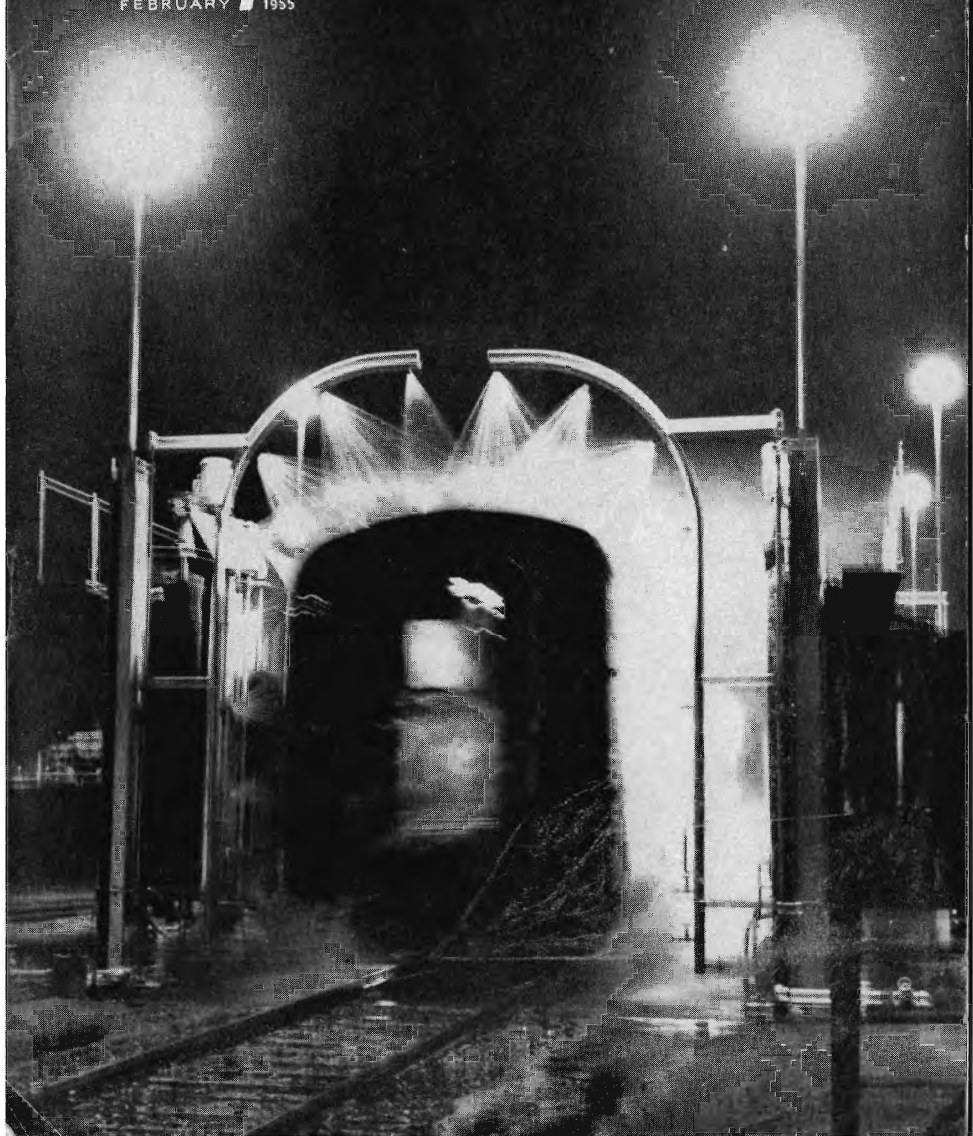


WESTERN PACIFIC
Mileposts
FEBRUARY 1955



WESTERN PACIFIC Mileposts



Vol. VI, No. 7

FEBRUARY, 1955

*Milepost No. 67

Department of Public Relations
WESTERN PACIFIC RAILROAD

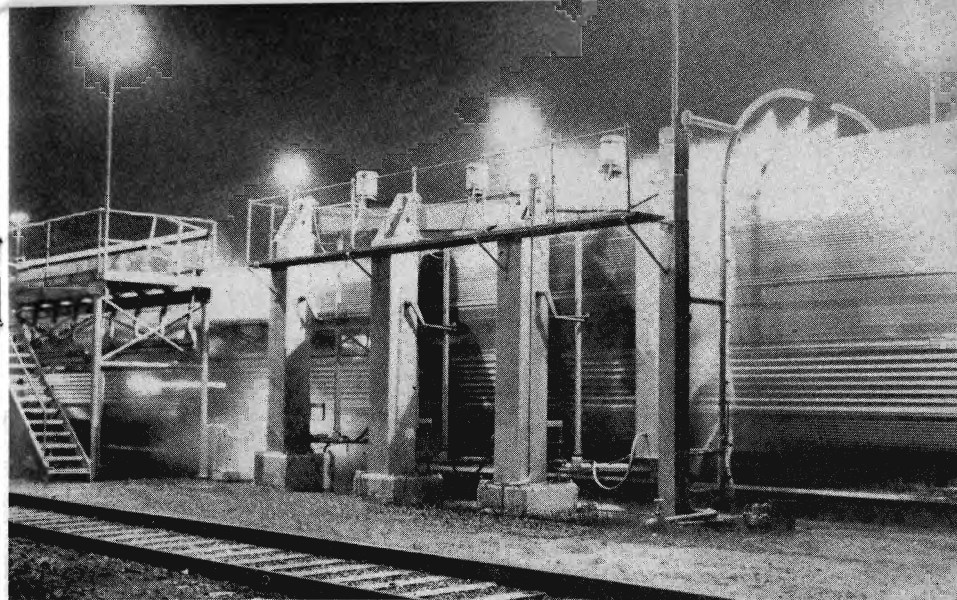
SACRAMENTO NORTHERN RAILWAY **TIDEWATER SOUTHERN RAILWAY**
526 Mission Street, San Francisco 5

Lee "Flash" Sherwood, Editor • Arthur Lloyd, Jr., Associate Editor
Maurice Notter, Sports Editor

Member

American Railway Magazine Editors' Association
International Council of Industrial Editors
Northern California Industrial Editors' Association

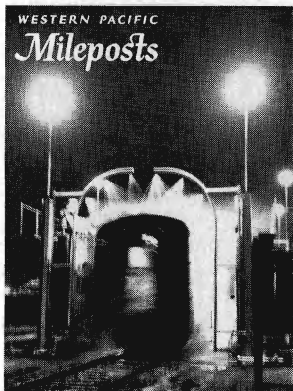
* Milepost No. 67: Section Foreman P. J. Pedercini and his crew, shown passing Milepost 66 in the January issue, continue their inspection of the railroad.



Floodlights provide ample lighting for the workers who operate the automatic train washer at night.

COVER

The first of two sections of California Zephyr cars comes out of the automatic train washer at Western Pacific's Oakland coach yard after receiving a detergent shampoo to rid her top and sides of dirt and grime picked up on her transcontinental trip. The cleaning takes place after dark at this time of the year, but is done in daylight hours during summer season immediately after arrival at Oakland.



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MILEPOSTS

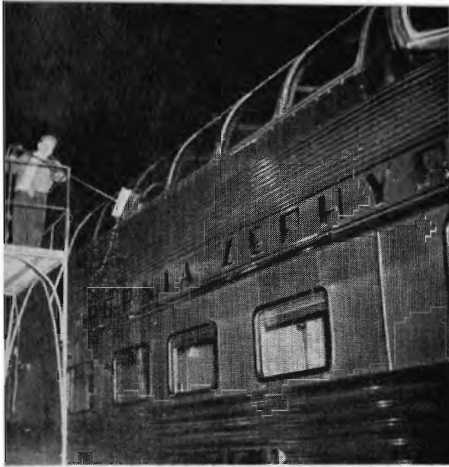
FROM DUSK TO DAWN

THERE'S a lot of well-organized activity going on every night at the Oakland coach yard after most Western Pacific railroaders have called it a day and retired to their homes and families.

Center of all this activity after the sun goes down and the lights go on is the "most talked about" *California Zephyr*, just in from her westbound transcontinental trip from Chicago. By the time she will leave the yard the following morning to begin her east-bound trip, she must be scrubbed and rubbed, checked and serviced inside and out. Her glistening appearance will demand the attention of all who chance to see her flashing by, and those who will be aboard will be assured of comfort and enjoyment to the nth degree.

No time is wasted after she is backed into the yard and divided into two sections for a trip through the mechanical washer, for there is lots of work to be done before dawn. Pushed by a diesel switcher, the road dirt and grime fairly pours from her stainless steel sides as they receive the full brunt of a foamy detergent forced from nozzles under high pressure and scrubbed by revolving brushes. She gets a clean water rinse while being pulled back through the washer, the domes are touched up by hand, and once again rinsed as she moves ahead out of the washer onto service tracks at the opposite end of the yard.

Armed with an assortment of tools, brushes, and electrical and mechanical devices especially designed for the



With the aid of a long-handled brush attached to a hose, Coach Cleaner Raymond J. Rojas washes away any dirt that the automatic washer may have missed.

A thorough inspection is made of all train wheels and any found to be worn or out of line are changed out. Wheels used for replacement must be carefully selected so they will properly mate the other wheels on the truck. In the picture below, Jack Lynch, carman, removes oil from the roller bearings.



purpose, the crews are at their stations as the cars are spotted over the pits, and the work begins as soon as the wheels stop rolling. Worn wheels are removed and replaced with new ones. Carmen, electricians, carpenters, and other skilled workmen make thorough checks and service running gear, electrical and public address systems, and all other mechanical facilities so the train will maintain top efficiency and performance. In addition, the company maintains upholstery repair, pipe, and electric shops, capable of handling major repairs.

From midnight until eight in the morning cleanup crews give the *California Zephyr* a thorough scrubbing inside, from one end to the other. Carpets, floors, windows and ash trays are vacuumed, washed, shined and cleaned, vestibules and steps are scrubbed down, and new headrest cloths are fastened in place on the seats. Tables



Frank Augait, electrician, hoses away dirt and acid which may have accumulated on batteries under diner.

and glassware, all of which must be checked.

Extra linen, perishable foods, meat, etc. may be picked up if necessary en route at Salt Lake City or Denver, and at other points in emergency. The mechanical refrigeration is checked and bottled gas is replenished for fuel. A U. S. Public Health inspection is made in each diner at irregular intervals about four times a year.

