

WESTERN PACIFIC
Mileposts

JUNE 1950



WESTERN PACIFIC Mileposts



Vol. 1

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No. 11

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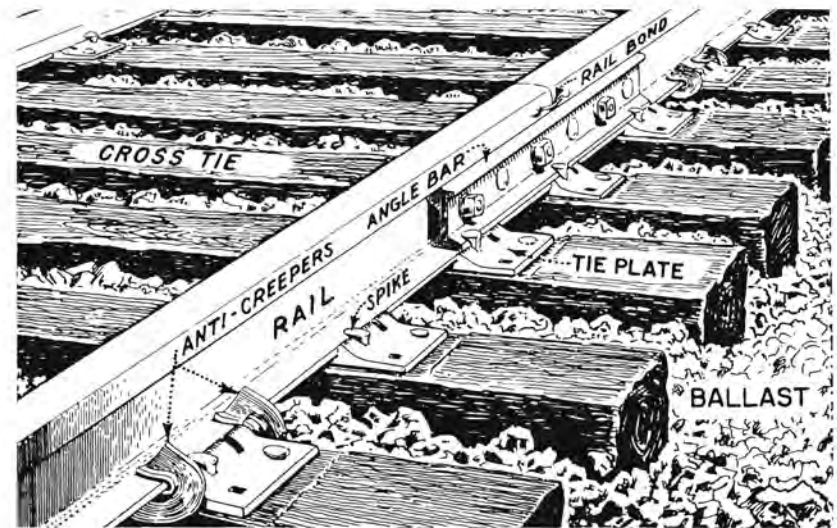
Mileposts Visits A Rail Gang

Western Pacific has just completed replacement of all 85-pound rail with 115-pound rail between Sacramento and Oroville. A little more than one-half of this was done during 1949 and the remaining 28 miles was finished on April 24 of this year.

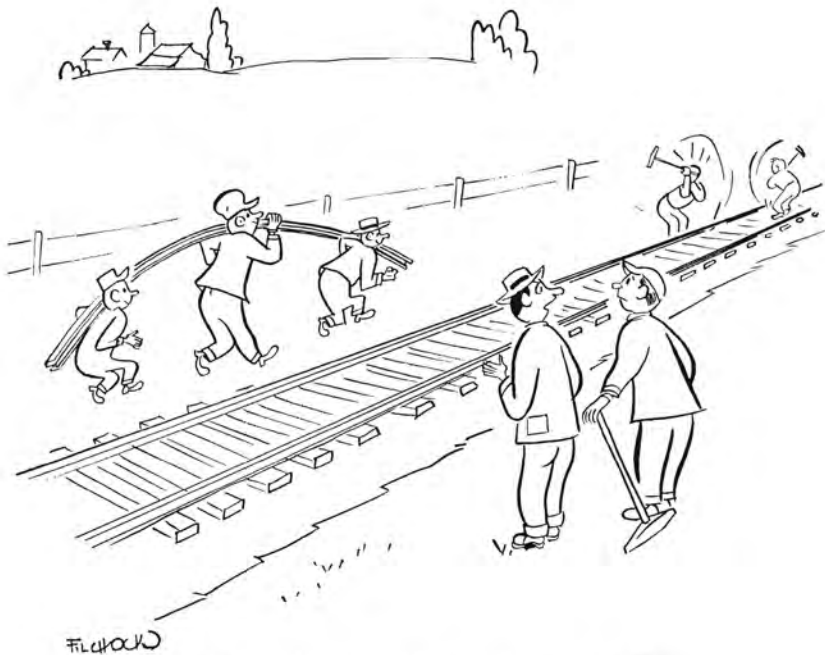
In connection with the rail renewal, track has also been reballasted throughout the same area and a final resurfacing, realigning and dressing job is now under way. When completed, the track between Sacramento and Oroville will be in excellent condition.

The work of changing rail was done with a thoroughly mechanized 95-man gang. A number of newly developed machine tools have been added to former equipment, which made the op-

erations as modern as any in the country. A new multiple tamping machine has recently commenced the final resurfacing of the track. With it, it will be possible to complete the programmed work in much less time than would otherwise be necessary with an equal number of men and, at the same time, the work will be of superior quality. A 24-man gang under foreman W. E. Brown handled all material distribution in advance of rail renewal work, followed by foreman W. E. Yeager's rail gang, under whose direction excellent progress was made. The work in general was in charge of roadmaster B. L. McNeill, and the furnishing of machine tools and their upkeep was in charge of Messrs. N. A. McPherson and P. Burner.



(Above: Anti-creeper are commonly called rail anchors)



"Big Mike doesn't know his own strength, but everyone else does."

These improvements to track are part of an extensive program to assure the finest riding conditions for Western Pacific's trains.

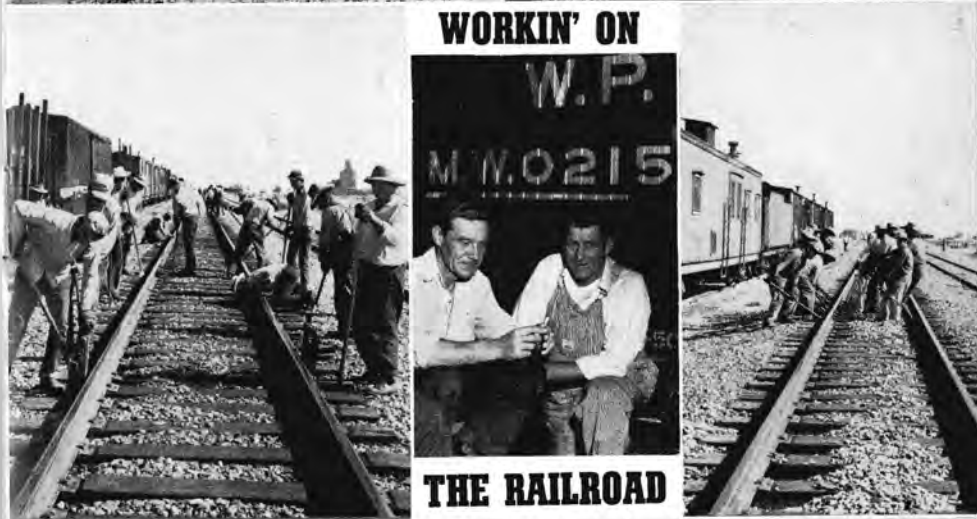
During this job, a new experiment was introduced to make life more pleasant for the track gangs. A recreation car, equipped with comfortable chairs, tables and a large assortment of reading material was provided, and outdoor movies were shown twice each week. True, the pictures had to be stopped while long WP freights high-balled eastward and drowned out the

sound system, but the movies and recreation car have been well received and much enjoyed.

→

Top, left: The day's work is done—another milepost passed.
 Top right: Comin' in on the motor car.
 Center, left: Surfacing the track requires skill and experience.
 Center: Nick Carroll, asst. extra gang foreman, discusses day's work with Bill Yeager, foreman of rail gang.
 Center right: Lining the track—important for fast train service.
 Lower, left: Making use of the recreation car after work.
 Lower, right: First-run movies are shown to the gang after dinner.

MILEPOSTS



IN THE GOOD OLD DAYS



Not even the approach of Western Pacific's first passenger train to arrive in Oakland, August 22, 1910, can faze the determined lady in the foreground, who is apparently informing hubby about a few of the things that are wrong with him, while baby tries to hide in mama's dress.

