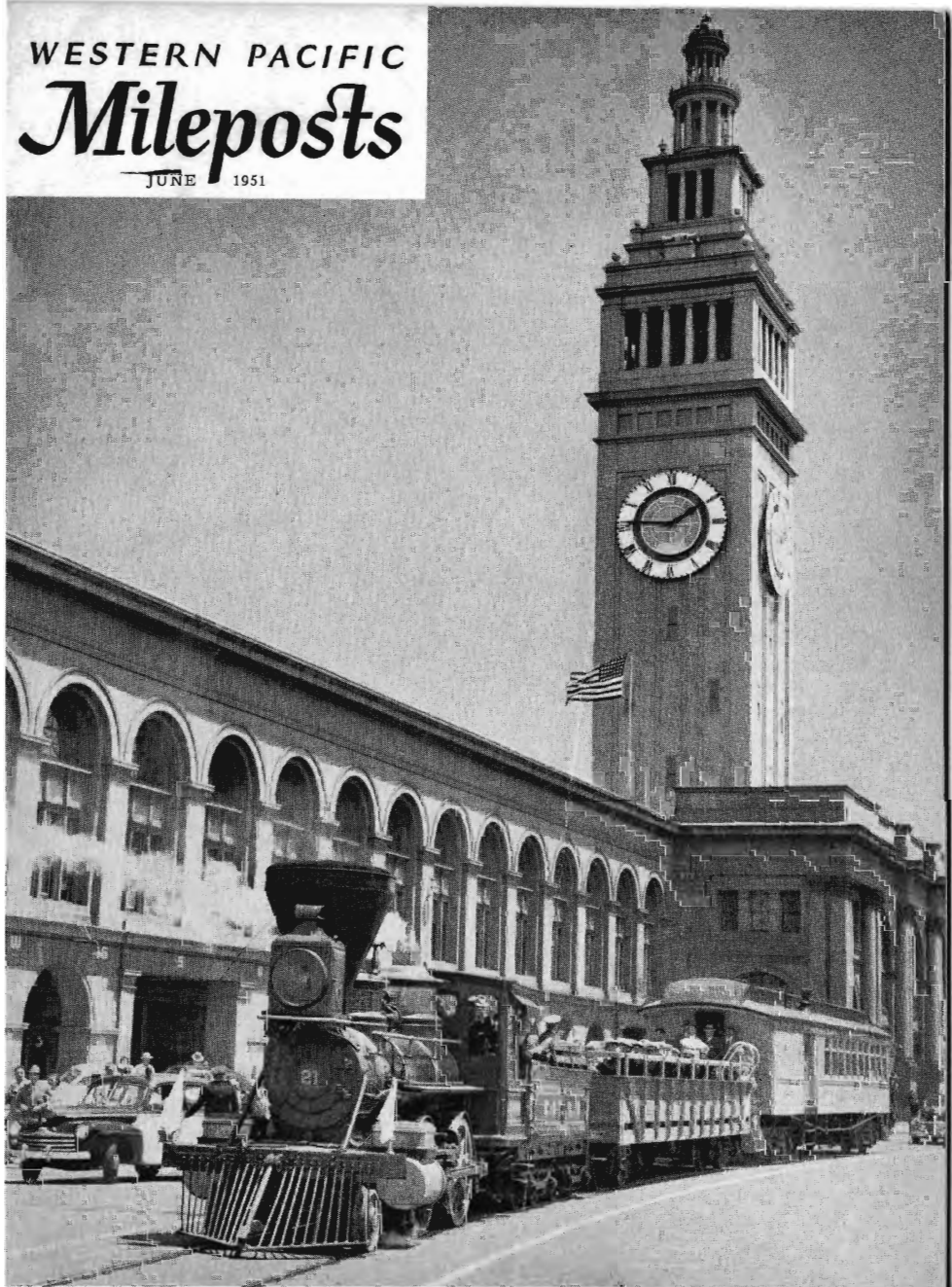
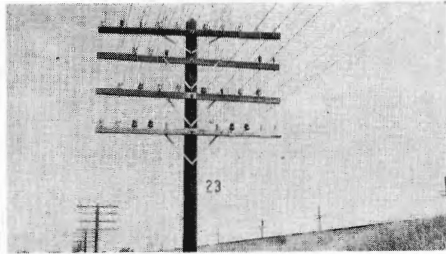


WESTERN PACIFIC
Mileposts
JUNE 1951



WESTERN PACIFIC *Mileposts*



Vol. II, No. 11

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Milepost No. 23

Department of Public Relations

WESTERN PACIFIC RAILROAD

SACRAMENTO NORTHERN RAILWAY

TIDEWATER SOUTHERN RAILWAY

526 Mission Street, San Francisco 5

Lee "Flash" Sherwood, Editor

• Arthur Lloyd, Jr., Associate Editor

Member American Railway Magazine Editors' Association

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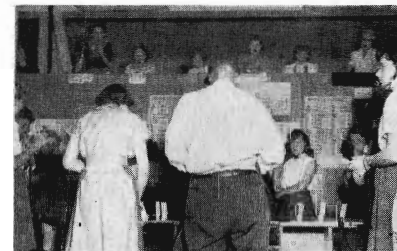
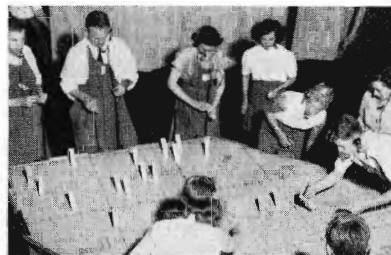
Hazel Petersen, third from left, receives group instruction on operation of plotting board.

Coffee Break

Through information furnished by active volunteer, Mrs. Hazel Petersen, MILEPOSTS correspondent and secretary to Assistant Superintendent H. E. Stapp, Western Pacific lost no time in being the first company to furnish civilian volunteers at the Oakland Filter Center with between-shift refreshments. A donation of 24 pounds of coffee, 25 pounds of sugar, and eight dozen cans of cream were presented to the organization by Colin Eldridge, as-

sistant trainmaster, on the evening of May 10, sufficient to serve approximately 1,450 cups of coffee. Since Western Pacific's gesture, many other organizations have likewise contributed.

The organization is a unit of the Aircraft Warning Service, operating under the auspices of the Oakland Disaster Council and the Air Force. Their duty is to receive from volunteer ground observers by telephone, re-



Volunteer supervisors, grid plotters, filterers and tellers, chart aircraft movements on diagrammed plotting boards.

EMPLOYEES AID WRITER

*For the want of a nail, a shoe was lost,
For the want of a shoe, a horse was lost,
For the want of a horse, a man was lost,
For the want of a man, a country was lost.*

The want of a jeep nearly lost a story for author Irene D. Paden, wife of Dr. William S. Paden, superintendent of Alameda schools.

After several years in trying to complete the tracing of the old Lassen Trail through northwestern Nevada for her latest book *Prairie Schooner Detours*, Mrs. Paden was forced to give up because of the difficulty of the last fifty-odd miles. Those miles could not be negotiated with an ordinary car, and the need was for a jeep and a well-informed local resident as a guide.

Our story begins at a meeting of the Political Science Club of Berkeley. There Mrs. Paden became acquainted with Mrs. Henry C. Wendt, wife of Henry C. Wendt, auditor of miscellaneous accounts, and learned of her connection with the Western Pacific.

It seems that every year, when making their futile attempts to follow the trail, the Padens had watched the Western Pacific trains skirting the southern edge of the Black Rock

Coffee Break . . .

ports of all aircraft movements in Northern California, trace the information on large plotting boards, and pass it on to the Air Force where it is combined with information from the radar net for use in interception and air raid procedures.

Men and women between the ages of 15 and 75 are invited to visit the Center

Desert, and believed some of the WP personnel would have entree. Their troubles ended when, after talking with Mrs. Wendt, Mr. Paden wrote to Homer Bryan, retired assistant to the general manager. Arrangements were made for the Padens to contact Annabelle Albrecht, agent at Gerlach, who put them in touch with a local cattle rancher, G. C. Jackson, and his jeep. Trainmaster A. W. Taylor guided the Padens out to Mr. Jackson's ranch toward the Black Rock Range and saw that everything was well under way before he left the party. Mr. Jackson not only permitted the use of his jeep, but went along to drive and share in the fun.

A brief account of the affair is in the book, pages 165 to 181, and full credit is given the Western Pacific on pages 165 and 166.