Supervised by the outgoing steward, a full crew for the diner and two buffet cars consists of a chef (supervisor of the kitchen), three cooks, a pantryman, six dining car waiters, three coach porters, buffet cook and two waiters, one

(Continued on Page 8)

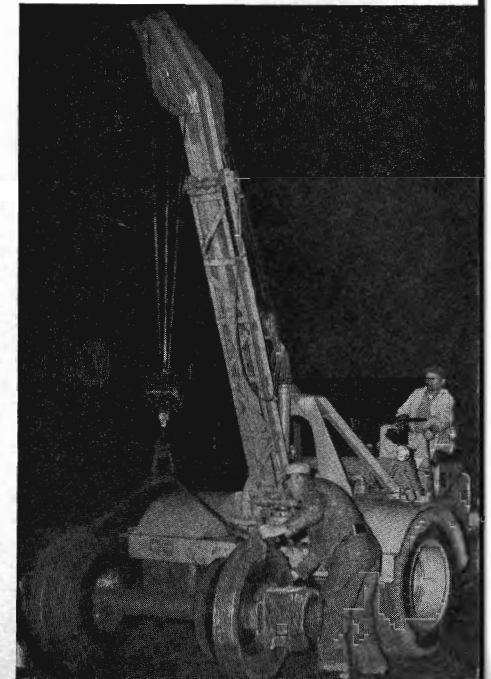
in the buffet cars and diner are cleaned, and the ranges, cooking utensils and storage facilities are returned to their original appearance.

Soiled linen, refuse and any garbage not previously removed from the train at points along the line are taken from the train for replacement or disposal. Pullman cleanup crews are busy, too, from midnight on, replacing bedding, towels, drinking cups and other articles required by sleeping car passengers, and by the time the steward and his crew report at six a. m., the train is ready for the stocking of food and setting of tables.

From requisitions given the Commissary Department by the incoming steward upon arrival at Oakland, supplies are assembled and readied for loading the following morning. Silver in need of replating is sent to a silversmith for repair. Chipped china and glassware is replaced, as is worn linen. To operate the diner and buffet cars, approximately 375 items are required, in addition to the linen, china, silver

Carmen Dave Eckhart and Steve Erickson on Crane Kar bring in set of wheels for a replacement.

FEBRUARY, 1955





Coach Cleaner Lee Tolefree, removing ashes from a seat tray, doesn't believe many people have given up smoking. Quite a collection is made each night.

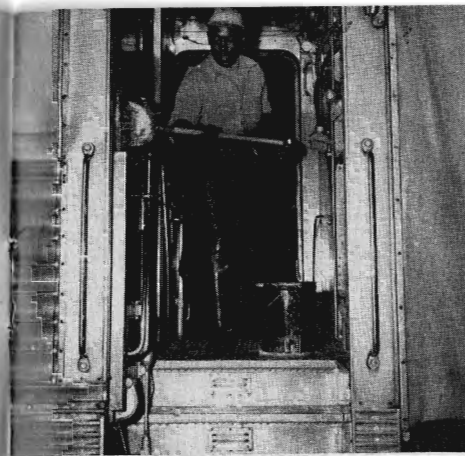


Clean linen, sparkling silver, water pitchers, and fresh flowers are in place on the dining car tables before train leaves the yard. Making the arrangements in this picture are Edwin Gibson, George Fields and Valle Robinson, dining car waiters.

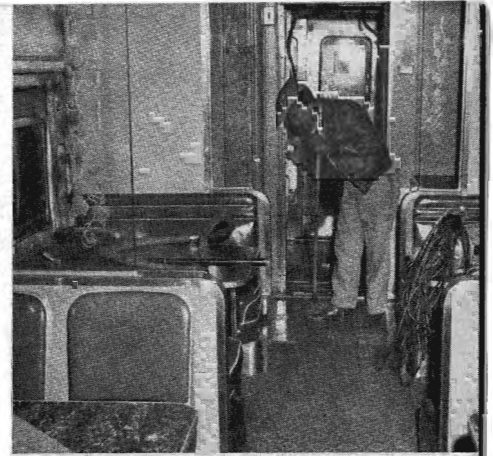
James Goodwin, third cook, lends a hand in stocking the diner with a selection of the finest foods.



Gus Enriques and Ralph Adams, passenger carmen, make repairs to a seat in the buffet-lounge car.



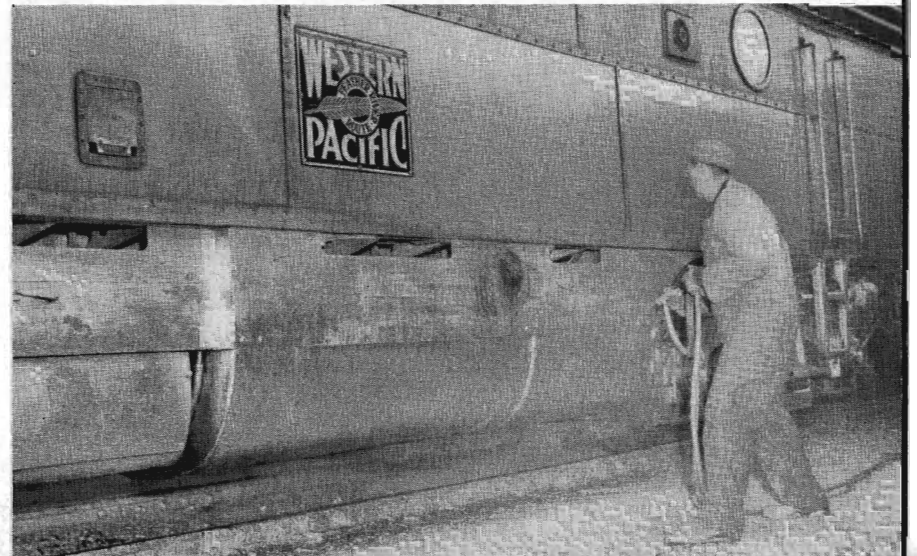
Eddie Cosby, coach cleaner, thoroughly washes down the steps, end panels and vestibule floor between two of the shiny stainless steel dome coaches.



Leon Mason, coach cleaner, mops up the floor in the dining car vestibule. He will also go over the entire diner with a vacuum for utmost cleanliness.

With the exception of a last-minute check by an electrician and a pipefitter, who ride the train from the coach yard to Oakland Pier for any last-minute adjustments, silver paint is sprayed on the entire

running gear of the big diesel engine and each of the California Zephyr cars. Painting the underside of the diesel locomotive is Painter Orval Mayo. Not in the picture on the opposite side is Chas. Coleman.



in charge. By the time the train is ready to leave the yard around eight a. m. the crew has put away all the supplies, dining car tables have been set, fresh flowers put in place, and the car is ready for those who may want a late breakfast on departure from Oakland Pier. Because of limited space aboard the diner, there is a place for everything and everything must be in its place.

All maintenance work is under the supervision of E. E. Moss, district car foreman. H. G. Wyman is superintendent of the dining car department.

WP AIDS YOUR COMMUNITY

There was an unseen person named "Ad Valorem" working behind the counters of Western Pacific's ticket office for nine months of last year. Although he was never seen by any of the other ticket clerks, and his name never appeared on company payrolls, "Ad" still dipped his hands in the company till to extract all the hard-earned dollars from passenger tickets sold by Western Pacific during the first nine months of 1954.

Ad valorem taxes (taxes on company property) paid to each city and county in which Western Pacific and its affiliate companies operate in California, Nevada, and Utah, are mighty important to the other taxpayers in helping to support their communities.

In one county, Tooele County in Utah, for example, Western Pacific pays approximately 16½ per cent of the total taxes collected. These are the funds that support our schools, build our highways (for the use, among others, of our truck competition) and provide our community health and safety services.

As a last minute check, an electrician and a pipefitter ride the train to Oakland Pier for any last minute adjustments.

The last finishing touch, which gives the train much of its striking, brand-new appearance, takes place as the sleek streamliner leaves the yard for Oakland Pier. With a painter on each side of the track, the running gear of the entire train from the nose of the diesel engine to the observation-lounge car is sprayed with shining silver paint. The *California Zephyr* is ready to roll again.

It is also important to them that Western Pacific and all other railroads pay all their own costs of doing business without receiving assistance in the form of subsidies from the tax funds.

Of course, in addition to the ad valorem taxes which are listed below, Western Pacific also puts out about four times as much again each year in the payment of use, sales, payroll and Federal income taxes, making a total of more than 15 cents out of every dollar taken in as gross freight and passenger revenues.

(Continued on Page 9)

YOUR SUPPORT NEEDED

welcome
your
heart
fund
volunteer

Feb. 20
**HEART
SUNDAY**

Heart Fund contributions support the national program of the American Association and its affiliates to combat heart diseases through research, education and community service. Nationwide door-to-door collections will be conducted by Heart Fund volunteers on February 20. Help where you can.

MILEPOSTS

Taxes listed below are, in California for the fiscal year July 1, 1954, to June 30, 1955, and in Nevada and Utah for the calendar year January 1 to December 31, 1954.

COUNTY OR CITY	TOTAL TAXES DUE
Alameda County.....	\$265,707.40
Butte County	362,538.02
Colusa County	1,587.74
Contra Costa County.....	22,155.67
Lassen County	84,995.23
Merced County	576.42
Napa County	434.32
Placer County	178.48
Plumas County	111,931.66
Sacramento County	181,598.36
San Francisco City and County.....	185,796.91
San Joaquin County.....	116,683.40
Santa Clara County.....	85,595.34
Sierra County	2,226.25
Solano County	9,840.56
Stanislaus County	32,780.37
Sutter County	24,800.58
Yolo County	26,756.34
Yuba County	42,564.98
City of Chico	1,103.94
City of Colusa	387.01
City of Concord.....	1,196.98
City of Fairfield.....	123.79
City of Livermore.....	697.22
City of Loyalton	71.00
City of Marysville.....	4,769.77
City of Manteca	615.60
City of North Sacramento....	1,572.96
City of Oroville	4,399.20
City of Pittsburg	332.05
City of Sacramento	60,575.96
City of Turlock	1,229.80
City of Vallejo	819.19
City of Walnut Creek.....	266.20
City of Woodland	851.78
TOTAL, CALIFORNIA COUNTIES AND CITIES.....	\$1,382,053.08

Elko County	\$151,930.39
Eureka County	24,712.40
Humboldt County.....	79,648.32
Lander County	27,181.66
Pershing County.....	22,201.71
Washoe County	73,481.50

TOTAL, NEVADA COUNTIES.....\$379,155.98

Box Elder County.....	\$ 187.93
Salt Lake County	33,937.96
Tooele County	135,413.41

TOTAL, UTAH COUNTIES.....\$169,539.30

GRAND TOTAL TAXES, CALIFORNIA, NEVADA, UTAH...\$1,930,748.36

Blonde in restaurant, as boy friend studies check: "You look ill. Is it something I ate?"