A GOOD TIP

There is a great hustle and bustle for extra business going on around the WP system these days, as evidenced by the large number of Tip Cards received in the office of Walter Mittelberg, general freight agent. After learning of the big cash prizes offered as outlined in the March issue of MILEPOSTS, freight and passenger tips are pouring in from both Eastern and Western division employees.

Although three of last year's winners are leading the way in the contest with less than two months to go, a half dozen or more contestants are crowding the leaders for total points and it is still anyone's race. Just one good freight tip could change the outcome.

One point is allowed for each carload of freight, actually received, and one point is allowed for passenger tips. Cash awards will be given to the first three winners in each division, and additional awards consisting of personal business cards, for the men or perfume or candy awards for the ladies will go to the runnersup.

"The results are very gratifying," said traffic vice-president Henry E. Poulterer, "and we are all happy to see such keen interest in soliciting additional business for Western Pacific."

Just to prove that MILEPOSTS is getting around, the following letter was received by Walter Mittelberg from Jack Clark, assistant to the Chairman of the Board of the Lion Oil Company, El Dorado, Arkansas:

"I had red your storie in Westurn Pacific Mileposts of March 1950 and I shore kin use \$50 so pleas count this as my Tip Card. I don't live out yer way so I ain't got the names and addresses of the contacts you want but please sen me \$50 anyways."

P. S. "There is a friend here now who says he would like it to."

Seriously, all employees are eligible except traffic department representatives whose duties involve contact with the shipping or traveling public.

Tip cards may be obtained from your supervising officer or Walter Mittelberg. Leaders in the contest to date are shown below:

EASTERN DIVISION		WESTERN DIVISION	
W. J. Ferguson.....	Portola	J. B. Dillon.....	Oakland
A. L. Vizina.....	Elko	Boyd C. Sells.....	San Francisco
G. Zackerson.....	Elko	E. B. Allison.....	Sacramento
A. L. Albrecht.....	Gerlach	H. W. Bargfeldt.....	San Francisco
J. O. Goodwin.....	Roadway-Eastern	H. F. Seavers.....	San Francisco
		J. P. Abbott.....	San Francisco

Many others have also sent in one, two or three cards, and additional tips may put them right at the top of the list.

While it was planned to run the second of a series of articles on our general chairmen, we were unable to secure a biography and photograph of A. W. Harris, general chairman for the Brotherhood of Railroad Trainmen, in time for inclusion in this issue. The article will be included in the July issue, and articles on the other general chairmen will appear in future issues of MILEPOSTS.

MILEPOSTS



IN GOLD

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

35-YEAR PINS

Frank E. Pulty.....	Locomotive Engineer.....	Eastern Division
Roy Taft.....	Marine Engineer.....	Western Division
William Thraillkill.....	Conductor.....	Western Division
Henry C. Wendt.....	Aud. Misc. Accts.....	San Francisco

30-YEAR PINS

Byron G. Belew.....	Locomotive Engineer.....	Western Division
John A. Brown.....	Locomotive Engineer.....	Eastern Division
J. H. Dubig.....	Commissary Buyer.....	DC&H Department
Val W. Dycus.....	Locomotive Engineer.....	Western Division
Julius H. Frick.....	Section Stockman.....	Store Department
E. R. Jennings.....	Passenger Traffic Rep.....	San Francisco
Carl W. Johnston.....	Asst. Car Foreman.....	Mechanical Dept.
William H. Wise.....	Locomotive Engineer.....	Western Division

25-YEAR PINS

Paul B. Harris.....	Traffic Representative.....	San Francisco
Anne Lapham.....	General Bookkeeper.....	San Francisco
J. M. Maguire.....	Conductor.....	Western Division

20-YEAR PINS

R. J. Benish.....	Asst. Val. Engineer.....	San Francisco
Charles J. Cadjew.....	Carman.....	Mechanical Dept.
Miguel D. Cobian.....	Track Foreman.....	Eastern Division
Talbot Kelly.....	Chief Clerk.....	Passenger Dept.
William E. Perkins.....	Track Foreman.....	Eastern Division
R. B. Stewart.....	Signal Maintainer.....	Signal Dept.
T. P. Wadsworth.....	Asst. Gen. Frt. Agent.....	San Francisco

15-YEAR PINS

Joseph F. Hamer.....	Traffic Representative.....	Oakland
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10-YEAR PINS

August J. Ackerman.....	Section Foreman.....	Western Division
Frank Ahlert.....	Record Clerk.....	San Francisco
Ernest B. Aughe.....	Track Foreman.....	Eastern Division
Foy W. Cole.....	Day Foreman.....	Carlin
Sheldon Glatt.....	Traffic Representative.....	Oakland
C. H. King.....	Track Laborer.....	Western Division
Harry D. Manitt.....	Yard Clerk.....	Western Division
George McDaniel.....	Section Foreman.....	Eastern Division
John W. Naylor.....	Telegraph Operator.....	Eastern Division
Jerome A. Nusse.....	Foreman.....	Eastern Division
Paul J. Readinger.....	Dispatcher.....	Western Division
John M. Webb.....	Conductor.....	Western Division

A Scotchman was busily engaged in an argument with the conductor as to whether the fare being charged was correct. Finally, the disgusted conductor picked up the Scotchman's suitcase and tossed it off the

train just as they passed over a high bridge. It landed with a splash.

Indignantly, Sandy screamed: "Mon, isn't it enough to try and overcharge me, but now you try to drown my little boy?"

—Trumbull Electric Co.'s "Cheer."

UP THE LADDER

At a special meeting of the Western Pacific board of directors June 1, vice-president and general manager H. C. Munson was elected to fill the board vacancy left by the death of director Edward H. Bell in January.

Coming to the railroad during 1948, Munson has served as operating vice-president since January 1, 1949. He came to WP from the Chicago, Milwaukee, St. Paul and Pacific Railway where he had been assistant general manager, beginning his career with that railroad as rodman after graduating with honors from the University of Iowa in 1923.

A native of Oslo, Norway, he lives in Palo Alto with his wife and three children. His leisure time hobbies include bowling and deep sea fishing.



Robert L. Runge

WP's youngest general agent, Runge is married and has two daughters.

* * *

Effective June 1, Robert L. Runge succeeded Ralph G. Randolph, retired, as general agent at Fresno.

Born August 13, 1912 at San Francisco, Bob's first job after graduation from Stockton High School was with Western Pacific, his service being continuous since June 20, 1929 when he signed on as call boy.

Following various positions in the operating department, he was appointed chief clerk to the general agent at San Jose in June, 1941, made traffic representative at Oakland October 20, 1941, and was sent to Stockton October 1, 1945 as traffic representative, which position he held until his recent appointment.

A 13-handicap golfer, Bob was president of the Stockton-San Joaquin Golf Club, as well as vice-president of the Stockton Traffic Club.

Succeeding Runge as traffic representative at Stockton, Eugene A. Macomber was born in Somerville, Massachusetts in 1910. He began his career with Western Pacific in 1937 at the local freight office, Eighth and Brannan streets, continuing there until his appointment to the position of freight traffic agent at San Francisco in March, 1947. In May, 1949, Gene was made traffic representative in the foreign freight department, continuing in that position until assigned to the Stockton office.

A member of the Pacific Traffic Association and the Foreign Trade Club, both of San Francisco, Gene also served in the United States Navy.