In a letter to Mrs. Wendt, Mrs. Paden wrote: "It was one of the most unusual and important field trips that we have ever had in over 20 years of such work, and I'm sure that every person involved was pleased with the result. We are most grateful to the officials and personnel of the Western Pacific, not only for their help, but for the gracious and efficient way in which they gave it."

at 610 Sixteenth Street, Room 423, Oakland, any day or evening except Saturday or Sunday, and register for a regular training period suitable to their convenience. One volunteer who performed similar work in the famous Battle of Britain states: "It is work that anyone can do, it is fascinating, and gives me a feeling that I am doing something in return for the privilege of being an American citizen."

Don't Be HALF Safe!

BEHIND THE STATISTICS

By C. C. Drake, Director of Safety,
The Oliver Corporation, Chicago, Ill.

Figures are important! Also cold.

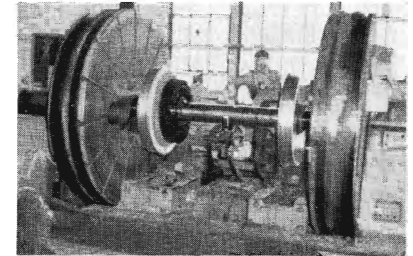
They tell us how many people have accidentally been injured, and how severely. They give us our compensation costs, medical and hospital costs, and the indirect costs of these accidents . . . but! most of you who read this news have a deeper concern over the *people* involved in the figures.

The man in first aid has just lost a finger in a punch press. This accident makes a blot on the safety record, and the boss is fit to be tied. But how does the man feel? Sure, it hurts or will hurt, depending on the degree of immediate nerve shock. Probably he will not be too greatly physically impaired, but he will finish his life with a permanent deformity.

An eye lost? Lost forever, of course. Only one left or total blindness. When it happens you tell the victim *and* his family, hopefully lying, "maybe the doctor can save it." You know better, in most cases.

A hand, arm, foot, leg—figures on the record; but hell to the loser. Then the dread we all subconsciously harbor becomes a reality—THE FATAL INJURY. Here the family suffers, *after* the injured person.

You people who have had to tell a seriously injured man and his family how badly he is injured—you who have had to tell a bereaved family that the one they loved and depended on won't come home, ever, know that there is a sad, terrifying, horrible story



Machinist Al Smith has worked at the Oroville roundhouse since 1936 and has a clear safety record. Of the "old machinist's" school, Al always wears his safety glasses, and is considered by the foreman to be one of the best workmen.

behind the statistics! This is why bettering the figures is so important, so human, and so gratifying.

THE HEAT'S ON

The sun packs a real wallop these days and heavy work is hot, sweaty work. And a lot of sweating is likely to make a guy run close to heat exhaustion. If you can't just relax under the old apple tree, keep up your intake of salt, either by seasoning your food more heavily or by taking plenty of salt tablets. Very few of us, because of health problems, can't take too much salt.

If your doc hasn't warned you against it, salt is a good prescription against too much heat.



Meet Your General Chairmen

(This is the fifth of a series of articles about Western Pacific's General Chairmen. Personalities of the employees serving as General Chairmen for the other railroad labor organizations, as well as the chairmen who are not WP employees, will appear in future issues of MILEPOSTS.)

George Clark was born at Pendleton, Oregon, July 4, 1911, just one year after that city first became famous for its nationally known Pendleton Round-up, which has been an annual event each September since 1912. George's chances of becoming a leading bronco-busting champion were reduced to bucking freight cars for the Southern Pacific at Dunsmuir, California, in 1936, following an education received in public schools at Roseville and Sacramento, California, and from the Sacramento Junior College.



Railroading for George was an inherent trait, coming from a railroading family of long standing, and four years later found him working as switchman for "the friendly" at Oakland, where he remained until joining Western Pacific on January 12, 1941, as a switchman on the Western Division working at Portola, and later transferring to Sacramento.

His first assignment with the Switchmen's Union of North America came with his appointment as local chairman in 1945, later advancing to Acting General Chairman in 1946, which position he held until accepting his pres-

ent position as General Chairman of that organization in October, 1947. He continues to work as switchman for the company on a part-time basis, with headquarters at Sacramento.

Holding down two jobs leaves little time for other activities, but he still manages to occasionally get away on week-ends for a little hunting or fishing, when he isn't trying to break par out at Sacramento's long and tough Municipal golf course.

George resides in Arden Park Vista, a suburb of Sacramento, with his wife and son, Michael, 5, who is a dead ringer for Pop. When he starts kindergarten this fall, Michael is all set to tell his pals just why Western Pacific is a mighty swell railroad. He has his own electric train which he calls the "California Zephyr" and is becoming quite impatient for his first ride on the original train.

IT'S THE TRUTH!

Most of you are familiar with the world-famous "Believe It or Not!" cartoons that appear in many newspapers and publications throughout the United States and Canada.

Their president, Douglas F. Storer, is now making plans for traveling and would like suggestions of places to visit that would offer material, suitable for their use in cartoons, television, radio, pictures, books, etc.

Anyone having any "Believe It or Not!" experiences or knowing of material that might be interesting may contact Mr. Storer at 2214 RKO Building, Radio City, New York 20, N. Y.

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:

Clarence W. Albee, motor car machinist, Oakland.

Robert H. Bell-Booth, electrician, Sacramento Northern, Chico.

Rufus C. Crampton, clerk, Oakland.

Charles W. Enke, carman, Elko.

Herbert E. Fey, machinist, Oakland.

Melville S. Jarrett, signal maintainer, Belden.

Elmer A. Manier, freight agent, Sacramento.

Henry M. Smith, blacksmith's helper, Sacramento.

Theron J. Smith, switchman, Stockton.

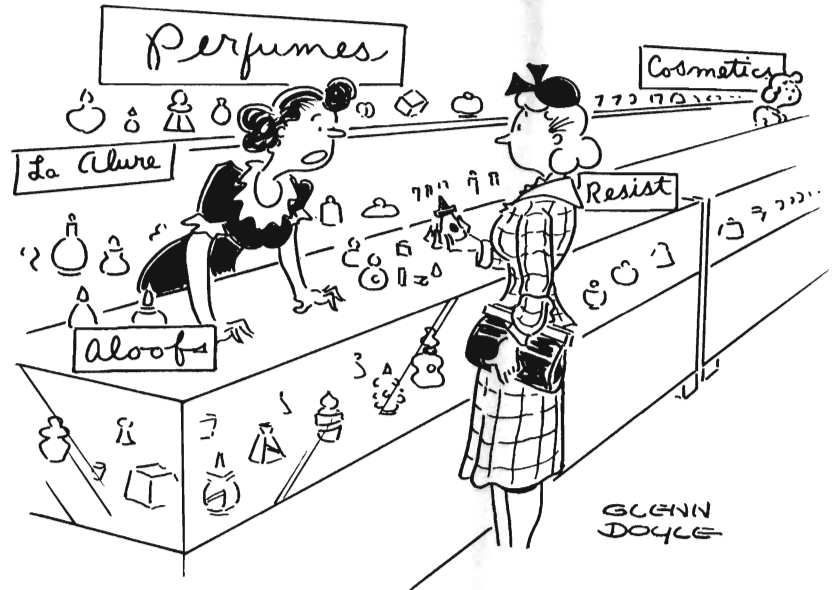
Charles W. Stock, stationary engineer, Gerlach.

George M. Vardes, trucker, Sacramento Northern, Yuba City.

TS Conductor Retires

After 37½ years of service, Joe Lemons, Tidewater Southern conductor, retired on May 16. He was presented with a table radio by his associates to take with him to his home at Mendocino.

Lemons spent two years with WP before coming to Tidewater Southern on November 12, 1912.



Frankly, if he's a railroad man, you don't need ANY perfume!"

"CABLE CAR CARNIVAL"

In honor of, and coinciding with the publication of *Cable Car Carnival*, most recent book by Lucius Beebe and Charles Clegg, Mayor Elmer E. Robinson officially proclaimed the week of June 3 to 9 as "Cable Car Week."

San Francisco's cable cars, prime attraction for many thousands of tourists and rail fans, and for nearly three quarters of a century the Bay City's trademark, have been portrayed for the first time in definitive and luxuri-



This picture of No. 524, taken at WP's exhibit at the Chicago Railroad Fair, and other WP photos appear in the book. WP also gets a plug in a three-page article about the book in the June 2 issue of *Collier's*.

ous book form by these famed authorities on Western Americana. The invention of an ingenious Scotsman, Andrew Hallidie, the little cars were the answer to public transportation up and down the city's precipitous hillsides, where they have remained predominantly a San Francisco institution and, indeed, the city's most identifying hallmark.