* * *
Man-About-Town: "Boy, am I worried. I just got a letter from a man threatening to shoot me if I didn't stay away from his wife."

Friend: "Why should you worry? After all, you can stop seeing her."

Man-About-Town: "Yes, but the trouble is—the man didn't sign his name."

* * *
City man: "Is it a modern farm house?"
Real Estate Agent: "No, just five rooms and a path."

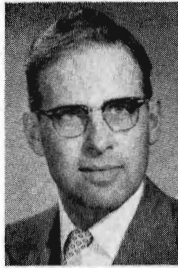


"How about going out tonight—to a movie? It's a RAILROAD movie!"

PROMOTIONS AND TRANSFERS



P. L. Wyche



C. C. Eldridge



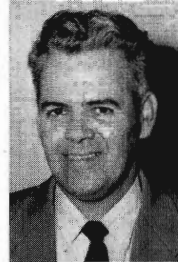
G. M. Lorenz



R. A. Henderson



M. W. Hammond



W. S. Cope

Effective January 1, Philip L. Wyche is appointed assistant to vice president to handle assignments given him by Vice President and General Manager H. C. Munson.

Born in Missoula, Montana, Wyche spent his childhood in Berkeley and Salt Lake City during the period his father, T. J. Wyche, was chief engineer for the newly formed Western Pacific, in charge of construction between the California-Nevada state line and Salt Lake City. Wyche's father was chief engineer and consulting engineer for the railroad at the time of his death in 1924.

Young Wyche started with Western Pacific in 1916 during vacations while attending the University of California. He worked in engineering gangs which

built the Calpine and Reno branches and the now defunct Indian Valley Railway which ran between Paxton and Engel's Mine in Plumas County. Following his graduation from university in 1921 as an electrical engineer he became a permanent employee as a warehouseman in the operating department at Fruitvale. He later was transferred to San Francisco, working at various clerical positions in the transportation department until his appointment as general statistician in the president's office in 1939. He was made executive assistant in October, 1947, which position he held until his present appointment.

The Wyches live at 2140 Parkside Avenue, Hillsborough, and have three children, Phil, Jr., living in Windsor

Locks, Connecticut; Virginia, who is married and has one child; and Winifred, now attending Santa Barbara College.

* * *

Colin C. Eldridge, trainmaster at Salt Lake City since March 16, 1952, has been appointed transportation engineer, effective January 16, with office in San Francisco.

Colin came to Western Pacific in October, 1947, as special assistant in the executive department handling studies in economics, finance, and traffic, much of which involved operations of the *California Zephyr* trains.

In August, 1950, he was appointed assistant to general manager and on May 1, 1951, Eldridge became assistant trainmaster at Oakland.

He was born in Yonkers, New York, on November 8, 1919, is married and has three daughters, Wendy, Mary and Carol.

* * *

George M. Lorenz is appointed trainmaster at Salt Lake City, effective January 16.

George was born in Salt Lake City on May 22, 1908, and entered the service of the Western Pacific as a laborer in the bridge and building department in May, 1927, working in various localities throughout Utah and Nevada. He entered the operating department as a locomotive fireman on the Eastern Division in August, 1927, and was promoted to locomotive engineer on December 24, 1942. He became road foreman of engines in August of 1946, which position he held at the time of his present appointment.

George resides in Salt Lake City with his wife and two daughters, Katherine, 8, and Barbara, 5, and enjoys spending his spare time when available

in reading and gardening. He is a member of Acacia Lodge No. 17, F. and A. M., Salt Lake City.

* * *

Robert A. Henderson is appointed trainmaster at Keddie, effective January 1, 1955, succeeding LeRoy Foster, resigned.

Bob was born at Glendale, California, on July 7, 1911. Following graduation from Glendale High School he was in business for himself during 1929 and 1930. He spent two years at sea with the American Hawaiian Steamship Company and two years with the Red River Lumber Company, Westwood, before entering WP service as a brakeman on September 15, 1935. He was promoted to conductor in freight service out of Portola on July 3, 1939.

Henderson spent three years and eight months with the U. S. Navy during World War II and was fire controlman, first class, aboard the U.S.S. *Perry* when she was sunk at Peleliu. He was assigned to teaching at the C.V.E. Pre-Commissioning School, Bremerton, Washington, during the last six months of the war and then returned to Western Pacific.

Henderson is married, and is a member of the Brotherhood of Railway Trainmen, No. 841, Portola. He likes fishing and made many trips to North Central Canada where an average northern pike or lake trout runs an average of ten to twenty pounds.

* * *

Maurice W. Hammond, road foreman of engines at Portola, succeeds George Lorenz as road foreman at Salt Lake City, effective January 16.

Hammond was born in Grantsville,

Utah, where he received his education, and entered Western Pacific service in 1933 as a section laborer at Low, Utah. He later transferred to Marshall, Utah, on the Warner Branch as a coal passer on the Tooele Valley Local's engine. He began service as a locomotive fireman in October, 1936, and was promoted to locomotive engineer in 1944. On June 16, 1948, he was made road foreman of engines at Elko. He transferred to Portola in November, 1950.

Hammond married the former Winona Olson and they have two sons, Calder, 12, and Richard, 8.

W. S. "Bill" Cope is appointed road foreman of engines at Portola, effective January 1.

Born in Oakland on September 12, 1914, he was schooled at Stockton. He began Western Pacific service as a locomotive fireman on July 26, 1936, and was promoted to locomotive engineer on February 14, 1942, working in freight and passenger runs.

Bill is married and has one married daughter, Mrs. Donna Calloway, living in Oakland. He is a member of the Brotherhood of Locomotive Engineers, No. 773, of Stockton.

NEW CREDIT UNION OFFICERS

Members of the Western Pacific Sacramento Credit Union held their 2nd Annual Meeting on January 11, at which time a 4 per cent dividend was declared on all shares on deposit as of December 31, 1954. Shares on deposit as of that date totaled \$53,787.83, and the Union made and approved over \$123,000 in loans.

The following officers and committee members were elected:

BOARD OF DIRECTORS

J. A. Anderson, president
E. L. Tomlinson, vice president
F. R. O'Leary, secretary-treasurer
Mrs. E. P. Schmidt, clerk
C. C. Bennett, member
W. Benz, member
Mrs. E. R. Gonsalves, member
F. James, member
C. G. Mintie, member
A. Mouldenhauer, member
E. M. Reynolds, member

CREDIT COMMITTEE

E. E. Evers, chairman
Mrs. I. E. Burton, secretary
C. W. Allee
R. P. Duval
P. L. Josserand

SUPERVISORY COMMITTEE

A. E. Fippen, chairman
M. E. Ebbert
M. E. Lindley

EDUCATIONAL COMMITTEE

E. L. Tomlinson, chairman
L. C. Jaskala
O. C. Lewis

OROVILLE UNION ELECTIONS

The first annual meeting of the Western Pacific Oroville Federal Credit Union was held at Oroville Inn on January 13. Since the union has been in operation only four months, no dividend was declared. Shares on deposit at the time of the meeting were approximately \$11,000.

The following officers were elected:

BOARD OF DIRECTORS

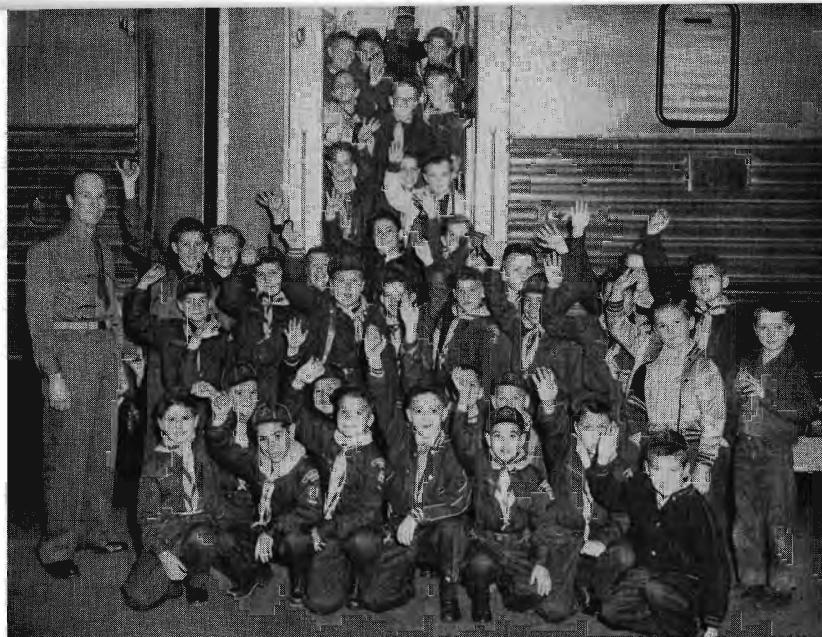
R. S. Patterson, president
N. Cabitto, vice president
J. J. McNally, treasurer
Mrs. H. R. Small, clerk
C. W. D'Arcy, member

CREDIT COMMITTEE

H. B. Kell, chairman
W. M. Fosdick, secretary
C. E. Humphreys
D. A. Davis
E. T. Knarr

SUPERVISORY COMMITTEE

H. E. Baldwin, chairman
W. E. Sprowl, secretary
W. V. Randolph



C. O. Hunter, millman at Oakland, accompanied Cub Scout Pack 29, Oakland, from Oakland to Niles last month aboard the California Zephyr. January was "Railroad Month" for Cub Scouts all over the nation.

THE CUBS SCOUT THE WP

January was "Railroad Month" for Cub Scouts all over the nation, and Western Pacific passed up no opportunities to acquaint the youngsters with railroading the modern way.

Through arrangements with the company's public relations and passenger departments, many Packs had an opportunity to ride the *California Zephyr* between Oakland and Niles, and in some instances between Oakland and Stockton. Other Packs not able to take the trip on the streamliner were escorted through the railroad's Oakland coach yard where they were given rides around the premises aboard a Budd self-propelled diesel to see the many facilities there in

operation used to service WP equipment and a visit through the commissary. Many other Packs were extended similar courtesies at Sacramento Shops and at other points along the railroad.