His wife is the former Edith Loeffler, of the traffic department.

(Photo on Page 10)



Eugene A. Macomber

Meet Gordon P. Knapp, chief pass clerk. His picture was not available at the time his appointment was announced in the April issue of MILEPOSTS, but those stopping in Room 502 for pass information will find him busy behind stacks of requests.



To His Many Friends

The following letter was received by Walter Mittelberg and was passed on to MILEPOSTS for publication:

"Dear Walter:

"This is a much belated note of thanks. As a matter of fact, after the somewhat overwhelming cocktail party, I am just approaching a return to normal function.

"I would like to thank them individually but have no way of knowing who all the friends were who contributed so generously to the very lovely books which will always be valued both for their own interest and especially for the good wishes that came with them.



"But I think I know who developed the bright idea of the saw and bone and thank *you* very much. With it as an inspiration, I am designing a coat of arms for the Medical Department: soupbone couchant with approaching saw rampant; pint of blood spilling on field of hemorrhage.

"With many thanks and every good wish,"

Sincerely yours,

(Signed) Alison R. Kilgore.



Caboosing

Oroville

General Clerk-Warehouseman W. B. LEWIS and wife left May 12 on their vacation to Detroit. That's right, they are driving home in a new car. Meanwhile, Clerk W. E. GINTER relieved Mr. Lewis during his absence.

Car Foreman E. C. EAGER had a week's forced vacation nursing a sprained ankle which—he claims—he received doing yard work at his home. Hmmmm! An eager beaver, no doubt!

ARTHUR McNALLY, youngest son of Trainmaster J. J. McNALLY, has recently been employed as roundhouse clerk. Nothing like keeping it in the family, eh, John?

A very enjoyable vacation tour around Las Vegas, Boulder Dam and other southern points of interest was recently spent by Switchman CLAUDE DRYDEN and his wife.

W. F. STEVENS, diesel foreman, didn't waste any time buying a new home on the Quincy Road after moving here from Oakland.

Night Diesel Foreman J. R. JONES, another Oaklander, also found a home in Oroville and has brought his wife and two little daughters to make their home here.

Just returned to work from a two-weeks' siege of pneumonia is Carman C. E. HEINEMAN.

Carman V. W. BURGE, wife and son, W. W. BURGE, carman's helper, left for a vacation in Missouri.

Latest report is that train desk Clerk B. F. REPPERT is getting along nicely after his major operation May 16 at St. Joseph's Hospital, San Francisco.

Pretty nice for some people, claims J. J. McNALLY, pinch hitting while Trainmaster P. F. PRENTISS, Keddie, was enjoying himself on a two-week vacation.

Roundhouse Clerk BERTIE LONG is sporting a nice new Chevy.

We are sorry to report the death of retired Section Foreman Gus KOGEONES on May 11, after several years of poor health. He is survived by three sons and one daughter.

Section Foreman R. J. HALL and wife became grandparents on April 25 when a son was born to his youngest daughter, Irene. The young parents, Mr. and Mrs. H. S. Joseph, live in Greenville.

Sacramento Shops

The 125 persons attending the WP Amusement Club's softball benefit dance at Muir Hall May 12 claim it was the best yet. Plans are under way for another dance in the near future.

Both NORENE JOHNSON and PATRICIA MEDLOCK, steno.-clerks, have taken six-month leaves of absence. Wonder if they told the census takers about the family increases expected in August.

Filling the position vacated by Mrs. Johnson is JAMES LORRAINE, and J. L. HICKS has been assigned Mrs. Medlock's desk during her absence.



From top, left: Mary Lou Stockard, Irene Burton, Trudie Macdonald, Lee Willis, Alma Kleipzig, Gladys Morton and Agnes Ash, Sacramento Shops office. \$1.00 goes to Nino Poncioni, photographer.

ARTHUR DE LA LLATA has returned from a week's vacation south of the border. From all indications the trip was a success.

Yosemite Valley is wonderful, says BILL WOLVERTON, mechanical engineer, even though someone broke into his car and stole his camera during his week's vacation there.

June will see TRUDY MACDONALD, steno.-clerk to chief clerk, on her way to visit her mother in Columbus, Ohio.

Attending the Biennial Convention of the Nurses' Association in San Francisco May 7 to 12 with industrial nurses from all over the United States was MRS. EDNA SPRATT, Sacramento Shops nurse. Not only that, but Edna was elected to the chairmanship of the California State Nurses' Association.

Los Angeles

D. C. WILKENS, general agent, has been appointed membership committee chairman of the Pacific Southwest Chapter, National Defense Transportation Association, for the next year.

The Los Angeles gang is looking

forward to meeting BERNIECE HOPKINS, ex-service bureau, San Francisco, who bid in on and received the assignment as steno.-clerk here. Lucky girl to get paid for being able to work in this wonderful climate!

Wendover

It's a vacation in Colorado for lineman TOM SHEA and wife, Peggy, while HARRY TAYLOR from Oroville relieves Tom during his absence.

We shall miss JACK HAMPTON, clerk, who resigned to accept other employment.

Beulah Kacer of Duluth, Minnesota, has been visiting her brother, telegrapher MILO KACER, at Shafter, the past week.

Although Section Foreman J. Nusse, Ola, has only seven more hours' flying time to get his pilot's license, roadmaster DAVE CHARLEBOIS says Jay will still have to use his motor car to patrol track.

With the Rockland gravel pit again in operation, the Rockland telegraph office was opened June 1.

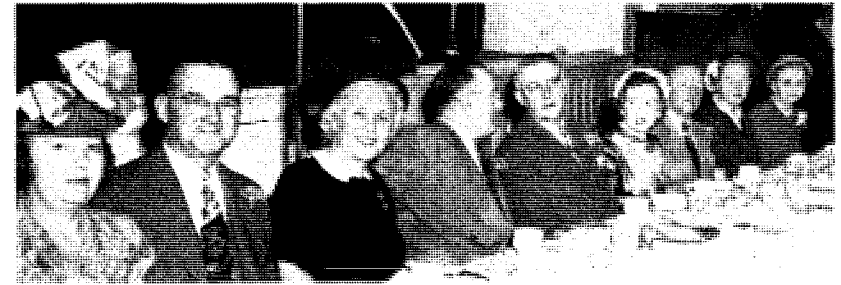
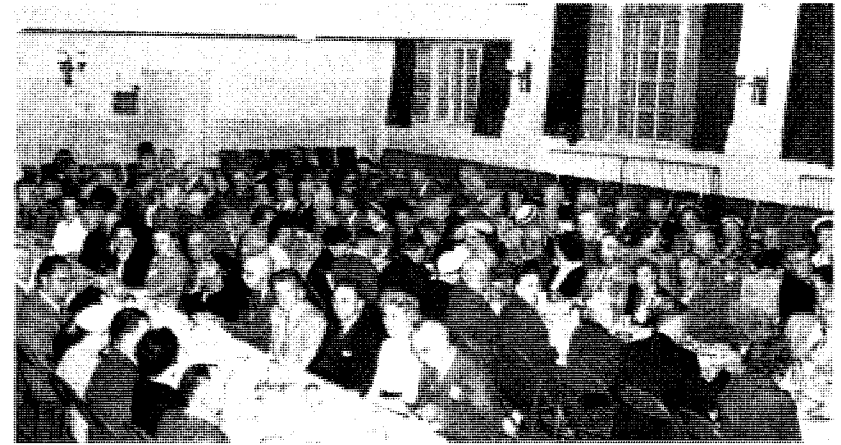
Agent FRED McELROY took off on a 30-day leave of absence for a drive to Detroit with Mrs. Mac., while J. W. SPARROW works the Wells agency in Fred's place.