When Western Pacific borrowed Powell Street car No. 524 and put it into operation at the Chicago Railroad Fair in 1949, more than 416,000 visitors climbed aboard for a ride

around the 800-foot track complete with hill and turntable. The car has since returned to operation on San Francisco's famous Powell Street.

Cable Car Carnival is more than a story about the cable cars—it is also, essentially, the story of the great years of America's most individualistic city, fabulous for its Palace Hotel, the nabobs of Nob Hill, Wells Fargo, the Poodle Dog cafe, Lotta Crabtree, Lucky Baldwin and champagne for Sunday breakfast at the Cliff House.

Published by Grahame Hardy, 2046 East Fourteenth Street, Oakland, the book is replete with pictures.

HOSPITAL DUES

Due to some employees not realizing the importance of keeping up their hospital association dues when off account illness, leave of absence, furlough, etc., the Board of Directors of the medical department wish to notify all employees that no medical treatment will be given those who have not paid their dues, nor can they be reinstated until such time as they return to active duty.

Dues are payable by the 25th of each month, beginning with the first calendar month off the payroll, and should be sent to the Medical Department of the Western Pacific Railroad, San Francisco.

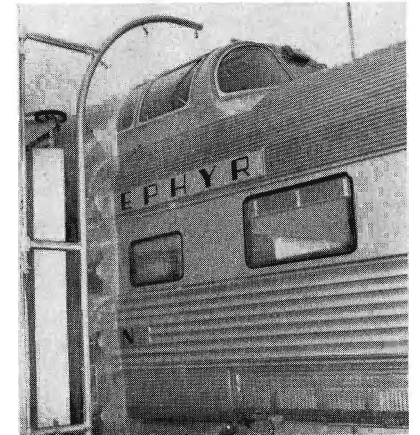
Dear Editor:



May I take a small strip of copy space in our magazine to extend thanks to my many friends and acquaintances on both the eastern and western division signal and telegraph departments who chipped in and bought for me a fine G. E. radio, which L. B. Carter delivered to me April 26 as a token of friendship on my retiring from active railroad service, January 25, as signal maintainer at Oroville. I am keenly aware of the significance of the good-fellowship and mutual friendship that was conveyed to me along with the fine radio. Long after the radio is outmoded and worn out, this token will, I assure you all, be remembered by me as one of those things that happen only once in every individual's lifetime. Unlike old soldiers, signal men don't just fade away—they just stick around to see what will happen next. I plan to listen to my radio and watch progress, whether it goes forward or backward. It can't stand still for a long time yet. So I want to take this means of thanking all concerned for this fine gift. I am reminded of the old adage that "old friends, old books, and old shoes seem to wear the best." One never realizes how many friends one really has until they stand by to be counted off. So thanks a million, fellows, for all favors, past and present. Best regards to you all.

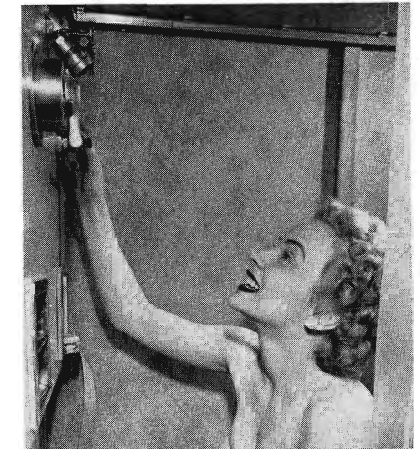
JOHN E. WILLIAMS,
2955 Greenville Street
Oroville

Zephyr Showers Outside and Inside



The California Zephyrs pass through a mechanical washer at Portola, prior to starting their westbound trip through the Feather River Canyon, and again at Western Pacific's Oakland Yard after their transcontinental run from Chicago. The trains also pass through showers at Salt Lake City, Denver and Chicago, while the trains are on the D&RGW and CB&Q.

Not to be out-showered, lovely Amilie Thompson, Chicago, uses shower facilities inside the luxurious train, available to drawing room occupants.





The "Charles O. Sweetwood" gets a ride behind the engine on the Reno local en route to the next town following the collection of blood from residents of "The Biggest Little City in the World."

BLOOD PROCUREMENT CAR ROLLS ON

On May 6, G. H. Kneiss, assistant to president, accepted on behalf of the company, a Certificate of Appreciation from the Oakland Chapter of The American National Red Cross. The award was made for Western Pacific's outstanding cooperation in making available the "Charles O. Sweetwood" traveling blood procurement car, for the collection of blood from donors of cities and towns not having such facilities available.

Following is the latest available record of donations:

STATION	No. Days	Donations
Clearfield Naval Depot (Utah).....	3	299
Ogden Arsenal (Utah).....	2	182
Salt Lake City.....	4	360
Reno.....	4	303
Reno Junction.....	1	6
Stockton.....	1	15
Thornton.....	1	84
Berkeley.....	3	125
Milpitas.....	1	12
San Jose (American Can Co.).....	1	51
Alameda (Encinal Terminals).....	1	69
Oakland (WP employees).....	2	51
Westwood (Keddie-Bieber Line).....	2	206
Little Valley (Keddie-Bieber Line).....	2	110
Bieber (Keddie-Bieber Line).....	2	160
Donations April 20 to June 9.....		2,033
Previously donated.....		4,661
Total.....		6,694

We regret to report that Louis Griffin, porter aboard the car since its dedication on January 10, was suddenly taken ill. Porter George Caldwell is now assigned to this duty.

In Memoriam



Victor M. Acosta, laborer on the eastern division, died April 14, 1951. Mr. Acosta entered company service in July 1950. He is survived by a brother, John M. Acosta, of Vallejo, California.

Jesse Barnett, switchman on the western division, died April 23, 1951. His service with the company began in December 1938. Mr. Barnett is survived by his widow, Mrs. Morney Barnett, of Albany, California.

Western division engineer, George Louis Dorris, died April 15, 1951. He came to Western Pacific in July of 1928. He is survived by his widow, Mrs. Ruth Dorris, of Alameda, California.

John O. Goodwin, eastern division roadmaster, died March 29, 1951. Mr. Goodwin entered company service in November 1931. He is survived by his widow, Mrs. Edna Grayce Goodwin, of Winnemucca, Nevada.

Arthur F. Megerle, towerman for the Sacramento Northern, died on April 3, 1951. Mr. Megerle entered SN service September 22, 1944. He is survived by his widow, Mrs. Bertha J. Megerle, of Oakland, California.

Robert Peters, carman at Sacramento Shops, died February 27, 1951. He entered company service on February 26, 1927. Mr. Peters is survived by his widow, Mrs. R. Peters, of Sacramento, California.

Everett C. Rollow, eastern division yard clerk, died March 4, 1951. He came to Western Pacific in September of 1950. Mr. Rollow is survived by his widow, Mrs. Helen Rollow, of Elko, Nevada.

MILEPOSTS



IN GOLD

Western Pacific congratulates the following employees to whom Service Pin Awards were made during the month of May, 1951:

40-YEAR PIN		
F. C. S. Bagge.....	Traffic Representative.....	Oakland
35-YEAR PINS		
Harold B. Glatt.....	Clerk.....	Western Division
F. C. McKinnie.....	Clerk.....	San Francisco
30-YEAR PINS		
Frank N. Bennyhoff.....	Roundhouse Foreman.....	Mechanical Dept.
Cecilio Borjas.....	Section Foreman.....	Eastern Division
Joseph W. Fraga.....	Sheet Metal Worker.....	Mechanical Dept.
Irvin E. Williams.....	Locomotive Engineer.....	Eastern Division
25-YEAR PIN		
Otto M. Beard.....	Roundhouse Foreman.....	Mechanical Dept.
James C. Caughey.....	Machinist.....	Mechanical Dept.
James A. Edwards.....	Roundhouse Foreman.....	Mechanical Dept.
Henry F. Seavers.....	Clerk.....	San Francisco
20-YEAR PINS		
Howard Carlisle.....	Machinist's Helper.....	Mechanical Dept.
Frank E. Thomas.....	Machinist.....	Mechanical Dept.
15-YEAR PINS		
Eliseo Herrera.....	Section Foreman.....	Eastern Division
Ray W. Huffmon.....	Dispatcher.....	Western Division
Emma McClure.....	Chief Clerk.....	Law Department
Wildy G. Miller.....	Machinist.....	Mechanical Dept.
Carl B. Ross.....	Water Service Maintainer.....	Eastern Division
10-YEAR PINS		
Clarence R. Brandt.....	Carman.....	Mechanical Dept.
Virgil A. Burch.....	Carman.....	Mechanical Dept.
Jose F. Castro.....	Section Laborer.....	Western Division
James W. Daniel.....	Conductor.....	Eastern Division
Maurice M. Deeley.....	Traffic Representative.....	Pittsburgh, Pa.
Verl H. Garvis.....	Boilermaker's Helper.....	Mechanical Dept.
Lorenzo Ghilardi.....	Blacksmith's Helper.....	Mechanical Dept.
William B. Gray.....	Machinist's Helper.....	Mechanical Dept.
Neil L. Hagen.....	Carman.....	Mechanical Dept.
Frank G. Hardwick.....	Agent-Telegrapher.....	Western Division
Richard J. Joyce.....	Conductor.....	Western Division
William B. McCullough.....	Clerk.....	Western Division
Lawrence E. McElroy.....	Carman.....	Mechanical Dept.
Clifford A. Morgan.....	Conductor.....	Western Division
William Parry.....	Master Mechanic.....	Mechanical Dept.
Walter L. Phipps.....	Locomotive Fireman.....	Western Division
Carl C. Rathburn.....	Carman.....	Mechanical Dept.
Fred O. Robbins.....	Traffic Representative.....	Chicago
Ralph Tiffany.....	Switchman.....	Western Division
R. V. Wolf.....	Clerk.....	Store Department