As it was impossible to accommodate all Cub Scout Packs who desired to visit the railroad during January, others were invited to do so during February. During the two months over 750 Cubs and 150 accompanying adults have ridden the *California Zephyr* and nearly 175 Cubs and 40 adults have visited the railroad's property.

In addition, the public relations department has filled an almost continuous request for showing of its moving picture films and passed out huge quantities of railroad literature.



(Excerpts from a talk given by Daniel T. McCown, traffic manager, Ford Division, Ford Motor Company, at the annual Western Pacific staff meeting held at San Francisco on January 17.)

WHAT A NEW WP INDUSTRY EXPECTS FROM A RAILROAD

The small men and women on the railroad are the ones that put us and you across and if the thought can be instilled down along the line far enough that everyone in your organization is a partner of the Ford Motor Company, we are going to have a very, very happy and successful operation.

* * *

We outgrew Richmond and that's when we started looking for property on the Western Pacific and other railroads. We studied the subject very carefully and finally the foresight of your executives, the faith that they had in America's future which enabled them to buy many hundreds of acres of land that were nothing but cow pasture, and beet fields, or whatever they grew there, was rewarded. Out of ten to twelve building sites that were offered us in Northern California, Milpitas offered more in more different departments than any other and we took it. And we're very happy we did.

* * *

Believe me, gentlemen, there is nothing this side of the Mississippi River that will even touch the Milpitas plant and I include all manufacturers of automobiles, not only Ford.

First, I would talk about those who will actually handle our cars into our plant. We have to have this work done correctly, on time, and in such a way that our goods will not be damaged. We have to have that done right and there's a lot of things about it that can be improved if everyone involved knows their job and coöperates.

* * *

We must keep an absolutely accurate record of box cars at all times. We have to have the information immediately, those things are vital, and if you can get the thought down the line to your men in the operating department, the men out on the line, the fellows that walk the tracks, the yardmasters, and the rest of them, that when a freight doesn't come through for some reason—get the message to us.

* * *

Keep our railroad rolling stock in order. We like to have our empty cars "sharp," we like them mechanically fit, we like to have them there on time.

* * *

Vital to everyone in this room is the prevention of claims because claims are money and claims are lost accounts. We want to have the claims at an absolute minimum. The kind of money that is paid to Ford Motor Company in payment of damage claims is the worst kind of money in the world. It does absolutely no good . . . we want the material.

Another thing is special runs. We've already had some and, believe me, you've done a nice job on it. Somebody slips, a car is three days late to begin with, we find out about it, get desperate, pick up the phone and call someone, the car gets in. We love you for it because I know you're going to do it.

* * *

You have made the Zephyr a byword for Western travel and we depend on your passenger department to take care of our executives and our friends.

* * *

We love the contact man. He's a must and I can't help but say that in my 25 years with Ford the men sent out by the railroads do not surpass those from WP. They're right up there No. 1 in my list.

* * *

We feel it should be a part of your planning and a part of your programming to get in with Ford Motor Company and devise new and better ways to handle freight, to devise new types of box cars, cushion cars. You men have been doing that for some time and I congratulate you for that. There's always a better way to handle freight, a cheaper way and a quicker way. Keep ahead of the progress instead of following it.

* * *

We feel that the executives of this railroad should aid us in getting proper freight rates. We know that has been

done and we appreciate it. Good management of the railroad reflects itself in the kind of operation and the kind of rates a railroad can offer an industry. The dynamic, intelligent, progressive type of leadership that I know you have and will have in the future is just as important to the success of our company as is the good kind of steel we put in our Ford product.

* * *

Our business depends upon the flow of inbound material just the same as you and I depend upon breathing to live. It must come through. There are times when a flood or blizzard may close a line in one or another direction and that is the time when an hour, five hours, or maybe 24 hours will mean the difference whether we will run this assembly line or we won't. Now is the time we want you to pull all the stops and get every ounce of coöperation that you can. Run some special trains through, get things rolling, that's the time I know we can depend upon you.

* * *

I wish to repeat a slogan you've all heard—"There IS a Ford in Your Future." You are partners in our enterprise—you are going to have many, many years of a partnership with Ford. We have just completed our millionth vehicle in the Richmond plant since 1931 and if they build the number of cars at Milpitas—it could run as high as 900 a day—there are going to be many million Fords in your future.

Paul Jenner sez:

"Don't Be HALF Safe!"

"The ratio of reportable injuries per million man hours worked by Western Pacific railroaders during 1954 jumped to 12.09 from a ratio of 11.59 for the year 1953 which in itself was not good. This means there was more suffering, more discomfort and more time lost in work for our employees and their families.

"There is little reason why any WP railroader should be injured while working at his job if he uses caution, gives a little more respect to the power of the tool or piece of equipment with which he works, and takes time to plan his work safely before he begins the job. This is the only way injury may be avoided—there is no secret formula, there is no shortcut to safety, and there is seldom a second opportunity to correct carelessness. The only magic to safety is you.

"To eliminate this suffering, discomfort, and loss of time for our workers, each and every individual is going to have to give constant attention to the way he performs his work every minute he is on the job. This can easily become a most worth-while habit if he seriously puts his mind to being careful.

"Out of 112 reportable injuries during 1954, which includes three fatalities, 53 occurred to trainmen, switchmen and enginemen. Roadway employees reported 38. The mechanical department is to be commended for having the best safety record among the larger departments, as is the 2nd district Eastern Division roadway force who reported no injuries during 1954 and 1953.

Injuries reported by the various departments during 1954, as compared with 1953, are as follows:

	EASTERN DIVISION		WESTERN DIVISION	
	1954	1953	1954	1953
Transportation:				
1st and 2nd subdivisions.....	6	11	22	25
3rd and 4th subdivisions.....	2	8	8	18
Terminal district.....			*17 (2)	13
Mechanical:				
Store.....	0	1	1	3
Bridge and building.....	1	0	0	0
Signal.....	3	1	4	7
Communications.....	1	1	2	2
Dining car.....	0	1	3	1
Marine.....	0	0	1	0
Roadway:				
1st district.....	*12 (1)	3	4	9
2nd district.....	0	0	3	6
3rd district.....	5	1	12	6
4th district.....	2	1	1	1
5th district.....	0	2		
Miscellaneous.....	1	2	0	0
TOTAL.....	*33 (1)	32	*79 (2)	92
			1954	1953
GRAND TOTAL ALL REPORTABLE INJURIES.....			*112 (3)	124
SAFETY RATIO PER MILLION MAN HOURS WORKED.....			12.09	11.59

(* Includes fatalities enclosed in parentheses.

MILEPOSTS IN GOLD



MILEPOSTS congratulates the following employees to whom Service Pin Awards will be issued during the month of February, 1955:

40-YEAR PINS		
Arthur W. Dryden.....	Conductor.....	Western Division
Elwyn E. Scott.....	Agent.....	Western Division
35-YEAR PINS		
Dennis D. Flemming.....	Motor Car Maintainer.....	Western Division
Carl W. Johnston.....	Assistant Car Foreman.....	Mechanical Dept.
30-YEAR PIN		
Lester P. Hamilton.....	Yardmaster.....	Western Division
25-YEAR PINS		
Natividad Conteras.....	Track Laborer.....	Western Division
Emilio Jaramillo.....	Section Foreman.....	Eastern Division
John Jelacich.....	Carman.....	Mechanical Dept.
John J. Keane.....	Boilermaker.....	Mechanical Dept.
20-YEAR PIN		
Robert A. Hansen.....	Sheet Metal Worker.....	Mechanical Dept.
15-YEAR PIN		
John W. Naylor.....	Agent-Telegrapher.....	Eastern Division
10-YEAR PINS		
John B. Basanez.....	Carman.....	Mechanical Dept.
Calvin C. Blackman.....	Carman.....	Mechanical Dept.
Elmer T. Carter.....	Telegrapher.....	Eastern Division
Felix R. Cordier.....	Trucker.....	Western Division
William L. Dance.....	Carman.....	Mechanical Dept.
David P. Edwards.....	Carman.....	Mechanical Dept.
David W. Griffin.....	Baggageman-Caller.....	Western Division
William L. Hermance.....	Fireman.....	Western Division
Robert E. Kennedy.....	Brakeman.....	Western Division
Dale Klause.....	Carpenter Helper.....	Western Division
Alvin H. Larson.....	Carman.....	Mechanical Dept.
Eliseo Lipparelli.....	Track Laborer.....	Eastern Division
Walter F. Lord.....	Machinist.....	Mechanical Dept.
George E. Manning.....	Revising Clerk.....	San Francisco
Guy L. Nesmith.....	Assistant Price Clerk.....	San Francisco
Everett F. O'Dea.....	Relief Clerk No. 5.....	Western Division
Harmon E. White.....	Pumper.....	Western Division
Jack Woods.....	Brakeman.....	Western Division

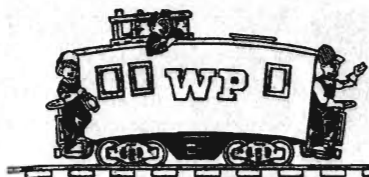
"Let's see if we can locate the cause of your neurosis," the psychiatrist said to the disturbed patient before him. "What kind of work do you do that brings you to me?"

"I sort oranges. All day, oranges keep pouring down a chute and I stand down at the bottom and sort them; big oranges in

one crate; medium in another and little ones in another. See?"

The doctor replied that it sounded easy to him.

"Easy!" exploded the patient. "Don't you realize it means decisions! decisions! decisions! All day long, decisions!"



Caboosing

ELKO

Theda Mueller

Little Evva Lynn arrived December 18 at Elko General Hospital. Proud parents of the little red-haired daughter are Telegrapher MARGARET THOMPSON and Engineer W. S. THOMPSON. They have one other child, Billy Joe, nine.

Engineer FRANK HORTON retired from service December 31. He hired out on the Western Pacific as a fireman April 5, 1910, and was promoted to engineer on September 10, 1917. The Hortons make their home in Elko and have a daughter who resides in Reno.

HARRY MORTENSON, who retired on disability April 29, 1954, died in Elko on December 22. He is survived by a sister in Salt Lake City. Harry had worked as a yard clerk and trucker since September 9, 1929.