Betty Lee, wife of relief signal maintainer BOB LEE, recently visited with the Dan Lees at Wendover, while Bob relieved at Elko.

Switchman WALT UMSHLER and wife recently visited in Salt Lake City.

Nice to see PAUL JENNER, rules examiner from the general manager's office, at Wendover instructing on CTC rules.

Third Shift Cook BOB BAUMGARTNER is sporting a new green Nash. Must have cleaned up in a pinochle game.



Many WP, SP and SFe engineers, their wives and friends gathered at the Fifth Monday Luncheon Club, Sacramento, April 29, for a get-together sponsored by Sacramento Division 110, B. of L.E. and the G.I.A., Division 180. Seated at the head table were Mrs. Jack Suske, president G.I.A. of BLE 156; Jack Suske (SP), resident Fifth Monday Luncheon Club; Mrs. George Wood; George Wood (SP) chairman; Sacramento City Assessor G. C. McKinley (SP), toastmaster; Mrs. McKinley; George Rutherford (WP), secretary, Fifth Monday Luncheon Club; Mrs. Rutherford; Mrs. Amelia Granville, vice-president, Fifth Monday Luncheon Club.

Trainmaster's Clerk MARTY HELLEWELL celebrated her wedding anniversary during May, but she wouldn't tell which one. Congratulations anyway, Marty.

Stockton

Our traffic department has been buzzing with activity this past month, when General Agent TAYLOR received as guests A. H. LUND, GA, Seattle, and

FRED McMULLIN, GA, Portland; also DAVE COPENHAGEN, supervisor solicitation bureau, S. F., and JAMES B. WARREN, eastern perishable agent, Chicago. FERN LESTER, chief clerk to Mr. Taylor, finally met these gentlemen, with whom she has corresponded or talked on the phone many times in the past 13 years.

(Continued on Page 16)

A Good Time Was Had By All

When WP employees from the Bay Area and their families and friends gathered at Linda Vista Park, near Mission San Jose, for the Company's annual picnic, no one—from the president on down—anticipated such a wonderful time as was enjoyed by everyone on Sunday, May 28.

From the time the "early birds" began arriving shortly after 9 a. m., a day chock-full of activities and good friendship kept nearly everyone from leaving until well into the evening. There were races for the young and old, for the fat and lean, a beautiful outdoor pool for the swimmers, and a wading pool for the kiddies. There was a miniature ferris wheel for the small ones and a thrilling (?) whirl-a-gig for the daring, dancing in an open-

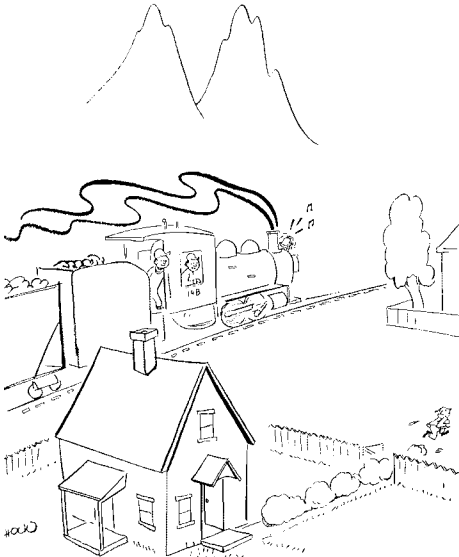
"Look at that little tyke go—our bell must sound just like the one at school!"

air pavilion to an excellent four-piece band, and lots of green lawn for sun bathers, photographic enthusiasts and snapshooters. Baseball and badminton found many sports enthusiasts, and the shuffle of Canasta and Pinochle decks could be heard frequently after lunch on the picnic tables adequately spaced around the tree-shaded grounds.

The familiar chant of the barkers—"only a dime—10 cents"—lured a few individuals eager to take home the bacon or pound of coffee offered the lucky winners, and a steady stream of individuals with cups and pots kept the free hot coffee flowing from the huge urns behind the soft-drink counter, where soft drinks, smokes and candy could also be purchased. Those with a taste for other drinks gathered in groups before the beer counter.

The swimming pool was the scene of much activity, and the spectators surrounding the pool much enjoyed watching President Whitman and Vice President Munson taking their turns off the diving board.

Thanks to hard-working Frank Rauwolf, freight claim inspector, the tremendous success of the outing will long be remembered by all who attended. Under his chairmanship, thanks also go to George Welch and Nick Schoepflein, for handling the children's events, races, etc., and to Tony Quill for his assistance with the baseball game. Prizes donated by members of the freight traffic general agent's office, public relations and personnel offices, added much to the drawing of the lucky gate prize numbers from the 900 or more tickets submitted by those in attendance.



FOR BETTER SERVICE

Effective June 1, 1950, Western Pacific placed into service a new leased wire service connecting offices of WP in San Francisco, Salt Lake City, Omaha, St. Louis, Chicago, Cincinnati, Detroit, Pittsburgh and New York. Automatic tape transmitters, sending and receiving over sixty words a minute, will enable any Western Pacific office in the country to give shippers immediate reports on the exact arrival and departure time of cars in transit, will speed the tracing of cars and shipments, and make it possible for the railroad to notify shippers of action taken on rate subjects, etc., in a matter of hours.

This new service will enable the company's ticket offices to confirm off-line and return reservations promptly.

A second Budd diesel rail car has been ordered by Western Pacific for use in local service on the Oakland-Salt Lake City run.

The first car ordered, technically known as the RDC-2, arrived a few days ago after several shake-down runs has gone into the Sacramento Shops preparatory to actual service. Additional sanitary facilities and reclining seats are being installed.

Western Pacific was the first railroad to use the new streamlined rail car in revenue service, having placed the demonstration car on the 600-mile run between Portola and Salt Lake last January on the regular local train schedule, and on the strength of this performance placed the first order for one of the cars. Since that time many other railroads, particularly in the East and Middle West, have placed orders.

Caboosing . . .

(Continued from Page 13)

Congratulations are extended to ROBERT L. RUNGE on his appointment as general agent, Fresno. Our sincere best wishes, Bob.

We also welcome GENE MACOMBER, freight traffic agent, who is taking over Bob's duties at Stockton. "It may take you a while to get used to the warm weather, Gene, but we're sure you will like it here."

Mr. and Mrs. J. H. METTLER left recently on the Zephyr for Chicago, then to Flint for a new Buick. Returning they will visit relatives in Pennsylvania and New York before sight-seeing their way home through Canada and Yellowstone.

Raising pheasants is an interesting hobby, claims Engineer JOE MOFFIT. His latest innovation is cross breeding, and results have produced one black pheasant.

BERNARD HARDING has been seen cruising around in a new Cadillac which he picked up at the factory. Says he isn't the marrying type, but we thought sure he would make it a honeymoon trip.

Sacramento Store

We haven't seen much of CHARLES MARCHAND since his return from Chicago as he has been in and out of the office so much.

EUGENE LAGAMARSINO received the bid for the accountant position succeeding ALBERT MADAN, chief clerk.

We hear RICHARD WOLFE has returned home and is well on the way to recovery following his recent operation at Mercy Hospital.