An elephant escaped from a traveling circus in a remote country town.

A panicky housewife called the police. "You've got to help me. There's a big gray animal in my garden pulling

up cabbages with his tail."

"What's he doing with them?" asked the desk sergeant.

"If I told you," said the woman, "you'd never believe me."

PROMOTIONS AND TRANSFERS

Walter C. Brunberg was appointed coordinator safety and training, effective May 16, with headquarters at San Francisco.

Born at Oakland May 6, 1918, he started out on a career in the insurance business following high school graduation in 1936, but gave that up for railroading and entered Western Pacific's dining car department on April 1, 1937, as linen clerk. Following other duties in that department as assistant storekeeper and secretary, he came to general office in May of 1941 as general clerk in the passenger traffic department. From December 1942 until April of 1943 he was head clerk in the military bureau which ended when he joined the armed forces in May as private, advancing to rank of captain in the U. S. Army Transportation Corps by the time he received his discharge in May of 1946. His service included duty at Prince Rupert, B. C.

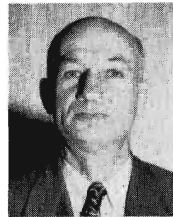
Returning to Western Pacific the following June as assistant superintendent of the dining car department, he remained in that position until his recent appointment.

His family includes, besides his charming wife, 3-year-old Mike, who is a chip off the old block.

He likes to spend his spare time building pieces of furniture for his recently acquired home and takes considerable pride in many of the wood-working "gadgets" he has made a part of his shop. Walter also enjoys bowling,

and probably acquired his fondness for fishing from an acquaintance with the salt water while his father, Captain Gus Brunberg, was skipper for the Sacramento Northern's ferry *Ramon*.

Effective May 16, E. F. DeMotte was appointed assistant auditor of miscellaneous accounts, with headquarters at San Francisco.



Ed and his parents came west in 1904 from his birthplace in Arapahoe, Nebraska, at the age of two, and up until 1928, while completing elementary schooling and a commercial course at Heald's Business College in San Jose, worked at farming, selling and as office manager for a fruit shipping concern. He entered the traffic department of the Western Pacific as a stenographer-clerk in May 1928, resigned in March 1931 to accept a position in the passenger department of the Missouri Pacific in San Francisco, which position terminated with the depression in January 1932.

After five years of various part-time employment, he returned to Western Pacific as a stenographer-clerk in the trainmaster's office in Oakland on July 19, 1937. He transferred to the transportation department in San Francisco in the latter part of 1937, and entered the accounting department in December 1938 as stenographer. With the exception of eighteen months in the engineering department as a valuation

accountant, Ed held various clerical positions in the auditing department from 1938 until July 1949, when he was appointed assistant to general auditor in charge of insurance. He was appointed to position in charge of income taxes on December 1, 1950, which position he held until May 15 of this year.

Ed lives with his wife in Oakland, has one son in the Army and a daughter attending University of California.

Gardening, fishing and hunting consume most of his spare time, and we doubt if his friends and fellow employees have ever seen Ed without his ever-present stogie.

Effective May 16, Jess Doud, Jr. was appointed auditor of payroll accounts, succeeding Lee Michelson, transferred to the operating department.

Doud was born August 18, 1915, at Bussey, Iowa, and graduated from Dallas Consolidated High School, Dallas, Iowa, in 1933. He studied civil service at McMaster - Paine College, banking at the American Institute of Banking, and received a real estate license after studying real estate law in 1941. At the present time he is completing a home course in accounting principles through the University of California at Los Angeles.

Before coming to Western Pacific in January 1942 as a ticket assorter, Jess worked at farming, as general clerk, elevator operator and office sales manager, but a desire to enter the transportation business brought him to the railroad.



He progressed to position of passenger report clerk in April 1942, inter-line clerk in September of that year, claim clerk in December 1943 and government clerk in July 1944. In April of 1946 he was appointed traveling auditor and was promoted to traveling accountant August 9, 1948, which position he held until his recent appointment.

Doud is single, lives in San Francisco, and is a member of the Masonic Order, Scottish Rite and the Islam Temple of the Shrine. As a sportsman, he participates in fishing—period, although he also enjoys carpentry, color photography, gardening and touring as hobbies.

E. J. Green, appointed assistant to general auditor in charge of income taxes, effective May 1, was born in Salt Lake City on August 18, 1924, where he finished elementary and high school.



Following three years in Uncle Sam's Navy as communication officer, Pacific Area, he entered Stanford University, leaving there in 1949 with a Master's Degree in Business Administration.

He then entered the tax department of the Pacific Gas and Electric Company where he remained until leaving to take up his present position with Western Pacific.

While with the gas and electric company he was instrumental in promoting several golf tournaments and has already set his goal for similar activities for Western Pacific employees. He would be glad to have any one inter-

New School for Railroad Police

The first school of its kind, designed especially for the training of railroad special agents, was held at the Congress Hotel in Chicago, June 4 to 15, under the auspices of the Protective Section of the Association of American Railroads. Known as the National Railroad Police Academy, the school has been under study for many years with the view to development by the A.A.R.



One of more than fifty special agent members of the various railroads throughout the United States, Western Pacific was represented by Clarence C. Cox, assistant district special agent and claim adjuster, of Sacramento, who attended the meeting at the request of A. D. Thatcher, chief special agent and general claim agent.

Classes held throughout each day, covering every phase of railroad police work, were highlighted with on-the-spot demonstrations and instruction in handling relations with other law enforcement agencies, relations with the general public, scientific crime detection, theft, search and seizure, laws and mechanics of arrest, investigation of freight claims, use of firearms, fire inspections, first aid, photography, court procedure, patrol work, civilian defense and other related subjects.

Cox was chosen to attend the meetings because of his fine record since joining the department on January 18, 1937, and because of his valuable training in espionage and sabotage work received during World War II while serving both in this country and Europe. As a result of the information received at the school, Cox will establish and conduct a course of training with other members of the department upon his return to Sacramento.

Promotions and Transfers...

ested in the sport contact him for further details.

Jim lives in Palo Alto with his wife, and at press time are making plans for the arrival of their first child.

He is a member of the Alpha Kappa Psi, an honorary business fraternity, and besides being a low handicap golfer, finds a little time for tennis and fishing.

We welcome him to the Western Pacific family.

Effective June 1, headquarters for E. L. McCann, district special agent and claim agent, were transferred from Keddie to Oroville Yard. His territory through all of the mountain area, including the Northern California Extension and over to Reno, will remain unchanged.

McCann's assistant, L. E. Hibbs, Jr., will continue to maintain his headquarters at Portola.



Early arrivals check in at the entrance gate.

WE TOLD YOU NOT TO MISS IT!

Western Pacific employees are still talking about the wonderful time they had at the Annual Picnic on Sunday, May 27, at Linda Vista Park in Mission San Jose. A record-breaking attendance of 2,193 employees and their families and friends were there, including 610 kids. They watched a softball team from Sacramento Shops beat their Stockton opponents by a score of 14 to 1. They consumed huge quantities of food and free coffee, competed in races, played games and went swimming. They topped it off with dancing and more food and went home tired, but with a feeling that it was the finest WP picnic ever held.

