20-UP CLUB Bass Derby would not have been registered in last year's derby. There was not a fisherman or fisherwoman who made the coveted 20-UP CLUB, but any contestant in the 1952 Derby has until the next Derby begins to catch and check in a 20-UPPER.

J. B. Hansen, fireman, took first prize with a 14½ pound striper and collected \$40.65.

D. O. Berkstresser, brakeman, won \$20.35 for a second place 13½ pounder.

Magic Train . . .

(Continued from Page 33)

through soap and water baths. Mechanical arms wash the windows.

Then there was Miss Zephyrette, that is "Miss Gentle Breeze," a stewardess who accompanies the train, always smiling, warms bottles for small children, knows an answer for every little problem and who has the ability to anticipate the unspoken wishes of the travelers. She is the sixth Zephyrette this year in this luxury liner. The other five were snapped up in marriage. She looked as if she would go the same way. When Miss Zephyrette is not caring for the traveling guests, she is speaking from a little wall loudspeaker. It sounds like this: "If you will, dear traveler, quickly look out of the window on the right, you will see the so-and-so power house, which cost \$23,000,000 to build, the largest in the world." And a little later, "Dear traveler, in two minutes we will reach the Moffat Tunnel, the longest in the world." We are in the States where everything has to be the costliest, biggest, longest and highest in the world.

A few miles before Chicago, the Zephyrette's soft voice came from the speaker: "Now, dear traveler, we are at the end of our trip. The conductor, the men in the diesel engine, and all of us, are pleased to have had you with us as guests. We hope you have had a pleasant trip. Come again soon."

Does that not sound as oil on the machinery of restless train travel? And the secret of this customer service: American railroads are private companies. Each must compete for customers. Oh, would that some brave person would open a private railroad in Germany, if only Berlin to Hamburg.



"Ed, the best way to get long distance is to travel by California Zephyr . . ."

20-Up Club . . .

Third prize of a glass bass rod went to L. E. Whisler, engineer, for his eight pound catch.

J. E. Hightower, clerk, and a 1951 20-UPPER, took fourth prize with a 5½ pounder. He won the miniature speed boat that many fishermen had their eyes on.

Although several fish were caught that weighed up to twelve pounds, they were not checked in because they were not considered worth while by the fishermen who caught them. As an incentive to all fishermen to check in their catch, the fifth prize, a Pflueger salt water reel, will be carried over to the 1953 Derby.

Mrs. Laurel Spoon, wife of Engineer Spoon, and 1951 prize winner, remains the undisputed champ of the very few and select 20-UP CLUB.

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Railroad Lines

Super dome lounge cars went into service on the Milwaukee Road's Hiawatha trains January 1.

New week-end train service between New York and Cape Cod points inaugurated by The New York, New Haven and Hartford Railroad.

Pennsylvania Railroad's President Franklin announces a new three-year \$47 million freight service improvement program.

Chicago and North Western opens a new travel bureau in the main waiting room of the C&NW Chicago passenger terminal to provide special and unusual convenience to the vacationing public.

Norfolk & Western issues new illustrated pamphlet entitled "Accurate Weights" for European importers of bituminous coal.

Fairbanks-Morse unveils plans for the "Train Master," a six-motor, 2,400-horsepower, freight, passenger and switching locomotive operable in either direction.

Baltimore & Ohio to put three Budd rail diesel cars in commuter service between Pittsburgh and Versailles, Pennsylvania, early in 1953.

Wabash orders 30 diesel units for delivery during first quarter of 1953.

The Southern will be the largest railroad in the U. S. to become dieselized when 30 new diesels are delivered early in 1953.

The Burlington's Kansas City "short-cut," built in 34 months, now open to traffic.