Sorry to learn TONY CAPAUL's wife

(Continued on Page 20)

Don't Be HALF Safe!

By Homer Bryan

The first historical reference to the wearing of glasses is found in the writing of Confucius, 500 B. C.

These old Chinese spectacles were really goggles, because they were made of plain crystal and simply shielded the eyes. As far as is known the Chinese were the first to say "Wear Your Goggles." Yet, 2,450 years later, we still haven't learned to heed this good advice.

The eye injuries on our railroad have not been serious recently, but any injury to our vital, delicate and irreplaceable eyesight should be a matter of great concern to everyone.

For certain work, our rules provide that we must wear goggles, and safety goggles are provided. For other work, safety shields, goggles or spectacles are furnished at cost, ground to prescription when desired. In addition to the protection these safety spectacles provide, a substantial saving is made in wearing them as a pair will cost only about the same as the renewal of one broken lens in our street glasses. The safety spectacles will stand a tremendous impact without breaking—and *when an impact does break them an eye has been saved.* This is certainly inexpensive protection against one of the greatest tragedies than can befall us.

We urge a careful study of Safety Rule 5006, as written for us by our Medical Department, particularly that part instructing us not to attempt, or let anyone else attempt, to remove any foreign substance adhering to the eyeball. When this rule was being written,



O. H. Bryan

Dr. Kilgore was much concerned over any of the men attempting such a removal, calling for skilled training. He had too often observed the serious consequences.

The first line of Rule 5006 reads:

"The best way to treat eye injuries is to avoid them."

In this, Dr. Kilgore was repeating, as it has been repeated thousands of times during the last 2,400 years, the wise counsel of Confucius.

To know that the accident was the other fellow's fault is small comfort. When you see another driver doing the wrong thing, it is up to you to do what you can to prevent an accident.

—CSAA "Motorland."

So Well Do We Remember

At 3:00 p. m., May 27, an impressive ceremony took place at Belden, California, in the heart of the Feather River Canyon, to the everlasting memory of the late Frank Asprer, former employee, and friend of all, who was so instrumental in the founding of Fishermen Associated, Inc., of Plumas County.

On the occasion of the Association's third anniversary, the dedication of the Fern Creek Rearing Ponds included the unveiling of a beautiful bronze plaque to remain as a tribute to Frank—friend, sportsman, conservationist and ardent trout fisherman.

Tod Powell, Chronicle fish and game columnist, an old fishing pal and admirer of Frank, acted as master of ceremonies, and another long-time

(Continued on Page 19)



Frank Asprer

As a tribute to his keen interest in the welfare of others, the Winnemucca Shrine Club has purchased a permanent subscription to the Shriners' Hospitals for Crippled Children in memory of the late Bert Hazlett, formerly general passenger agent at Reno.

In a letter of acknowledgment to Louis W. Peraldo, secretary of the Club, William Parry, master mechanic at Elko, wrote:

"To me, this was one of the finest gestures that could have been made by your club, and it is greatly appreciated by his wife and also our railroad.

"It was my privilege to see that this membership certificate was placed in his old office in the depot at Reno.

"That our new agent, Mr. Charles Fischer, was very pleased was quite apparent when the fire occurred in the depot recently at which time he went into the building filled with smoke to save the certificate from damage.

"Again, let me express my thanks to your club for the recognition of the fine work which our late mutual friend performed for all of us. Your expression of friendship is indicative of the high esteem you held for him."

Our appreciation is extended to Bank of California for reproducing on one of their blotters commemorating early California historical scenes a photo of Western Pacific's first passenger train at Hartwell (now Quincy Junction) on August 22, 1910, en route through the Feather River Canyon.

In Memoriam

ELMER ARNALL, who entered WP service August 4, 1936, died May 9, 1950. He is survived by his widow, Mrs. Gertrude Arnall of San Francisco.

EUGENE V. BAGGARLY, formerly employed as S.N. conductor at Oroville, and retired since February, 1950, died recently. His service with the company began November, 1909. His heirs are unknown.

Western Division Engineer JESSE A. BITTICK died May 2, 1950. Mr. Bittick entered service October, 1913, and is survived by a brother, Eddie H. Bittick, Lancaster, Calif.

MICHAEL H. BRANNELLY, machinist, since retired, died April 19, 1950. His heirs are unknown. Mr. Brannelly entered company service December 1, 1913.

Retired Conductor FREDERICK D. GARDNER, who entered service with the company January 9, 1911, died April 19, 1950. His survivors are unknown.

JAMES F. JACKSON, burro crane operator, died April 26, 1950. He is survived by his mother, Mrs. Eunice Derralup of Stockton. Mr. Jackson began service with the company April 21, 1947.

Retired since April 9, 1945, after nearly 34 years' service, SAM LIPPARELLI, carpenter helper on the Eastern Division, died April 26, 1950. His heirs are unknown.

Patrolman THOMAS W. SEAGO died May 5, 1950. Entering service August 28, 1947, Mr. Seago left the service in March because of illness. He is survived by his widow, Mrs. Frances Seago of Oakland.

CORNELIUS L. SEMEYN, retired car repairer, died on April 26, 1950. Mr. Semeyn entered WP service in August, 1916. His heirs are unknown.

Junior: "Do you like the longer dresses women are wearing these days?"

Senior: "It doesn't worry me, I have a good memory!"

* * *

Embarrassing Moment: To have the train lurch sideways as you emerge from the club car!

—N. C. & St. L. "Bulletin."

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:

Edward J. Condon, traveling accountant, San Francisco.

Roy Dryden, conductor, Oroville.

Arthur Johnson, roundhouse foreman, Elko.

William Mariluch, machinist helper, Elko.

Themeos P. Moropoulos, section laborer, Sacramento Northern.

Anton B. Morrison, tunnel foreman, floating gang.

Frank Asprer

(Continued from Page 18)

friend, Cliff Norden, engineering department, paid tribute to Frank and told of many experiences since his first association with Frank on a fishing trip to Tobin 22 years ago.

An ardent WP booster, Asprer led many a dignitary to places where the rainbows were always more plentiful in that stretch of river between Storrie and Camp Rodgers—he knew every rock and riffle—his guiding hand was ever welcome to fishermen in need.

Invited, but unable to attend, retired Tom Brown expressed his regrets in the following words:

"I knew Frank Asprer well. His memory brings to mind what has been written about friendship: 'There is in friendship something of all relations, and something above them all. It is the golden thread which ties the hearts of all the world'."

Ralph Randolph Retires

After 29 years of Western Pacific service, Ralph G. Randolph retired May 31 as general agent at Fresno.

Born in Kansas May 22, 1885, his early life was spent on a farm in that state. His first job was night baggage-man for the Santa Fe in Indian Territory, following which he spent many years as a telegraph operator with that railroad. After a short time in a beet sugar factory he returned to the Santa Fe in 1907, occupying various positions in their freight offices until his move to California in 1911. He was made ticket clerk in the Santa Fe district office in Fresno, was promoted to chief clerk in 1915 and resigned in 1917 to become a real estate and insurance salesman. On October 1, 1921 he joined Western Pacific as a traveling freight and passenger agent at Fresno, receiving his appointment as general agent April 1, 1946.

Ralph plans to build a summer place



Ralph G. Randolph

in Santa Cruz, retaining his permanent home in Fresno, and hopes to divide his time between those cities and Sun Valley, with Mrs. Randolph, fishing, hunting and enjoying life.