According to Frank Rauwolf, picnic chairman, cars began entering the park at 8:30 in the morning and they continued to arrive well after 1:00 p.m. Those who arrived too late to find a

table under the trees simply spread their blankets and lunches on the huge lawn and joined in the fun.

Those lucky enough to hold the right tickets went home with an electric roaster and a big, juicy steak encased in ice, a blanket, "one year's supply of eggs" (box of baby chicks), a coffee master, ham, case of beer, sack of potatoes, two beverage sets, a camera set, Canasta set, and a garbage disposer. The kids lapped up hundreds of bottles of free soft drinks, and those too small to swim dunked themselves in the wading pool and screamed their way around the whirligig and ferris wheel. The only disappointment of the day was the failure of the "Junior California Zephyr." Engine trouble prevented the kids from using their "free ride tickets," but they had a fine time sitting in the coaches and giving in-



structions to the mechanics "sweating it out" around the engine.

And don't think the "bosses," from President Whitman on down, didn't have fun! They did, and they told everyone so. In fact, Chairman Rauwolf received the following letters attesting to the fact:

"I would like to take this opportunity to congratulate you on the very fine job you did in connection with our employees' picnic held last Sunday. This also goes for your committee which functioned perfectly.

"I have attended many Western Pacific picnics and I think that this one tops the list."

(Signed) C. L. Droit, Secretary.

"I want to compliment you and your committee on a job well done at our annual picnic yesterday.

"Mrs. Gosney and myself, together with all the people we contacted, had a most enjoyable day and all were most complimentary in their praise of the committee's work."

(Signed) L. J. Gosney, Comptroller and General Auditor.

The committee was composed of Emmett Dillon, Ian Ferguson, Jack Hyland, Ken Lewis, John Miller, Tim Moran, Tony Quill, Nick Schoeplein, Les Stoltzman and George Welch of general office. They were ably assisted

Hy O'Rullian lowers the boom for a single and brings in one of the 14 runs scored by Sacramento Shops in their win over the Stockton team at the Annual Picnic. Conductor McCann, sparkplug of the Stockton team, never made the catch, and Umpire Ethel Carlson, transportation department, keeps her eye on the ball.

(Other baseball pictures on Page 30)

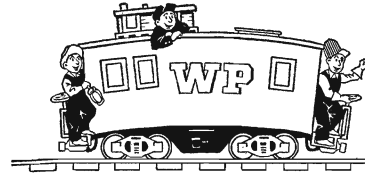
by Walter Bryant, Eighth and Brannan; Jimmy Dillon, Oakland; Hy O'Rullian, Sacramento; George Keyes and Johnny Carroll, San Jose, and A. D. Prato and I. A. McAttee, Stockton, in the distribution of tickets and promotion of the record attendance.

Thanks is also due Franklin Louis, engineering department, for making up the attractive picnic posters and signs, and to the many friends and patrons of the company who made possible the fine selection of gate prizes.

A meeting of the picnic committee was held on June 4, at which time plans were presented and discussed for making next year's picnic even better.

A brakeman was brought to court following a fight. "Tell me your story," said the judge. "Well, I was in a telephone booth, talkin' to my gal, proposin' marriage," explained the brakie, "when this feller suddenly wants to use the phone. He opens up the door, grabs me by the neck and throws me out." "Then you became angry?" the justice asked. "Dad-blamed if I didn't, sir," the brakeman told him. "But I got real sore when he reached in, grabbed and threw out my gal, too!"

—T&P Tracks.



Caboosing

Wendover

The telegraph offices at Knolls and Pilot have been closed. GRACE LAMEREAUX from Knolls is relieving DEANE BURHMANN, third trick, Wendover, who, in turn, is relieving JOHNNIE NAYLOR, agent, Burmester. C. I. DAVIS from Pilot is on leave on account of a death in his family in Texas. Our sincere sympathy to him.

ANNABELLE ALBRECHT came over from Elko late last month to begin her assignment as relief telegrapher, and we welcome her to Wendover.

We're all going to miss BRENT and MRS. "PETE" PETERSON, but wish them the best of luck at Elko, where Brent takes up new duties as assistant roadmaster. WALT WALBRUCK has been filling the section foreman's job until the arrival of C. J. CLONTZ from Knolls, successful bidder.

The third subdivision roadmaster's office has been moved from Wendover to Wells. When roadmaster's clerk, PAULINE MILLIGAN, moved also, SHIRLEY LEE lost her best "back fence gabbin'" buddy. We'll miss DAVE and WANDA CHARLEBOIS and family, and want them to be sure to let us know "is it a boy or a girl?"

We missed seeing GUS SNOWBERGER, retired conductor, who rode out on No. 1 a few days ago to see how we're all doin', but understand he looks fine and is enjoying his Salt Lake visit from his home in Los Angeles.

Engineers CECIL TRUMBO and FRANK NELSON are both vacationing in New York City. Speaking of vacations, our apologies to Conductor J. B. "BERT" PRICE for not reporting his big month in New York last September. Our "grapevine" must need a little shot in the arm!

We are all anxiously awaiting the return of BARNEY LAVELLE, switchman, from his vacation so he can model his new "blow your top" hat, sent him by an anonymous well-wisher. It consists of a beany with a small old-fashioned automobile squeeze horn perched on top. Woo-woo!

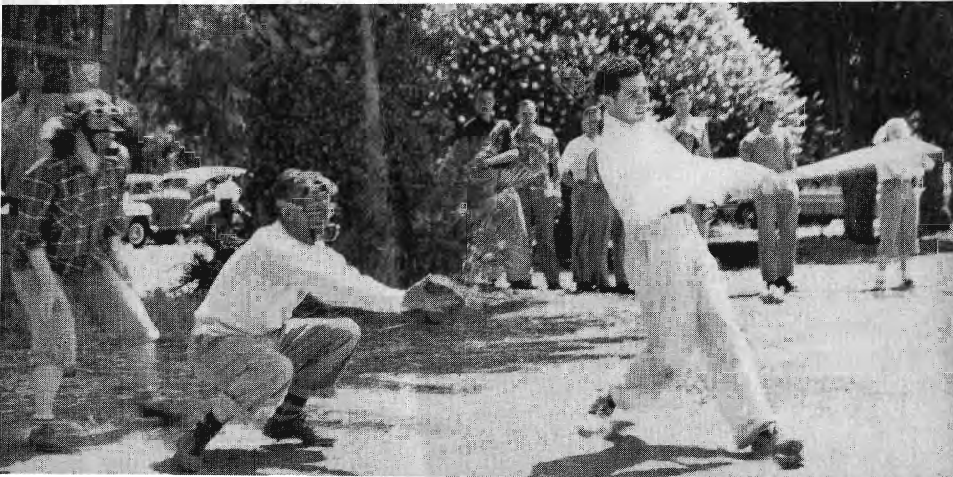
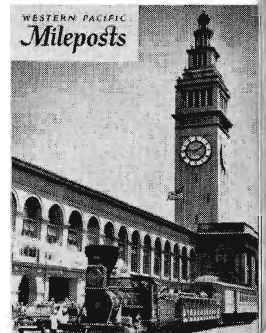
Glad to see DAN HERNANDEZ, stationary fireman, back on the job after some time in San Francisco for medical treatment.

Our best wishes go to H. L. MCGLOTHLIN, Salt Lake trainmaster, now

JUNE COVER

Old V&T woodburner "J. W. Bowker" hauls a W.P. gondola with the S. F. Municipal Band and W.P.'s antique combine 402 with civic dignitaries from the Ferry Building to the opening of the Maritime Museum in San Francisco on May 27. Mayor Robinson was in the cab, having been presented with honorary membership in the BLE by Local Chairman W. S. Cope. Representing W. P. on the trip over the State Belt Railroad were William Good, Oakland roundhouse foreman; H. E. Poulterer, vice-president; and G. H. Kneiss, assistant to president. Amazed crowds greeted the old woodburner as she first failed to make the 6 per cent grade on Beach Street, then took another run and went over the top.

S. F. Chronicle Photo.



on sick leave. "Shrimp" is being relieved by LEE MITCHELSON of San Francisco.

Sacramento Northern

Understand J. L. MAYFIELD, brakeman, is at the University of San Francisco hospital in San Francisco, and J. L. BUTLER, engineer, is ill in Sacramento. SN brakemen have donated approximately 30 pints of blood to the blood bank for Mayfield's operation.

By having a new dish-washing machine installed in his kitchen, PRESIDENT KEARNEY can now listen to the cowboy programs each night with his boys.