J. L. MURPHY, assistant accountant,

Barney Horten, hostler helper at Elko, is shown on the left seated at a table with Hans M. Teichman, who retired last December as assistant chief clerk at Elko. Picture was submitted by Mrs. J. V. Stager.



and his wife spent their vacation visiting their daughter and family in New Jersey.

Clerks in the superintendent's office enjoyed a delicious turkey dinner with all the trimmings on the afternoon of December 24. The gobbler was donated, and the Stockmen's Hotel did the roasting and delivered it with gravy and trimmings in time for the party.

FRANK WYTRAL, general clerk in the freight house at Elko, began a leave of absence January 7 to cruise to the Caribbean, returning to Miami, Florida, January 25.

We extend our sympathy to Boilermaker FRED BURROWS who recently lost his wife. Mrs. Burrows died just two days after Fred had officially retired from the company.

Our sympathy is also extended to "CURLEY" THOMPSON, signal supervisor, whose mother passed away at her home in Sparks, Nevada.

Ralph Garcia, son of Carman FORTINO GARCIA, arrived home in time for the holidays from an Air Force base in Iceland. After his furlough he reports to a base in New Mexico.

STOCKTON

Elaine Obenshain

Pre-Christmas visitors at Stockton were BOB HARRIGAN and his wife, ELEANOR. Bob was formerly ticket clerk here and Eleanor was interchange clerk at Stockton Yard, but they trans-

ferred to Oakland where Bob is assistant agent and Eleanor works at Oakland Yard.

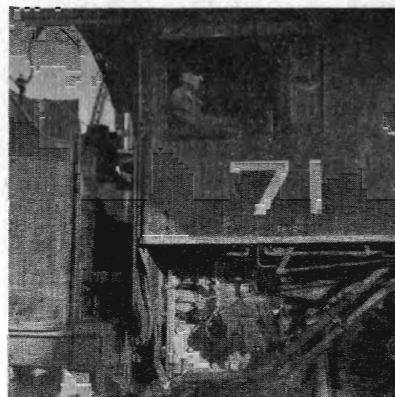
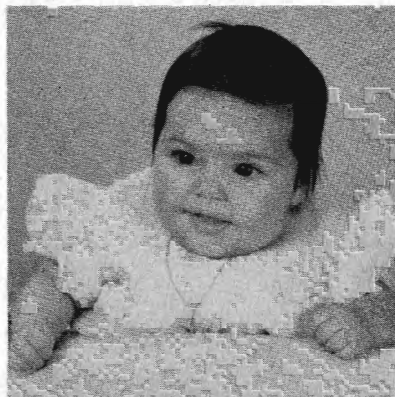
Our sympathy to Conductor M. E. McCANN and Special Agent E. L. McCANN (Keddie) whose mother passed away December 13. Also to Switchman D. J. BOWERS, on the death of his mother, December 12, at Sandusky, Ohio.

Belated congratulations to Switchman and Mrs. HUGH C. HUGHES, JR., the proud parents of Howard Carl, born November 16.

Clerk HARRY B. BEATIE has been assigned cashier at Lyoth, while Mrs. VIRGINIA RUSTAN is on leave of absence.

Stockton was well represented at the mechanical and store department's retirement dinner at Sacramento, December 9. Present were retired Roundhouse Foreman and Mrs. O. M. BEARD; retired Car Foreman and Mrs. C. L.

Susan Julinet Rauzi, 4 months, was awarded Supreme Queen for ages two years and under in a Stockton baby beauty health contest on December 16. She also received a blue ribbon first prize for babies under four months and a certificate for health and beauty. Parents are Bob and Louis Rauzi; grandmother is Miriam Grude, interchange clerk, Stockton yard.



This picture of T. D. Hunter, road foreman of engines, taken at Doyle on November 5, 1939, was found among the effects of retired Engineer C. L. Wemmer, who passed away recently.

DOANE; retired Machinist Helper W. C. BURKE (who were among the honored guests); Roundhouse Foremen and Mesdames H. J. KELLY and C. L. MYERS; Car Foreman R. L. ACKERET; Car Foreman and Mrs. G. J. BENEDICT; Roundhouse Clerks JIM HIGHTOWER and Mrs. HIGHTOWER; Roundhouse Clerk WILLIS OBENSHAIN; Trainmaster's Clerk ELAINE OBENSHAIN; CHRIS THOMPSON, local chairman of the Carman; Car Inspector CECIL SMITH; and Machinist GEORGE KAUFMAN.

Purchasers of new homes recently were Conductor R. E. BURKE, Brakemen S. W. WILLIAMS and J. C. GRAY, and Clerk S. E. CRAIG. New car purchasers are Clerk PAUL PARMENTER, Conductor R. E. BURKE, Carman R. L. WHITE, Chevrolets; Car Foreman G. F. BENEDICT, Pontiac; Conductor M. E. McCANN, Buick; Brakeman D. A. MILLER, 1954 Ford; Engineer L. J. FISHER, Chrysler; Roundhouse Clerk JIM HIGHTOWER, Studebaker station wagon; Carman J. D. HUGHES, Plymouth.

Trainee DON ERICKSEN is at present progressing his training with Trainmaster L. A. HENRY.

Switchman R. M. VERHAEGE and family have returned from Denver, where they spent the Christmas holidays. They enjoyed very mild weather until December 26 when it snowed six inches without stopping, much to the delight of his daughters, Arlene and Ruth.

Friends and acquaintances of Section Foreman HANK WILKINSON, Altamont, were sorry to learn of the Christmas night tragedy when fire completely destroyed the Wilkinsons' home and all contents.

Pvt. ROBERT S. PENDERGRAFT, former assistant chief clerk, spent a short leave visiting his parents, Crew Caller GENEVA PENDERGRAFT and Brakeman N. G. PENDERGRAFT, before reporting to Ft. Eustis Military Reservation, Virginia, where he will take a course in Harbor Crafts. Bob's address is Pvt. Robert S. Pendergraft, U. S. 56254589, 9th Stu. Enl. Co., Ft. Eustis, Virginia.

General Agent ROBERT R. TAYLOR, Terminal Trainmaster L. D. MICHELSON and Road Foreman of Engines T. D. HUNTER represented Stockton at the retirement dinner given for E. P. PETERSON and W. T. RICHARDS at San Francisco, December 29.

We are sorry to report the death of MARCUS B. BYRD, roundhouse machinist, on December 30. A widower, he is survived by one daughter.

NEW YORK CITY

Alan Hudson

We've had a fine array of visitors to our office recently. PRESIDENT WHITMAN was here to attend the luncheon in connection with the annual meeting

of the National Industrial Traffic League; G. H. KNEISS stopped in while attending the 7th Annual Conference of the Public Relations Society of America; and G. S. ALLEN, superintendent of transportation, said hello en route home after testifying before the ICC in connection with the transcontinental class rate and Mountain-Pacific class rate dockets. JOHN L. MURPHY, Elko accounting department, and division chairman of the Brotherhood of Railway and Steamship Clerks, and his missus, also arrived in time to wish and be wished a Happy New Year.

And about the time of this reading, we expect MALCOLM ROPER and MARSHALL BOYD will be sitting around a table with PERL WHITE, JOHN STILL, et al. (this guy is all over the place) and our shipper guests for the 45th Annual Dinner of the Traffic Club of New York.

SACRAMENTO STORE

Irene Burton

Just before RALPH LANDROVE was to have departed on his vacation to Mexico the flu caught up with him and he had to postpone his trip, and ROY FALQUIST took sick just before his third week's vacation but recuperated in time to enjoy it.

JIM LEE let his wife select his third week's vacation and he found out what Christmas shopping is like.

Another December vacationer was EUGENE LAGOMARSINO.

ALBERT MADAN, LEE WILLIS and HORACE LATONA celebrated birthdays last month and the usual ice cream and cake was served.

JULIUS FRICK has all the necessary items for horseback riding . . . except

the horse. Understand he is dickering with a local glue factory.

Received holiday greetings to all in our department from MARION and KENNETH LEAVENS, of Portland, Ore.

CHICAGO

Don Banks

Everyone had a good time at the Chicago Christmas party and this year there was a special attraction for the ladies. It seems the day after the party was JOHN RIEGEL's birthday so all the gals lined up for a little advance celebration and he's still trying to rub off the "Hazel Bishop." There was food aplenty—even had a potato chip dip concocted by our own BETTY BRAZEAU which really hit the spot. Those desiring the secret formula may write for it enclosing one dime and the top off of a crate of onions. Betty and DELORES HANSEN were chief cooks for the evening and really put on a spread. We even spent \$1.40 for a beautiful 10-foot Christmas tree. Who says inflation is here?

Heard the Burlington Chorus at



"Gimme an upper berth over the wheels—it's for my mother-in-law."

FEBRUARY, 1955

Union Station during Christmas week and if the WP Choralers are as good they should be real proud. We have heard they are!

Bossman and Mrs. ART LUND were fortunate again this year in being able to spend Christmas with the grandchildren at San Carlos.

Winter in Chicago—so far—has been like California weather, mild and at times even balmy. Just can't figure it out.

BETTY BRAZEAU no longer has to sing those "ol' army blues" because husband, Lyle, came marching home and right into a nice new apartment in which she practically killed herself getting ready. The next move, she swears, will be into their own home even if she has to build it.

When Christmas starts to loom in sight

*We start to fret and worry
The old routine gets under way
And we hurry, hurry, hurry!*

*We grumble while we're shopping
And wish it all would end
As we make our way from store to store*

*And spend, spend, spend.
But soon that day has come and gone
And everyone seems glad;
But as for me its passing
Makes me feel kinda sad.*

*But with the New Year on its way
It's good to be alive.
So we can start our planning
For Christmas '55!*

KEDDIE

Elsie Hagan

A Happy New Year has rolled around, and our Christmas was white. Our Christmas party was a huge success. About 50 children were pres-

ent and Santa presented all of them with a gift and a bag of candy. The folk dancers gave a very nice program. The "Teen-Agers" had their party the Tuesday before in Community Hall, celebrating with dancing and refreshments.

The Utah Construction Company is coming back to Keddie again and the families have already started moving in. They have nearly completed Chil-coot tunnel and will next reline Tunnel 33. They will have an office in the Yardmaster's building.

The Keddie roundhouse is now just a huge frame. It is being torn down by the Borden Construction Company, of Nevada. All equipment, men's lockers and supply tanks have been moved to the depot. A spur track has been built between the other tracks where the diesels will be parked while not in use.