He is a member of the Fresno Elks Club, University Sequoia Sunnyside Club, and president of the Fresno Transportation Club.

Caboosing . . .

(Continued from Page 16)

recently underwent surgery and hope for her speedy recovery.

RENO PICCHI succeeds EUGENE LAGAMARSINO as personnel and payroll clerk.

GEORGIA CHINDAHL made a quick trip to Spokane last month due to the death of her father-in-law.

IRENE BURTON received the bid for report and stock clerk, succeeding Reno Picchi and a welcome is extended to MARY LOU STOCKARD who replaced Irene as comptometer operator-clerk.

The Sacramento Shop offices were saddened by the untimely death of MILDRED BODIQU, who passed away May 25. Formerly employed by the accounting department, Mildred left the service about three years ago to purchase a dress shop in Oak Park. A collection of \$80.50 will be turned over to the Sacramento Cancer Fund Chapter in Mildred's memory.

Elko

TOM CLARK, division accountant, managed to get one day vacation between plays. His portrayal of Detective Rough in "Angel Street" was an outstanding accomplishment. WP dramatic enthusiasts are looking forward to seeing him in "The Drunkard" which will be presented at the Commercial Hotel lounge during "Stampede Week."

Tom is now general chairman of the local little theater group "The Silver Stage."

FRED and WILMA EGELSTON are enjoying all the extra work that goes along with moving into a new home. After the porch across the front of the house, they go to work on the yard.

We'll miss ED CONDON's frequent Elko visits over a period of years. His ready wit and good-natured humor should bring him all the happiness he so richly deserves.

LILLIAN CARRILLO SMITH returned from Portola where she relieved the trainmaster's clerk who was on vacation—or (?) honeymoon.

THURSTON RUTHERFORD, rodman, has been transferred to the Western Division, and WILBUR SQUIRE is filling the job at Elko.

While FRANK CLAWSON, general clerk freight office, is enjoying his vacation and additional two weeks' leave in Southern California, BILL SMALES will take over his duties.

FRANK OLDHAM has returned from his annual trip over the division taking inventory of track material, B&B and water service material. While at Reno Junction, Frank was astonished to see a house cat mothering two bobcat kittens—her very own, the father's whereabouts being unknown.

KEITH PETERSON is by no means the best fisherman in the office but he's the most persistent, fishing every weekend since the season opened and not a bite.

We're sorry to learn that THEL LEWIS, yard clerk, Winnemucca, is in the hospital, which we hope won't be for long.

While KARL WRAGG, traveling accountant, is making his periodic check of T&E rolls over this way, he manages to get in a little fishing.

HOWARD JENSEN, yard clerk, Wendover, and NORMAN VAUGHAN, cashier, Reno, are each taking a year's leave with permission to engage in other work. We don't know the location of Howard's other work, but Norman is contemplating a year in Alaska, where we hope the climate will be beneficial to his five-year old daughter suffering rheumatic fever since she was two. Daddy expects to be employed in the auditor's office of the Alaska Railway Co.

We'll pardon GLEN HUTCHINSON, B&B inspector, if his hat suddenly seems a trifle small. The "sand house" has it that his daughter, Barbara, will be valedictorian of the 1950 graduating class.

Our deepest sympathy to conductor and Mrs. FRANK E. HOWELL, and to the family of FORREST M. LEWIS, whose homes have been saddened by death during recent weeks.

VP&GM H. C. MUNSON's safety and accident prevention talk during our "Operation Nosebag" dinner reminds us once again, "The best safety device known is a careful man."

San Francisco

ELEANOR BUTLER, who does the neat job of putting in the nomenclature on those wiring diagrams and circuit sheets for the signal department, underwent minor surgery at St. Joseph's May 10.

Welcome to CHARLES C. HARPER who transferred from the assistant accountant's office, Sacramento, May 16, to assume duties as accountant in the office of signal engineer.

FRED VEAL, evaluation draftsman, back at his desk sporting a nifty tan which he picked up during six weeks

in the field taking inventory of the first-subdivision signal equipment.

BOB AHLGRIM, treasurer's office, is the proud pappy of a daughter, Trudi Lynn, born at SF Children's Hospital, May 15. His first child, she tipped the scales at 8 lbs., 12 ounces.

By "HOT ROD" LARSON chief, rate bureau, driving around in a snazzy new Olds 88. Pedestrians beware!

FRANK THOMPSON, manifest, had all the gals sighin' when he brought in a picture of his good-looking son, Ken. An outstanding athlete, Ken graduates from North Phoenix High School in Arizona this June with several offers of University scholarships.

MARY and BETTY ENGLAND, car records, sailed on the SS Lurline May 15 for a three-week vacation in Hawaii.

BOB BELL, manifest, is the proud father of another son, Bruce Wayne, born at Peralta Hospital, Oakland, May 11, weight: 7 lbs. 2 ounces.

There's a reason for that dreamy look MARY TRICKETT, telegraph, has been wearing lately. Hubby, Paul, is now home awaiting his release from Uncle Sam's Navy.

The way JIM DRURY, chief clerk car records, burns up the highways going to and from Redwood City each weekend, we know that new home of his is going to be exactly according to plan.

Making six calls each on outside concerns, LEONARD AVERY, DAN COSTELLO, EMMET DILLON, WALTER MITTELBERG, FRANK RAUWOLF, and BILL SMITH, collected \$206.00 for the recent Green Cross Drive. HOMER BRYAN acted as captain and AXEL RINTALA, deputy captain. Nice work, fellows.

Latest additions to the Zephyrette staff are FLORAINE LOVIIT, HELEN

SCHWARTZ, ELNA JOHNSON and MARTYE BADGER, replacing EVELYN CALDER, ALICE BONAR, JEAN WILLIAMS and SIDNEY MERCER, two of whom have left the service for trips to the altar, one for a trip to Europe and the other for reasons unknown.

GENE HALTER, tariff compiler, was first to obtain a June wedding license in San Francisco. With the help of friends he maintained an almost all-night vigil at the City Hall, in order to be first in line. The bride-to-be, Beverly West, president of the junior class at Abraham Lincoln High School, arrived with her mother at 6:00 a.m. A June 24 wedding was set for the happy couple, at Grace Cathedral.

JOHN DULLEA recently became father of an 8-lb. baby boy, Christopher John. Subsequently took the week off after passing out cigars and candy.

GEORGE McDEARMID got the bug from a lot of his WP pals and has moved out to Contra Costa County near Concord. Another commuter added to the list.

Vacation time has arrived for R. E. WITTS, RICHARD BADOCK, PAUL MEYER, and MARGARET CORCORAN.

MALCOLM ROPER, FTM, By LARSON, chief-rate bureau, and BOYD SELLS, secretary to FTM, went to Chicago during May for meeting of freight traffic managers, while FRANK STEEL, AFTM, went east on business during that month.

RUTH and TED TRAVINS, AF&PA switching clerk, announced the birth of their second daughter, Leslie Susan, June 3, 6 pounds 4 ounces.

MARILYN RUNO, former WPer, and daughter of BILL RACINE, chief clerk, passenger accounts, announced the birth of a daughter, Carol Ann, on May 12. Grandpa is now using the auto-

graphed baseball he had purchased for a left-handed pitcher!

After buying his son a car, does Richard, Jr., ever get to use it? Not when papa, DICK CZEIKOWITZ, telegraph, can drive to work each day!