When MILT ZIEHN was married in Carson City last month, he took along a tape recording machine to prove it, but it doesn't say anything about "obey." He promises to send in a picture of the domicile and as much of the family as will stand still at the same time as soon as he gets his yard looking like a *Sunset Magazine* picture.

Sacramento Store

JAMES LEE, storekeeper in charge of diesel materials, attended the Purchase and Store Course at La Grange, Illinois, and H. J. MADISON, general storekeeper, left the first of June for the annual AAR Purchase and Store meeting in Chicago.

NORMA JOSEPH is working on ANN FRENCH's desk while she is on a thirty-day leave on account of the return of her husband, Lieutenant Charles French, from active duty in Korea.

We welcome to WP, HELEN MELSON, comptometer operator, and ESTELLE KOZICKI, clerk.

With vacations on the agenda, NORMA LEE ALLEN will be helping us out in the office.

ALTON DABBS just returned from a vacation spent at home getting acquainted with his little daughter, Linda Lee.

RENO PICCHI and his wife spent a short vacation in Fresno.

We cordially invite BOB MUNCE to get away from that wonderful (hmmm!) Los Angeles weather and come up to Sacramento for some real honest-to-goodness super weather.

Keddie

Cynthia Louise Barry recently arrived at the home of Roadmaster CHET BARRY and wife, proud of her 7 pounds and 13 ounces.

Mrs. E. E. Reddick, wife of Brakeman REDDICK is now home after spending over two months in a Houston, Texas, hospital. She was stricken with a heart attack and pneumonia while on their vacation, but is much better.

While BOB McILVEEN, trainmaster, and his wife vacationed in Oakland and San Francisco he managed to get in a little deep-sea fishing, and arranged to move all their furniture up to Keddie.

Brakemen ED HARRIS and CLAUDE TRIPP spent a couple of weeks recovering from recent injuries.

Several inches of snow disappointed the lake fishermen of Keddie on opening day, May 1, but stream fishing opened May 26 with no snow and much better results.

Enjoying a few days' vacation in San Francisco and Oakland recently were Brakeman CLAUDE TRIPP and family and Conductor ANDY STENE, his wife and new baby son, while Conductor ACE ARNALL and family spent several days at Keddie, his former residence.

LAUREL FISHER, section boss, is now home from a couple of weeks at St.



"I was runnin' ol' 99—had 80 empties—zipped around Williams Loop 60 miles an hour—JUST LIKE THAT!"

Joseph's Hospital and is getting along fine. Engineer OLE JOHNSON is recovering from his siege of the shingles.

Dispatcher JIM BROWN and his wife have moved to Elko for his new assignment. No house-hunting problems, as they took right off in their lovely house trailer.

Bill Fisher, son of CLAUDE FISHER, conductor, Louis Fischer, son of Engineer LOUIS FISCHER, and Barry Hollenbeck, grandson of TOM BARRY, operator, left May 26 for Naval Reserve boot camp at San Diego.

Yardmaster JOE CLINTON spent a couple of days in Sacramento and Marysville recently.

Recent activities on the High Line include a ballasting program, tour of

the Sperry rail detector car with Conductor JOHN PORTER, and a tour by C. E. McDONALD, assistant superintendent; L. B. CARTER, signal supervisor; F. A. TEGELER, signal engineer; C. E. ELLIOTT, division engineer; G. H. EVANS, trainmaster; and R. J. MOUNKES, roadmaster, with Conductor G. K. PORTER.

Other vacationists are Fireman BILL COX and wife, Sacramento and San Francisco, Engineer E. A. BENZ and wife to Oregon, and Conductor JACK CRUICKSHANK to the Bay Area.

There were seven Keddie graduates from the Senior High School in Quincy, quite a number for this small community. Joan Griffin, daughter of Brakeman GRIFFIN; Beatrice

Ausmus, daughter of Brakeman AUSMUS; Bill Fisher, son of Conductor CLYDE FISHER; Charles Mounkes, son of Roadmaster MOUNKES; and Roberta Barry, Barbara Holloway, and Berry Hollenbeck, all grandchildren of Tom BERRY, operator.

Cherry season seems to be in full swing as the cherry specials are rolling through here on their way East.

Sacramento Shops

The Foremen's Organization had a gala social evening at El Rancho last month. Fifty-two attended, coming from Oakland, Oroville, Portola, Stockton and Sacramento. Sheet metal foreman W. C. SPANN, Sacramento Shops, made all arrangements, and roundhouse foreman R. T. RONAN, Oroville, and general chairman of the organization, presided over the gathering.

A Toastmasters Club is in process of organization at the Shops, under the leadership of F. R. KELLEHER, car foreman. Membership is open to any interested WP employee. Meetings will be held once a week for approximately twelve months to complete the course. Contact "Ross" for further details. Note: No women allowed in the club. Afraid of being out-talked, eh?

Everyone at the Shops was saddened by the news that Engine Watchman BILL PARKER lost his wife. Coming so soon after the death of his mother, it was quite a blow for Bill.

Another addition to the ever-growing WP family—a baby girl, born to the F. W. MEIERS. He is carman carpenter at the Shops.

Another P. M. C. meeting was held in Sacramento during May. No outside visitors this time, but a productive meeting was enjoyed by those attend-

ing. LES CLAPHAM, diesel foreman, gave a short talk on safety first.

Vacation time has arrived and employees are scattering all over the country. We do hope you all enjoy yourselves!

Chicago

"Mileposts" correspondents, please take note . . . the Windy City enjoyed August weather during May! Probably the reason for that far-away look on the face of JOHNNY RIEGEL, dreaming of green fairways.

While attending the May quarterly traffic managers' meeting here, assisted by BY LARSON, chief of tariff bureau, and BOYD "FLASH" SELLS, MALCOLM ROPER, freight traffic manager, snuck off with ART LUND, assistant traffic manager, GEORGE WENIG, general agent, and JIM BAKER, traffic representative, to attend the annual installation of officers party at the Clearing-Cicero Traffic Conference in Clearing. A good time was had by the WP representatives and some 300 other members and guests.

Hats off to BOB RITCHIE, traffic representative at Minneapolis, recently elected vice-president of the Traffic Club of that city. We are proud of Bob and know the Club will benefit by his participation.

Good to see FREDDIE ROBBINS back with renewed vim and vigor, after a week's confinement at Jackson Park Hospital following a successful hernia operation.

We also welcome GLADDY HESSON back after a short battle with a virus attack. Sure missed you, Gladly.

We wish a speedy recovery for Frank Libbe, son of Mrs. MARIE LIBBE, secretary to ATM Lund, from injuries recently suffered in an auto accident.

We notice JACK BOQUIST and HAL NORDBERG holding long conversations on whether this or that can be done on handling export cars. Seems that Jack's problems each day keep Hal digging into 29-I.

JIMMY DILLON, terminal agent, Oakland, dropped in to see us while attending the freight agents' convention here during May. What an evening it would be with Jimmy telling Irish stories and ART LUND countering with his Swedish masterpieces!

After being on the long end of modest wagers these past three years, we're wondering if BILL McGRATH, with his Irish lust, will now desert his two pals, GEORGE WENIG and KEN RANK, and swing to BY LARSON's aid on future Rose Bowl games.

ANN WEBER has joined the suburbanite clan, having recently moved to Westchester in a new home. How's the fresh air, Ann?

Understand that southpaw JEANNE PIERRE has a wicked arm on the Winnetka softball diamonds. Take it easy, Jeanne, you know some fellows resist feminine superiority!

With fishing season opening, we are hoping that our North woodsman, CHARLEY MATHENY, will come through with some tall fish stories before next press time.

Oroville

Baggageman Caller TOM FILSON vacationed the first two weeks in May, getting caught up with some yard and garden work and a little fishing. He was relieved by L. J. GODWIN.

Recent visitors of Yard Clerk "VINCE" NELSON and family were his brother Glen and wife from Modoc County and Mrs. Nelson's parents, the

I. C. BALDWINs, icing foreman at Portola.

E. L. McCANN, district special agent and claim agent, moved his headquarters here June 1. He has located a home on the corner of Brereton Way and Isabelle Drive.

A. W. JACOBSEN, division supervisor of American Railway Express, called here early in May.

Roundhouse Clerk A. E. McNALLY visited his wife's parents in Monterey, returning with his wife and young son, who preceded him there. Art also met his brother, Jim McNally, while there.

Recent guests at the home of Clerk H. R. SMALL were Dr. James McKenzie and wife from Baxter, Iowa; D. Robert Segal and family of Marysville and Mrs. Madge Laughlin from Berkeley.