Conductor JIMMIE RUSH and Willa Cheek of Quincy were married at Quincy December 21. Following a two-week honeymoon, with destination unknown, they will make their home in Quincy.

Engineer and Mrs. E. BENZ spent the Christmas holidays in Oregon with relatives and friends; Engineer and Mrs. RAY COPE went to Oakland to visit their daughter and family; and Engineer and Mrs. BOB SMALL attended the East-West game in San Francisco.

New car owners are Conductor and Mrs. VIRGIL SIMPSON and Engineer and Mrs. E. BENZ.

Keddie was very festive-looking during the holidays. Most all of the houses had trees and some had lights strung around their porches. Others had lighted trees in their yard and although there were no prizes given some were very deserving.

PORTOLA

Emma Lou Peterson
For Phyllis Laughlin

Arriving in time for Thanksgiving and the Holiday Season was Clayton Dean Benedict, 7 lb. 1 oz. new baby son of Lineman and Mrs. WAYNE BENEDICT, born November 23, 1954. Proud grandfather is Diesel Foreman RALPH SARBACH. Also on the new baby list is Eugene Paul Nielson, born November 26 at the Portola Hospital. Delighted to have a boy join his family of three girls is E. L. NIELSON, eastern division conductor. PHILIP HAZLETT, crew caller, advises that he is the father of a baby girl, Jennifer Dell, born October 6.

Nice to see Clerk ROBERT MEAD, now in the Armed Forces, and his wife and infant son back in Portola for a short visit. Bob is moving from Reno to Mare Island where he will be stationed with the Navy.

Welcome back to LEONARD CARTER, furloughed clerk working baggage-janitor job, and to GEORGE GRAVES, train desk clerk, returning to work after being on the sick list for a long time. New furloughed clerk in the yard office is MARVIN "GENE" TERRY.

Everyone here will miss A. J. CARLSON, Sr., carman, who retired January 1. Also V. H. JEFFRIES, retired carman, who was honored at a dinner held in Sacramento, December 12.

Enjoying a Holiday vacation at home is BOB CRUMPACKER, diesel house foreman. Another vacationer, MRS. GLADYS RUSE, trainmaster's clerk, visited her daughter-in-law and family in Barstow, topped off by attending the Shrine East-West Game in San Francisco. MRS. ERMA RAY worked in her place.

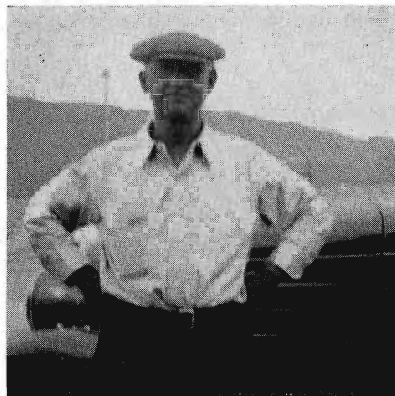
PHYLLIS LAUGHLIN, PBX-general clerk, had her plans upset when she was

taken ill and sent to the hospital a week before her vacation was to begin. Although she was released in time, her doctor wouldn't allow her to go ahead with plans to visit her father over Christmas.

LEWIS FERGUSON, train desk clerk, left on vacation and leave of absence for the High Sierra to enjoy winter sports.

BEN BATTLES, agent at Gerlach, had a sure thing when he ran unopposed for Justice of the Peace in that Nevada town.

J. J. MARTIN, roadmaster, and family are sporting a beautiful new Oldsmobile 98 received during the holiday season.



JESSE J. HOBSON (above), section foreman at Red Rock, retired November 30 after 46 years of continuous railroad service, 21 years and five months of which was spent on the WP. He was presented with luggage and a monetary gift by fellow employees and friends. Jesse and his wife will retire to a ranch near Doyle.

HOMER E. BIRDSALL, Sr., eastern division engineer, died in Reno Hospital November 21 of injuries sustained when his car plunged off Rocky Point, two miles east of Portola on November 18. Cause of the accident has never been determined, as Mr. Birdsall died without regaining consciousness. He is survived by three sons living in Salt Lake City, to whom we extend our sympathy. Our deepest sympathy is also extended to the family of TOM SMITH, retired western division conductor, who passed away unexpectedly in his home December 24. He is survived by his widow, two daughters and a son.

All of us at Portola wish all of you the best for the coming year.

SALT LAKE CITY

J. B. Price

The tables were turned on Engineer and Mrs. FRANK M. NELSON, as after anticipating a Holiday Season spent in California with their son, they awoke to find the son in Salt Lake for a visit. However, a good time was had by all.

Engineer and Mrs. HYRUM CLEGG spent the last of December in Los Angeles with their daughter. Hy says he was never so cold in his life as he was while he was in sunny (?) Southern California.

Engineer and Mrs. DONALD T. WOODS, Sr., spent their vacation in Winnemucca, with their son and family, Brakeman and Mrs. DONALD T. WOODS, Jr.

Engineer and Mrs. JAMES K. PARKINSON went to Oregon to visit his daughter and all enjoyed the Holidays together.

Those who got away from the hustle and bustle that comes with working over the Holidays, and spent the time

leisurely at home were: Conductor CLARENCE F. MALSTROM; Engineers DENNIS MCKENNA and FRANK AIELLO; Brakemen FITZGERALD TURVILLE, JOHN T. McLAUGHLIN, GLEN E. FOX and BERNARD T. PRICE; Firemen VERN L. MECHLING and LOWELL G. DAVIS.

Brakeman JAMES TROLLINGER was called to Waco, Texas, due to the serious illness of his mother. At last reports, we are glad to learn that Mrs. Trollinger is slowly recuperating.

Conductor and Mrs. HANS J. LARSEN spent their vacation visiting first at Dallas, Texas, and then up to the Pacific Northwest for sightseeing.

We wish Conductor FRANK BOWLER a speedy recovery from a recent accident which injured one of his arms.

Brakeman BERNARD T. PRICE attended a general committee meeting of the Brotherhood of Railroad Trainmen at San Francisco.

CINCINNATI

Charles J. Hudgins

A Happy New Year from the Cincinnati agency!

R. B. RITCHIE, general agent, and JOE MOORE, traffic representative, recently covered the Florida territory in an effort to improve our "haul" from the sunny South. The boys were too busy to sample the beaches, but they painted a rosy picture from what we could learn, and we're waiting for the competition to start when WP gets its "Florida extension" rolling.

We're not sure whether JACK HOPPENJANS, traffic representative, is rehearsing the "Sleepwalking Scene" from "Macbeth," but he can do a fine imitation. Seems that new baby has day and night mixed up and can only be lulled when in papa's arms.

The RITCHIES officially christened their new home by inviting the office employees and their wives for an enjoyable get-together. It was generally agreed that Bob Ritchie mixes a wicked martini and Lorna Ritchie is the genteel hostess. This is another innovation with our forces, and even your correspondent, bachelor though he may be, is not excluded from having to play host.

We, in Cincinnati, are shaking our heads and wondering at this winter weather. With balmy zephyrs well over 50 degrees and plenty of rain we're wondering if the weather man didn't mistake Cincinnati for San Francisco—we hope!

OROVILLE

Helen R. Small

Seven hundred dollars has been authorized for the construction of an observation platform with railings at Feather Falls. The money was donated several years ago by Dr. O. O. Cooper, and has been in the Park funds ever since.

Former Night Section Foreman D. E. ZIMMERMAN passed away suddenly in the hospital at Westwood in late December. Survived by his widow and son, Donald, they had transferred from Oroville to a position on the north line out of Keddie.

Telegrapher A. Y. MOORE has bid in relief position at Oroville Yard.

Trainmaster P. F. PRENTISS and wife called on friends here recently. It was good to see them again.

J. A. SAUNDERS, former clerk and caller, and wife, of Belmont, California, visited over the Holidays with Engineer W. H. BROWN and wife, and also called on many old WP friends.



Del Whittier, northern California's outstanding high school quarterback two years ago when he led the Oroville High School Tigers to 11 straight victories, has been named to the All-American junior college second team. He led the Yuba College 49ers to eight victories last fall. He is the son of WP Switchman Norman A. Whittier.

Ben Beard, Jr., was home for Christmas from an Air Force Base at Cheyenne to visit with his parents, Brake-man and Mrs. BEN BEARD.

DAN RAYNOR, WP bus driver, has been away because of illness. Dan was relieved by E. J. LESSARD, who also helped Dan with the delivery of his oranges.

PAUL EDWARDS, carman, was injured in an auto accident near the WP roundhouse December 29 when his car was struck by an oncoming car on the "Roundhouse Curve." His injuries were not serious.

Engineer JACK GRUBBS and sons, Richard and David, of Stockton, have been visiting Jack's mother, Mrs. Eva Grubbs of Quincy Road.

WENDOVER

Esther A. Witt

Valda J. Lopez, daughter of Roadmaster's Clerk and Mrs. VICTOR C. LOPEZ, returned to the United States after spending three years in Germany with the Signal Corps. While there she toured scenic spots in France, Spain and Italy.

A speedy recovery is wished for Telegrapher WILLIAM U. TATE, of Gerlach, who has been confined to Portola Hospital.

Telegrapher Mrs. FLORENCE McCURE drove to Winnemucca for a visit with relatives and friends and returned to Wendover with her youngest son, Robert, for a visit over the Holidays.

J. H. JONES took over the duties as roadmaster while Roadmaster and Mrs. M. L. KIZER were on vacation in sunny California and in and around San Francisco.

Fireman CHESTER F. BARNES has been elected Chancellor Commander of Elko Lodge No. 15, Knights of Tythias, for the year 1955. Congratulations!

"There's No Place Like Home," proved true with those who enjoyed vacations over the Holidays. Conductors TAYLOR M. JOHNSON and WILLIAM H. LUCAS, and Brakeman CLIFF M. ROCKWELL vacationed in Elko. More of a "traveler" was MORGAN O. HOWELL, conductor, who journeyed to Pleasant Grove, Utah, to spend Christmas with the Missus and daughter, Gay Ann.

Motor Car Maintainer and Mrs. LIND HUTCHINSON became proud grandparents twice in less than a week in December. Their daughter, Mrs. Jack (Helen) Graviot of Ogden, presented them with an 8-pound 4-ounce granddaughter on December 13, and their daughter-in-law, Mrs. Robert (Janis)

Hutchinson, of Downey, California, announced a 9-pound 1-ounce grandson on December 16. Congratulations to all!