Naturally, we didn't quite agree with the judges' decision in the Cable Car Queen contest, and firmly believe RUTH SCHNEIDER, traffic, and DOROTHY LEE, chief special agent's office, should have shared the honor at the Cable Car Carnival held on June 2 at the Fairmont Hotel, sponsored by the Citizens' Committee to Save the Cable Cars.



The Winnemucca Shrine Club presented Mr. and Mrs. Joseph G. Wheeler with a 30th Anniversary wedding cake on May 7.

Oakland

EDITH SUTTER, relieving HARVEY NAYLOR as cashier at Fruitvale while on leave of absence, is rightfully a happy and proud person these days. Her eldest daughter Nila Bennett presented her with an eight-pound granddaughter on Mother's Day. On May 27, her youngest daughter Janice, age 18, won the coveted title of "Miss Oakland."

It was "Old Home Week" at the WP picnic May 28 at Linda Vista Park. Among those enjoying themselves were HANK DONNELLY, JOHN COUPIN, OTIS POTTER in company with the FLOYD HILLYERS, ERNIE and MARGARET EVANS, DIXIE GIBB and guest Joe Ulisse, the JOHN EVANSES, JOE FITZPATRICKS, BILL McCULLOUGHs, JOHN and DAN LAUGHLINS, RAY RICHs, FRED JOHNSTONS, WARREN KNUTSONS, EDITH WUELFINGS, SWEDE WESTMANS, LEROY FOSTERS and guest Miss June Bogdan of Salt Lake, the SPEN LEWISES, your correspondent's family with guests Martin Browne and George and Laurel Herrick and son, the Herricks later winning two tickets to "South Pacific." Consensus — the picnic was tops!

IRMA PIVER, coach yard, on vacation, being relieved by DIXIE GIBB, who in turn is being relieved by ELLA MORRIS, wife of asst. roundhouse foreman BOB MORRIS. Good to see Ellie again.

We are sorry to hear JOHN LIMIT, section laborer with PAT KELLY, had a relapse and is again forced to remain in bed. We wish him a speedy recovery.

Assistant Roadmaster DAN LAUGHLIN has been relieving Roadmaster BRUCE McNEILL at Sacramento for the last two weeks while the latter has been enjoying a well-earned vacation.

Three of our section foremen along the line have taken to the land of vacation: CHARLIE LUCHESSI, Livermore, re-familiarizing himself with some old haunts at Reno, according to JOHN CONNELLY, and WALTER CHAPMAN of Extra Gang 1, joined BARNEY WITUCKI, Blinzig, on a trip to Minnesota to visit relatives and friends. Section foreman STENDER, San Francisco, is vacationing in the Russian River country building a summer cottage.

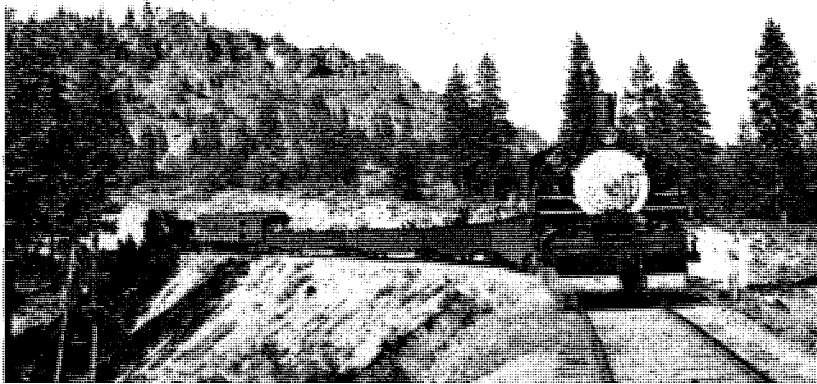
(Continued on Page 25)

MILEPOSTS JOINS A RAILFAN JAUNT

To the uninitiated, a railfan is a man or a woman of any age who will go to any extreme to ride on any contraption mounted on wheels that may be operated on rails, preferably behind a steam locomotive. Distance means nothing, nor does inclement weather, time or inconvenience. While most of those who boarded nine special cars at Oakland Pier, Friday night, May 12, lived in the Bay Area, a few came from Los Angeles, San Diego, Fresno and

gine, the group scrambled aboard four open gondolas equipped with special ladders and benches, a regular coach, and the antique combination coach-baggage car 402.

At Loyalton, the Clover Valley Lumber Co.'s engine No. 4 (only mallet-tank engine in California) replaced 94 and the CVL caboose substituted for the coach. After climbing out of Sierra Valley on a 3.8 per cent grade, the train came to a halt at Camp 13



The special stops for pictures on the return trip from Camp 13.

Eureka, and one from as far as New York City.

Sponsored by the California-Nevada Railroad Historical Society, the special arrived at Portola early next morning, where the 150 excited railfans, loaded down with cameras of every type and size, transferred to a sight-seeing special bound for Loyalton and Clover Valley points. Headed by historic No. 94, WP's only surviving 4-6-0 type en-

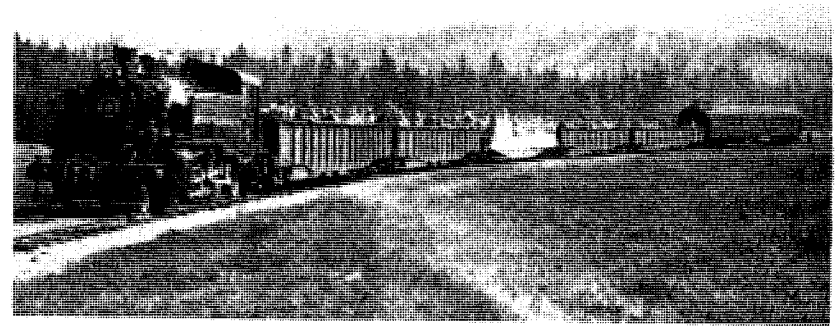
to enjoy the fried-chicken lunches provided by the WP dining car department. Here the train was turned, and the party returned to Hawley, where No. 94 was waiting.

The diner and sleepers were most welcome at Portola that night, with another busy day ahead for the fans. With conductor Yount's able crew aboard, the special began its return journey with a side trip over the Quincy Railroad to Quincy.

Loaded to the sideboards in a mixed consist behind engine 94, the fresh-air fans gloriously rode in four gondolas, behind which were the sleepers, lounge, and diner—10 cars in all. Trainmaster J. J. McNally joined the fans at Portola and ably pointed out the sights in the Feather River Canyon. At Williams' Loop, the train stopped to allow the shutterbugs to shoot several more rolls of film, following which the party was greeted by half the population of Quincy and the high school band upon

arrival at Quincy Junction. The ride to Quincy behind diminutive Q. R. R. No. 2, a 2-6-2 tank, was all too short, for the scenic qualities of American Valley are unexcelled. The band, on its decorated flat car, was coupled in between the gondolas.

The crowd prepared for the leisurely ride down the Canyon and home, but not before another stop was made at Keddie wye, where the tired fans found new energy to climb steep slopes for more pictures.



Another stop for pictures was made in American Valley while operating over the Quincy Railroad.

Caboosing . . .

(Continued from Page 23)

Salt Lake City

HARRY GIBSON, retired conductor, looked hale and hearty at the Operation Nosebag dinner.

Conductor PAT SULLIVAN is now back to work after a long absence due to an auto accident.