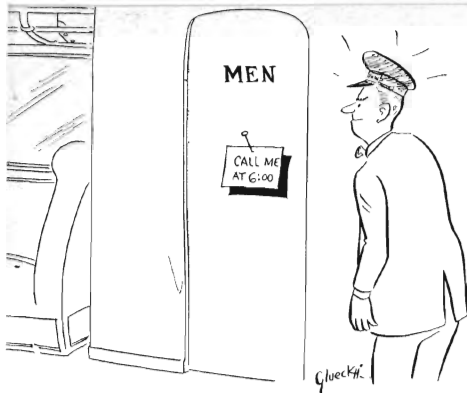
J. A. SAUNDERS, former WP clerk, now employed in San Francisco, and wife spent a few days with Engineer WALTER H. BROWN.

T. J. LONG, JR., has resigned as clerk to begin his own insurance and accounting business. His many WP friends wish him success.

Mrs. Herb Grummett, wife of a retired switchman, passed away May 14 after a long illness. She is survived by her husband, HERB; a son, R. W. GRUMMETT, fireman; a daughter, Mrs. Fern Ulsted; her father, John Moseley; and a brother, Albert Moseley of Theralito.

Section Foreman E. L. McMAUGH of Bidwell is still unable to return to work after an absence since May 7 on account of illness.

Retired Engineer BOB CRONIN of Portola passed through here May 20 on his way home after attending funeral services for his brother in San Francisco. Good to see you again, Bob.



Mrs. J. O. West, wife of **JOE WEST**, carman, was called to Los Angeles by the sudden death of her brother, Jim Johnson.

Assistant Trainmaster **GRANT EVANS** has been assisting in handling duties of Trainmaster **P. F. PRENTISS**, on vacation.

Brakeman **FRANK W. BROWER** spent Mother's Day at home while on leave from military service.

MIDGE ARRUDA, telegraph operator, has returned to work after being off duty since February because of injuries suffered in an auto accident.

Night Telegrapher **C. E. PAGE** retired and the job has been abolished, effective May 28.

Yardmaster **T. J. LONG, SR.**, is expected back on the job at Oroville Yard soon, following a recent operation.

We miss **JACK HILTON**, baggageman caller, off on account of illness, and hope he will return soon.

Oakland

Satisfaction is rampant in the East Bay. . . .

JOHN KAFFUN, traffic representative, is building a new home.

AL ROWLAND's office has acquired a member of the WP in **RUTH DORSAY**,

whose husband works in the passenger department in San Francisco.

ELMER LINDQUIST, traffic representative, is looking forward to trout fishing. Alleged to be the star fisherman in the Oakland traffic department, he has been renewing tackle, fixing up his boat trailer, etc., for week-end trips to the mountains. His wife, Thena, always accompanies him and there are those who say she is a better fisherman (or woman) than he. Elmer has developed the Al Saroni habit of casting for salmon—with nothing but a sinker—hoping to beat their brains out.

Found: One rubber finger stall in envelope containing mail from superintendent's office at Sacramento. Owner may have same by notifying this correspondent.

BAYLISS HESTER, retired cooper, has moved to San Diego. He invites all his friends to visit him when in that vicinity, where his home "overlooks Mexico."

MYRON McDONALD, switchman at San Jose, is having an extended visit in Milwaukee, Wisconsin, his former home.

IRMA PIVER, mechanical department, her husband and small son, motored to New York. Irma evidently had some difficulties, as she was still in Detroit at last word. Next time, Irma, try the *California Zephyr*!

COLIN ELDRIDGE, assistant trainmaster to **HENRY STAPP**, has, in his own words, migrated from the Aleutian Moors of San Francisco to the hills of sunny Oakland.

SIDNEY HOGAN, newcomer to our Marine Department as mate, comes to us as a free lance pilot from Master, Mates and Pilots Association. During

the war he was a lieutenant commander in the U. S. Navy.

Vacationers are coming and going. On the way in are **CAPTAIN HARRY LAMPMAN**, **CHARLES CHRISTIANSEN**, assistant chief engineer, and **TURNER WINTON**, oiler. On the way out, **CAPTAIN GUSTAVE BERGMAN** and **MATE ANDERS GUSTAFSON**.

WALTER KOBZOFF, bargeman, comes to us from the San Joaquin Valley, down where the 'taters grow. He has three farms in that area, but prefers the salt sea air to tractor dust.

Retired conductor **EDGERTON** and wife, Mabel, left June 16 for a three-week vacation to the Pacific Northwest and a week on the Idaho ranch of his wife's uncle.

Salt Lake City

BOB GONSALVES, district passenger representative, had a nice visit with **FRANK WOOLFORD**, chief engineer, while in St. Joseph's Hospital at San Francisco. Also met Alameda Belt Line employee, **CLARK**, in the same room. Bob praises the WP medical staff highly, but is glad to be back to work.

New York City

(Editor's note: Correspondents usually withhold any copy concerning themselves, so **JOHN C. NOLAN**, general eastern freight agent, sent in **ALAN HUDSON'S** copy this month feeling that readers might enjoy reading of the father of six daughters.)

Coming out of the Navy in 1945, Alan, with the girl of his choice, lovely Dorothy (Nee Farrell), began rearing a family in a three-room apartment in Fordham. With the family outgrowing the three rooms, Alan, together with a group of young men, went in on the purchase of a 60-acre tract of uncleared, unimproved land, not served by any utility, near Orangeburg, N. Y. Like "49ers," they broke ground and

are building a community of homes, unaided, on a cooperative basis.

Alan's was the first house to be finished, that is, liveable (he jokingly tells us he doesn't think he will live to see all nine rooms finished) and he and his wonderful family moved in on November 3, 1950.

Now a word about this family. Dorothy, if seen on Fifth Avenue, could easily be mistaken for a chic secretary or debutante or even what she is—the pretty mother of **SIX** (yes, count 'em) beautiful daughters. Not to be dismissed without mention is the animal contingent: Bozo, whose paternity is lost in obscurity and whose mother must have been, to say the least, indiscriminate, romps day after ecstatic day in a dog's paradise, chasing rabbits, chipmunks, possum, etc. Then there were Pat and Mike, two kittens. But Mike, passed to an early reward. The children reported that some boys in the neighboring village were playing with Mike, with "his head under water and he died." So Pat carries on, playing second fiddle to Bozo, law unto



Left to right: Alan, Kathy, Dorothy holding Rosa. Center: Regina and Donna. Front: Barbara and Mary.

himself and all he surveys, including occasionally the scruff of Pat's neck.

The spirit of the pioneer still lives and Alan smiles when he says, "Sure, it took a little courage—the courage of desperation" and, we might add, "of love."

Last, but not least, Alan really has something on the ball. Remember his name. He will get there.

Elko

JESS DOUB, traveling accountant (now auditor of pay rolls) walked off with the office pool when he guessed within 45 minutes and one ounce, the arrival and weight of little Frank Adrian Pacini, son of CARL PACINI. For a bachelor, he knows a lot more about babies than the fathers in this office, none of whom came close.

HANS TEICHMAN has been frantically trying to remove the squeaks from his



We've heard of brakemen leading a "dog's life," but here's a dog leading a "brakeman's life." "Chubby," owned by Brakeman Fred Owenby, is wearing glasses and a brakeman's cap, smoking a cigarette, and holding a book of matches between his paws. He's patiently awaiting the proper signals.

swivel chair. We're afraid to tell him there's a difference between a squeak from too little grease and a groan from too much lard!

Our sincerest congratulations to DAVE CHARLEBOIS, CHUCK MILLER, and BRENT PETERSON on their recent promotions and transfers. Dave's children are ready for high school and the move from Wendover to Winnemucca came at just the right time.

Congratulations to Lois and SETH MANCA on the arrival of their first grandson, Philip Steven, presented by daughter Marilyn on May 12.

FAY STRANGE, local chairman of the Brotherhood of Railway Clerks, attended a meeting of the System Board at Sacramento, and while there spent several days with his wife and baby visiting friends and relatives in Chico and San Francisco.

"In the spring a young man's feet become itchy . . .," and FRANK OLDHAM started the migration out on the road as timekeeper on the steel gang. JOHNNY ETCHEBEHERE assumed Frank's duties in the accounting department, CAROL JONES replaced Johnny, and CHARLES "CHUCK" PERRY moved into the accounting department, vacating the relief yard clerk position. First assistant timekeeper, FAY STRANGE, wanted outdoors during the summer months and exercised his seniority by assuming duties as relief yard clerk. STEVE HERNANDEZ moved up to Fay's position, and DON HETHCOCK moved into the timekeeping department. Don's position as "800 clerk" is yet unassigned, which we hope ends the itchy feet for the time being.