Waitress **MRS. IRENE CHARLES** entertained her two sons, Earl and Mark, and her mother, former waitress **MARY FITZGERALD**, over the Holidays. The visitors were all from Grand Junction, Colorado.

A fall from a ladder on December 20 spoiled Christmas for Mrs. Jean Umshler, wife of Switchman **WALTER R. UMSHLER**. We hope that broken leg is soon well again, Jean.



"Something to warm you up. Now drink hearty, men!"

A hearty welcome to Switchmen **JACK D. LARSEN** and **HOWARD D. LIVAUDAIS, JR.** We sincerely hope you enjoy your stay with us.

LOS ANGELES

Frank Still

Los Angeles' perpetual June-in-January weather had its effect on our latest unsuspecting acquisition from San Francisco, and after only three months here **SHIRLEY RAITER** became Mrs. Arthur Lyons on December 18 at

the Little Church of the Flowers in Glendale. The 5:30 p. m. ceremony was very lovely and **ALTHEA EVANS** from the San Francisco service bureau attended as maid of honor. Shirley's little daughter, Alys, was flower girl. Approximately thirty friends and guests attended the wedding.

Your correspondent returned to work January 3 from a vacation in Montana, and other members of the Los Angeles staff to enjoy a third week of their vacation during the last part of the year included **WILBUR** and **DORIS WEST**, who coincidentally arrived in Sacramento along with "Boss" **CHARLEY FISHER**, for some pheasant hunting. **BILL COOK** and **JOE HAMER** both enjoyed staying home and helping their families with Holiday festivities.

TOM ROSS, head of our steno department, is singing "This New House." He is arranging for a new home in (where else) Sunkist Gardens, near Covina.

P.S. No back talk from anyone owning a TV set who watched the Rose Bowl Game at Pasadena. That was just a little aqua-pura we ordered to wash away the Smog. Smog! I'd better stop now; I'm making it worse and worse. Happy New Year, everyone!

MECHANICAL DEPARTMENT

Pat Maria

JOHN W. BINGHAM, AFE accountant, retired December 31 after more than 34 years with WP. John has an enviable service record in that he has had perfect attendance throughout the entire time. Some of his friends refer to him as the "walking encyclopedia" of motive power and rolling stock equipment. He was presented with a de luxe portable typewriter with his name embossed in gold on the case.



John W. Bingham, center, and co-workers on the office steps at Sacramento Shops. Story on Page 26.

B. W. JONES, chief accountant, is sporting a 1955 arctic white Ford. Makes a nice combination with Head AAR Clerk **H. O'KELLY'S** 1955 aqua Customline Ford.

Mrs. **PETE DEL MORO**, wife of our statistical and auto clerk, caught a 24¼-pound striped bass last month. She brought the fish over to the office just in case Pete doubted her—and he proceeded to bring the fish in to show the clerks who may have doubted him. Guess Pete couldn't stand the competition because the next day he took a half-day of his vacation and caught hold of a 22½-pound bass. Now he can look his wife in the eye again. (Should mention that Pete brought his fish to the office, too!)

The Mechanical and Store Department's Christmas party was held December 24 at the Capitol Inn. Food

was served smorgasbord manner. **BILL MITCHELL**, passenger car accountant, chairman, and his committee deserve a lot of credit for the results of this fine party. Each employee was presented with a small gift and everyone participated in community singing. Records supplied the music for dancing.

SACRAMENTO NORTHERN

Milton Ziehn

FRANK P. BROWER, brakeman, having reached the age of 65 on January 3, retired to actively pursue his favorite sport of deep sea fishing in waters around San Francisco and Santa Cruz. He and Mrs. Brower have plans to visit his married daughter and three grandsons in Denver. In SN service since August 19, 1925, Frank missed the 30-year mark by only a whisper. All of his many friends will have an oppor-

tunity to see him and Mrs. Brower on display at the big annual retirement party for 1955, plans for which are already being made.

OUR CHRISTMAS PARTY



Happy because dinner was just announced.



Singing was part of festivities.

Typical table group.



WINNEMUCCA

Doris Cavanagh

All aboard for a trip to Gerlach with the water commissioner LES NOBLE, of the WP Winnemucca water service. First stop Sulphur, his old home town on the edge of the Black Rock Desert where he paused to telephone PBX'er and Roadmaster's Clerk ETHEL OWEN in Winnemucca.

In the heart of the Black Rock he could not decide whether to make a fishing net or the latest in men's apparel out of the jet target he found. Settled the problem by taking off en route to Gerlach, 13 miles away, on the heels of a coyote with heavy dark fur and thick brush.

Our "cover girl," Babe McMahon, is the wife of west-end Section Foreman HOWARD McMAHON. Babe chose the Gerlach geyser for a beauty backdrop.

In town, the water commissioner, Foreman McMahon, WP Agent BEN BATTLES, and FRANK HARTON, oldest engineer on the eastern division, rating retirement in January, were found at the station looking at the two watering tanks which frame part of Gerlach.

At the coffee shop, Les challenged *Zephyr* Fireman GLENN W. MORTON, of Elko, as having been around WP construction the longest. They compared notes later with Engineer Harton who had been a fireman for Glenn's dad on old coal and steam engine No. 103. Now, Glenn is Frank's fireman on the *California Zephyr* Elko-Gerlach run.

By this time most of the Gerlach personnel have posed for a picture, including Operator W. U. "BILL" TATE; Agent BEN BATTLES; West Signal Maintainer CURLY REAM; Clerk-Warehouseman SHORTY TAYLOR; Relief

MILEPOSTS



Les Noble with jet target.



Babe McMahon, "cover girl" and Gerlach geyser.



Les, Glenn W. Morton and Frank Harton.



Les, Howard McMahon, Ben Battles, Frank Harton.

Clerk RALPH JOHNSON; Foreman McMAHON; General Clerk BILL REID; East Signal Maintainer BOB KINKADE. East Section Foreman E. W. HOLMES was out on the road.

The camera of your correspondent refused to register that pistol-packin' SHORTY TAYLOR, acting deputy sheriff.

Norma and BOB KINKADE, Gerlach, are the parents of an eight-pound baby girl. Norma is the daughter of Engineer and Mrs. MAZOO HAWKINS of

Winnemucca. Section Foreman JACK LORD, Golconda, is grandfather of a boy born to Mr. and Mrs. Elliott.

Forty-five years ago in February washouts between Winnemucca and Gerlach damaged the WP to such an extent several weeks were required before traffic could be resumed. The roadbed on this part of the line was but partially ballasted when work stopped early in December due to the severity of the winter.



Clowns pantomiming "This Ole House" at the Carmen's Annual Christmas Party are: Les Lawhead, Gale Mintle, Al Hoffman, Jack Schenk, Joe Jiral.

SACRAMENTO SHOPS

Marcella Schultze

A very tragic death occurred when ERNEST GULTERY, former laborer at the shops, became wedged in a narrow passageway between two buildings and suffocated. A portable winch and ropes, manned by a fire department crew, were needed to extricate his body from the opening.

Several of our machinists are on the sick list and we all wish them a speedy recovery. L. MARTIN is seriously ill in Modesto, and F. J. BOLL and his wife were injured when struck by an automobile while crossing a street.

Carman FRANK PELZMAN, lucky Christmas Club winner, and his family are still anxiously awaiting the arrival of their color TV set. Frank says it was as hard to convince his family that he had won as it was to convince him, and we can assure you that was no easy matter!

A gayer or more exhilarating evening would be hard to beat than the

one enjoyed by those fortunate enough to attend the Carmen's Annual Christmas Party. The antics of the clowns kept the place in an uproar; Santa Claus was there with bags of fruits, nuts, and candy for the children; there was a grand floor show; and coffee and cake for the grownups. Party Chairman ED EVERS, his committee, and all the carmen deserve a big round of applause for a super affair!

SAN FRANCISCO

Rita Connolly, Molly Fagan, Lawrence Gerding, Howard Jaeger, Gwen Monds, Maurice Notter, Carl Rath, Bill Royal, Al Towne, Frank Tufo.

Mrs. HELEN R. KUNTZ, industrial department, was installed as president of the Pacifica Toastmistress Club at their semi-annual dinner meeting in San Francisco on January 18. The International Toastmistress Clubs will hold its annual convention in San Francisco in July.

ROBERT L. RUNGE, general agent at Fresno, and DEAN DORSEY, traffic representative, get around spreading the WP name, but it's a mystery to them how Bob's name reached one Fernando Cetraglia, Jr., of Rio de Janeiro, Brazil. However, he did receive nice Christmas Greetings from the gentleman with requests for several items of railroad literature and other pertinent railroad data, which he promptly forwarded to general office for handling. WP's Fresno agency really covers the South—way South, that is.

GEORGE JOHNSON, assistant rate clerk, and division chairman of the Brotherhood of Railway Clerks, was recently hospitalized for a checkup, released for work, but returned to the hospital for an operation.

R. J. CLELAND, office manager freight traffic, spent his vacation visiting in the Canadian Northwest. He reports having enjoyed a wonderful time.

L. B. LARSON, assistant general freight agent, has succumbed to golf, and is anxious to take on all divoters. He isn't going to do so well if his scores look anything like the basketball scores he used to run up while shooting baskets for WP's team a few years back. By's son, Don, is a sonar man, 3/C, with the U. S. Navy, now overseas.

DAVE BATES, junior clerk freight traffic, went to Seattle over the Holidays to visit his mother and best girl.

Head Steno TERRY BOYCE and husband, Al, vacationed recently at Amarillo, Texas.

JOE MATSON, assistant rate clerk, spent a few days at Soda Springs for winter sports.

Members of the industrial department procured Christmas tree ornaments from the Lucinda Weeks Spastic

鐵路作工人新年平安

我祝你們在亞太

"I wish all the employees of the W P a peaceful New Year," writes Don Hedgpeth after a year in the Army language school. On leave from the service bureau, and in the Army for two years, he plans to be married on May 28.

Children's Home and sold them to various stores.

BOB HARLAN, industrial agent, had his son, Ken, home from school in the East over the Holidays.