Retired conductor BYBEE has moved to Salt Lake. Hope he hasn't forgotten his promise to take me fishin'.

Streamliner brakeman McQUARRIE seen sporting a new car. How do you do it, Doc?

CHARLIE COIN rode up to Salt Lake with us on No. 2 recently and is really enjoying his retirement.

LOU ELSHOLZ, former coal chute operator at Delle, has now moved to Low. Perky as ever 'though dieselization took his beloved coal chute from him.

Did you ever see the time when DAN BREW failed to greet the train crews with a smile when arriving at Delle?

FLOYD HIATT, O. J. KEELY and J. J. Brown were elected chief engineer, secy.-treas. and local chairman respectively at the B. L. of E. election.

SPORTS

SOFTBALL

Making the most of a last-inning batting spree, Western Pacific's San Francisco softball team scored 19 runs during its last time at bat to defeat Globe of California 29 to 15 on May 16. With a home run by Jim Mills, triples by Bob Hanson and Jim Dillon, and doubles by Don Johnson and Dillon, WP runners crossed home plate with the regularity of fast freight service.

Winning the last game gave the rail-riders a two-win and three-loss record in the league competition, after dropping one game by one run and losing another by two runs scored by the opponents in their last inning at bat.

Final batting averages for the five games were as follows:

Player	A.B.	Hits	Runs Scored	Walks	Pct.
Jim Mills, 2-b.....	20	10	11	2	.500
John Dullea, 3-b..	10	5	8	4	.500
Jack Ditty, rf.....	19	8	7	0	.421
Tony Palladino, ss..	18	7	13	6	.389
Al Johnson, lf.....	13	5	7	7	.385
Bob Ditty, c.....	23	8	8	1	.348
Jim Dillon, Jr., cf.	21	7	6	2	.300
Don Johnson, p.....	18	6	9	4	.300
John Mills, 1-b.....	15	4	9	6	.267
Bob Hanson, util....	9	2	2	0	.222
Team Average.....	166	62	80	32	.373

Final team standings for the San Francisco Men's Industrial League, Class "C," were:

Team	Won	Lost
California Packing Co.....	5	0
Royal Liverpool Group.....	4	1
Crown Zellerbach.....	3	2
Western Pacific.....	2	3
Globe Insurance Co.....	1	4
W. P. Fuller Co.....	0	5

Scheduled for opening play around the first of July, Western Pacific will enter its San Francisco softball team

in the San Francisco Recreation Department's Recreation League. Anyone interested in joining the team should contact either Tony Quill (local 364) or Jim Mills (local 497). While the Industrial League was composed of industrial teams only, this league will be open to clubs and other organizations as well as industrial companies. Additional players are needed, advises Mills, due to vacations and other summer activities, and a good turnout will be welcome.

SACRAMENTO

Warming up for another outstanding season, the WPAC Municipal night softball team have announced temporary lineups, as follows:

Vincent Latino.....	Right Field
Monte Latino.....	First Base
Hy O'Rullian.....	Center Field
Robert Cunha.....	Third Base
Horace Latona.....	Right Field
Bert Finchley.....	Right Field
Dick Stadler.....	Pitcher
Jim Musillani.....	Left Field
Dick Silva.....	Shortstop
Donald Albertson.....	Left Field
Jack Schenk.....	Second Base
Earl Konvalin.....	Utility
Harold Wilfey.....	Utility

First practice game for the WP rail-riders was against Homeland Chapel team June 2. The league games began June 5, but no schedules were available at press time. Game results will appear in future MILEPOSTS.

Last year, WP Athletic Club's team won 17 of its 20 games to clinch the league's night softball crown. It was the Club's first championship since 1944.

Running the Bases

Player—Position	Age	Married	Children	Height Weight	Position With Co.	Favorite Sport	Hobby	Veteran
Don Brown, util.....	20	No		5'10" 160	Payroll Clerk	Football Baseball	Stamps Fishing Hunting	No
Jim Dillon, Jr., cf.	26	Yes	None	6'2" 170	Waterfrt. Clerk	Baseball Football	Mod. R.R.	Navy
Bob Ditty, c.....	23	Yes	One	5'11" 155	Switch- man	Baseball	King of Sports	Navy
Jack Ditty, rf.....	19	No		5'10" 150	AF&PA File Clk.	Basket- ball	King of Sports	No
John Dullea, 3-b..	27	Yes	None	5'10½" 180	Diversion Clerk	Baseball Football	Wood- work	Army
Bob Hanson, util..	19	No		5'11½" 170	Vault Clerk	Football Baseball	Stamps	No
Al Johnson, lf.....	32	Yes	One	5'8" 160	Asst. Head Clk., 8th & B	Baseball	None	Marines
Don Johnson, p.	26	Yes	None	5'8" 162	Frt. Clerk, 8th & B	Baseball B'k'tball	Grocery Store	Navy
Jim Mills, 2-b.....	23	Yes	One	6'1½" 205	Jr. Rate & Div. Clerk	Football B'k'tball		Navy
John Mills, Jr., 1-b.	24	Yes	Two	6'1" 156	Jr. Rate & Div. Clerk	Baseball Football		Army
Tony Palladino, ss.	18	No		5'9" 145	AF&PA File Clerk	Bowling Baseball	King of Sports	No
Tony Quill, Mgr.....	29	Yes	Two	5'9" 175	Second Per Diem Clerk	Baseball	Children	Army

In case any Major League (or even Coast League!) scouts might be interested, the diversified personalities of WP's S.F. softball team may be helpful in picking their men.

ELKO

Western Pacific bowlers ended the season in tenth place. With just a little longer season the boys might have replaced a few ties and wound up with a clear track ahead.

* * *

Steve Hernandez, station time-keeper, will again manage the softball team sponsored by the New Deal Club—the team he piloted to championship two years in a row.

Tony Martinez, formerly assistant

roadmaster in charge of Mexican Nationals, will be on the mound, and the Smales brothers, Butch and Bill, will be on second and short stop respectively.

Steve's brother, Chris, will hold down first base.

During the 1949 season, this team had the distinction of having three sets of brothers in the lineup, Butch and Bill Smales, Steve and Chris Hernandez, and Charles and Dan Evans.

WESTERN PACIFIC MILEPOSTS

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Railroad Lines

Denver & Rio Grande Western's popular narrow-gauge train, the "San Juan," is running again after a short curtailment. This de luxe out-of-the-past train is a popular vacation treat. Recently featured in Life Magazine.

Freight handling through Houston, Texas, is now greatly expedited with Missouri Pacific's new Settegast yard in operation.

Great Northern's "Twin Internationals" began operation between Seattle and Vancouver, B. C., June 18. Three daily round trips in each direction.

Budd diesel rail cars have caught on. Ordered by New York Central, Pennsylvania, Chicago & Northwestern, and Western Pacific. Also in test runs now on several other roads.

Union Pacific has purchased General Motors' "Train of Tomorrow." Began daily round trip runs between Portland and Seattle June 18.

A.C.F.'s. "Talgo Train," now operating regularly on Spanish railroads, recently made a run into Portugal.

Texas & Pacific has ordered more diesels to eliminate all steam power between Big Spring and El Paso as well as on its Monahans, Tex.-Lovington, N. M., branch.

One hundred per cent dieselized railroads now include Toledo, Peoria & Western and Chicago & Western Indiana.

The New York, New Haven & Hartford won the 1949 passenger service award of the Federation for Railway Progress.