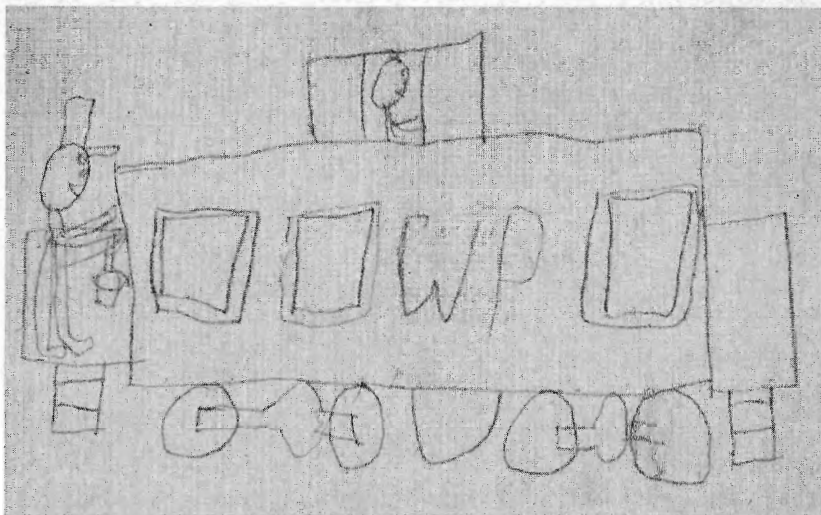
G. C. TURNER, rate analyst, and his wife, DORIS, former telegraph department employee, announced the birth of their third son, Lawrence Bruce, recently. HARRY PERRINE, chief clerk signal department, is the grandfather.

Former traffic employee, ART FREDRICO, stopped in for a visit recently. He is now attending a U. S. Air Force radar school at Keelser, Mississippi, and has his first stripe.

Welcome back to Mrs. HOWARD DANA, returned from a three-month's leave of absence. Her husband, HOWARD DANA, is traffic representative in the SF general agent's office.

When the Christmas Sharing Committee, PAT BEATTY, LENORE STUDD, and AGNES MCINERNEY, of the accounting department, decided to adopt a needy family for Christmas, they didn't realize that JOHN PICKERING would need a truck to deliver all the canned goods, other staple foods, clothing and toys

(Continued on Page 35)



What Daddy Does

Carol Ede, whose picture and drawing is shown above, writes that she is seven and a half years old and attends the second grade at Portola Elementary Grammer School. "My daddy's name is John S. Ede," said Carol, "and he is a promoted conductor but is a brakeman most of the time. He's a westend brakeman."

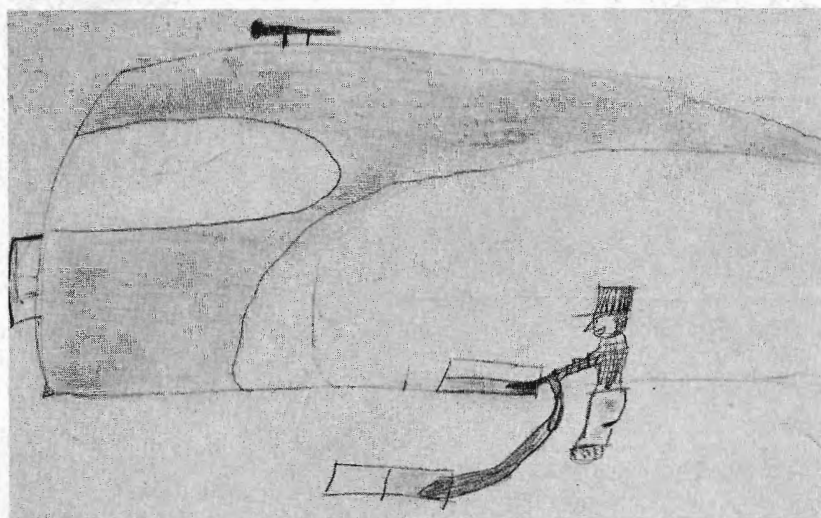
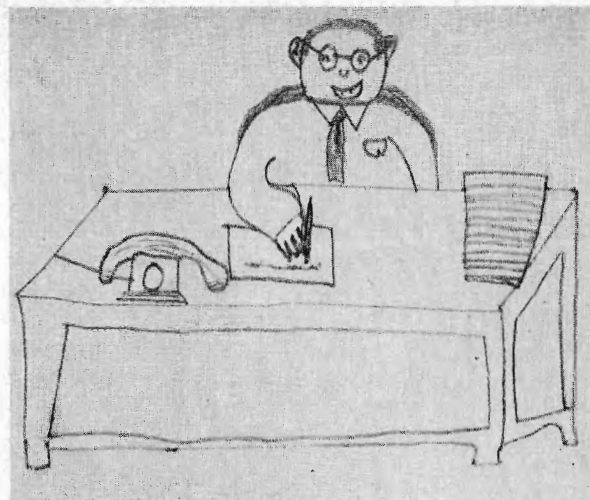
Anne Skootsky sent in a picture of herself and her brother. "My daddy's name is David A. Skootsky. His job is in an office. He has a telephone, and pencil and paper, and a typewriter, and he works on freight claims," writes

Anne, who is eight years old and attends the third grade at Buri Buri School, South San Francisco.

"My daddy is a hostler helper," writes ten-year-old Virginia Evans, who is a student at the Cole School in Oakland. "His name is Edward Evans, and he helps get the engines ready to make their trips."

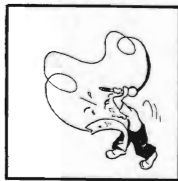
A new one-dollar bill is being sent to each of these young ladies. We think their drawing are very good, don't you?

Other drawings and pictures have been received from children of Western Pacific railroaders and will appear in future issues of MLEPOSTS when space permits.



SPORTS

By MAURICE A. NOTTER



Ernie Mancuso, WP engineer, remains "the champ" of the Western Pacific 20-UP CLUB bass derby with his 33-pound striper

that captured first prize of \$44.65. Ernie checked in a total of 278 pounds of fish during the derby.



Ernie Mancuso



George Henyan

Second place, and \$22.35, went to Yardmaster George M. Henyan for his 28½-pound beauty, and Conductor

J. J. Cowan took third with a 21-pounder that won him an improved Pflueger reel.

Lou Rushing, special officer, hooked an 18-pounder good for fourth place and a beautiful tackle box.

The mystery prize went to Frank Omnes, switchman. His 8¾-pound striper was nearest the sealed mystery weight of 7 pounds and 13 ounces, and he took home a home-baked cake and quart of fine wine for his efforts.

Because of their catches, George Henyan and J. J. Cowan are proud new members of the exclusive 20-UP CLUB.

* * *



The Transportation bowling team became first half champions of the San Francisco Western Pacific Bowling League January 6 by toppling the California Zephyrs twice to win the half, going away by four games after 15 weeks of pin smashing.

The Zephyrs, who could have tied for first by taking three games, won the opener to keep their hopes alive. Then Frank Thompson, Transporta-

tion's clutch-bowling anchor man, opened the second game with a spare and six consecutive strikes. The Zephyrs had no one to match Frank's 223 score with anchor man Pete Casey on vacation, and it was all over except for the shouting. Captain Thompson, aided by Spen Lewis, Carl Rath and Frank Murphy, did a fine job on a team that was short-handed most of the half.

A summary of their wins is as follows:

Transportation 8	Traffickers	1
Transportation 5	Zephyrs	4
Transportation 5	Split Pickups	4
Transportation 5	Feather River	4
Transportation 4	Mileposts	5
Total.....		27

The Zephyrs captured high team game with 903 and high team average with a 752. High team series went to Feather River with 2,419. High individual scores were Bill Dutcher's 225 game (Split Pickups), Frank Thompson's 586 series and 171 average (Transportation), who also bowled six 200 games and nine 500 series to capture those honors.

Credit goes to Cliff Ditty, John Graser, Carl Rath, Bill Williams, Frank Thompson and Horace Lohmeyer, who each bowled all 45 games in the first half, and to Lohmeyer for his total of 225 consecutive games without a miss.

Holding down the first five places in individual standings are:

	GAMES	AVG.	HIGH GAME	HIGH SERIES
Frank Thompson.....	45	171	223	586
Bill Dutcher.....	42	166	225	569
Pete Casey.....	39	164	209	536
Joe Lombardo.....	42	163	223	552
Jack Hyland.....	30	160	208	532

In the East Bay Western Pacific Bowling League, the 16th week of keeling finds four teams tied for first with

a four won and two loss record. Team standings are as follows:

	WON	LOST	AVG.
Passenger Traffic.....	4	2	723
Zephyr Yard.....	4	2	724
Repair Track No. 2.....	4	2	720
Freight Traffic.....	4	2	720
Switchmen.....	3	3	747
Freight Agents.....	3	3	730
Repair Track No. 1.....	2	4	735
Hot Boxes.....	0	6	734

Individual leaders are the following five:

	GAMES	AVG.	HIGH GAME	HIGH SERIES
J. Prise.....	48	173	213	573
M. Pierner.....	45	169	236	581
J. Dietz.....	37	163	202	569
T. Kyle.....	39	163	215	563

CABOOSING . . .

(Continued from Page 31)

(wrapped by EDITH BAER) collected from members of the department. The recipients, a mother and two daughters, 9 and 11 years, were overwhelmed. Soon after, a complete paper train addressed to the "WP Family," was sent by the little girls in appreciation.



Willie Brown, second from left, who recently announced her engagement to Robert Maxwell, was presented with a white orchid by her boss, Dave Spowart, right, auditor of equipment service accounts. Other gals are Pat Beatty, Edna Brown, Marie Cassou.

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RAILROAD LINES



The majority of forecasts of things to come indicate better prospects for railroads during 1955 than during 1954.

• • •
Ready for occupancy early this year, Frisco's new test laboratory at Springfield, Missouri, will feature 10 separate laboratories.

• • •
Santa Fe achieves better car reporting with new carrier line circuits and teletype designed to handle wheel report and car accounting traffic.

• • •
A rubber highway crossing has been installed on the Erie at Akron, Ohio.

• • •
Florida East Coast soon to have complete dieselization.

• • •
Canadian Pacific's all-stainless-steel transcontinental streamliner to begin service next spring between Toronto-Montreal and Vancouver will be named the "Royal Canadian."

• • •
"The Dixieland," new Chicago-Florida streamliner, was inaugurated by Chicago & Eastern Illinois in cooperation with the L&N, Florida East Coast, Atlantic Coast Line and NC&StL railroads.

• • •
Illinois Central's "City of Miami" went on an every-other-day rather than an every-third-day schedule.