We are happy to have LELAND MICHELSON back with us on the eastern division as acting trainmaster at Salt Lake City during HARRY "SHRIMP" MCGLOTHLEN's sick leave. Mrs. Michelson and daughter, Barbara Lee, will remain in San Carlos for Barbara's graduation from the Belmont grade school.

We're also happy to have JOHNNY MORGAN visit us in his new position as traveling accountant, formerly held by JESS DOUB. We hope he'll not be held up by the new "one-armed bandits"



Preparing Western Pacific's 35th Annual Report for mailing to employees kept this staff busy for a whole day. Hard at work, clockwise around the table, are Marilyn Craig and Carol Morrell, auditor of revenues department; Loren Ogburn, accounting; Arthur Lloyd, public relations; and Sidney Henriksen, secretary to president.

at the Stockmen's Hotel, and doesn't think we're all hard-drinking people who hide the water cooler where the "water boys" can't find it. Johnny will complete the present audit of WP-SP joint bill with SP's Jim Wanamaker, who we have found to be a "pretty good egg."

San Francisco

ARTHUR "BLY" BLYDENBURGH, engineering, reports that 8-pound 14-ounce Dan E. Lacy, Jr., was born on May 10 at the San Carlos home of Dan and Charlotte Lacy, she being the daughter of BERT SIMMONS, retired maintenance of way engineer.

GERALD TURNER, service bureau, also is a proud father of a 7-pound 8-ounce boy born on May 22.

Brakeman R. W. LANDON is back to work on the Trevarno Local after nine weeks at St. Joseph's Hospital, where he found our medical staff wonderful and his stay a pleasure.

Our deepest sympathy to MRS. IRENE STROBRIDGE, auditor of revenues, on the loss of her husband, Stuart, from a heart attack on April 29.

Congratulations to BOB HANSEN, auditor revenues, on his marriage April 29 to Maxine Baxter at the Northbrae Church in Berkeley. They honeymooned at Yosemite.

FRANK AHLERT, assistant to general auditor, passed around the cigars on May 10, following the birth of Julie Ann Ahlert. The Ahlerts have two other children—Donald Paul, 5; and Marie Suzanne, 7.

The last of the single gals in the treasury department stepped off into the field of matrimony when LILLIAN CARLSON became Mrs. Ian D. Ball at the Calvary Presbyterian Church in Berkeley on June 1, and MINETTE POPE became Mrs. Joseph Flynn at Holy Name in San Francisco on June 18.

This leaves only two eligible bachelors in the department, FRANK MCKENZIE and BOB GRIMES.

H. J. MADISON, general storekeeper at Sacramento, tells us that A. L. VIZINA, storekeeper at Elko, was elected to the Elko City Council on May 8.

HOWARD JAEGER, auditor of revenues, and his wife, Savanna, have provided their 4-year-old son, Keith, with a baby sister, DeAnna Jean, born on June 2. Statistics: 8 pounds 1¾ ounces.

That speedy ride you now get while riding down with our new elevator operator, CON NIHILL, no doubt is a result of his 21 years of sliding down brass poles before retiring from San Francisco's Fire Department.

HARRY PERRINE, chief clerk-signal department, reports the birth of a grandson, Scott Charles Turner, on May 22, the son of GERALD C. TURNER, reservation bureau, and Harry's daughter, Doris Adele. Gramps holding up well.

While they were throwing a little green paint around one of the ceilings at general office, building engineer HILDING NILLSON was heard to remark to his Swedish assistant: "Get a good grip on the brush, CHRIS, I vant to borrow your ladder!"

Los Angeles

Testifying to the odd happenings to Bay Area tenants when exposed to Southern California sunshine was an incident that took place at a reception given by the Shell Oil Company in connection with the May meeting of the Pacific Railway Club here. As one of his northern buddies was introducing President WALTER MITTELBERG around the room, the repetition finally got the best of him and the prexy was presented as "Mr. Milty Wattelberg."

(Editor's note: It could only happen to such a dignified person as Wilty . . . now we're doin' it!)

Happy now is URBAN HART and family from Detroit, for they were able to spend part of their vacation this year in our wonderland. He agreed whole-heartedly that your Los Angeles correspondent was, if possible, overly modest about the virtues of our climate. Nice to have met you, Urban, we liked having you with us.

When H. E. POULTERER, Vice President traffic, came to town the other day to present "The Railroad Approach to Pricing and Its Effect on the Chemical Industry," he did the presentation so notably that he won many friends for Western Pacific.

The Western Traffic Conference annual convention held recently at San Diego brought many visitors from the north who joined with D. C. WILKENS, general agent, in making it one of the very best. San Francisco gained some free publicity when Wilkens made a talk on the San Francisco earthquake and fire before the Elks Luncheon Club recently.

We are still looking forward to a visit from former Chicago correspondent BILL McGRATH. We anticipate that "Mileposts" readers will be treated to a special article verifying our observations and with proper apologies for his former "doubting Thomas" attitude. Come on down, Bill, the water's fine!

The hen-pecked husband was driving an auto with his wife in the back seat giving out instructions as usual. When the car stalled on the railroad tracks, just as a train was coming around a bend, the wife leaned forward and screamed in hubby's ears: "Go on! Go on!"

Defiantly, the otherwise meek little man turned and replied: "You've been driving all day from the back seat. I've got my end across the tracks—now see what you can do with your end!"

—Katy Employees' Magazine.

SPORTS

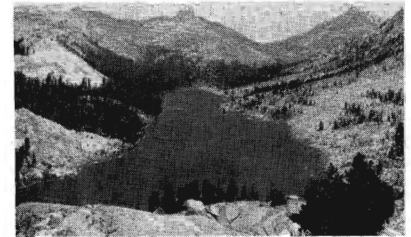
How would you like to fight it out with 20 inches of cart-wheeling rainbow trout on one of the timberline lakes in the high Sierra? Or have a bare-knuckle scrap with an end-swapping brookie that threatened to break your rod tip with each savage twist of its powerful body?

Contrary to a popular belief among anglers that Yosemite National Park consists only of swank hotels, spec-

first rainbow trout in the gin-clear water of Vernon Lake. Since then an extensive stocking program has been carried on by the U. S. Park Service in cooperation with California Fish and Game, and today recorded plants have been made in approximately 150 of Yosemite's lakes and on some 450 miles of its streams. Species planted include the rainbow, eastern brook,



Yosemite Rainbows.



Tilden Lake, elevation 8,900 feet.

tacular waterfalls, and a valley floor which sees more than a half million visitors each year, this vast national reservation actually contains within its boundaries 1,189 square miles of virgin wilderness. Scattered across this rugged section of the high Sierra are scores of sparkling blue lakes left by the receding glaciers of the Great Ice Age. In them live some of the brawlingest, tackle-bustin' trout that ever walloped a fly. It's rough and tough, but top-notch fishing is available for those willing to go after it.

Stocking of the area now within the present limits of the park began in 1878 when a conservation-minded gent by the name of Kibbie released the

Golden, Loch Leven, and cutthroat trout.

No record breakers, Yosemite's fish are by no means small. On a recent trip into the northern section of the Park, rainbow up to 20 inches in length were consistently caught and released, with the average fish going around 17 inches. These fish have an inbred resentment of terminal tackle and pack the wallop to do something about it! Get one of these hefty babies on the end of your line and he'll keep you busier than a one-armed paper hanger with the hives! A good average is about one landed out of every three hooked.

Fishing in this high country picks

up around the first of July after the snow has left the passes, reaching its peak in early September. Insect life has then dwindled off and the fish are ravenous, viciously striking anything that resembles food. Small nickle-and-bronze spinners and large, well-hackled flies are excellent lures for taking these trout.

Although back-packing is a popular method among the hardier individuals in gaining access to this back country region, for a nominal fee saddle stock

One of the highlights at the picnic was the "professional" umpiring of Ethel Carlson, a softball champ in her own right, shown here with her eye on the ball as a Sacramento batter begins his swing.



can be obtained from several packers operating in the vicinity and is much preferred.

So if you don't mind a little leather pounding and a few nights spent under the stars, grab your favorite rod, fork yourself a cayuse and try your luck in some of the sweetest trout water you'll ever find outside an angler's dream of the promised land.

(Editor's note: Maurice Notter, Signal Department, WPRR, San Francisco, who wrote the above article from first-hand experience, will be glad to furnish anyone with additional information as to guides, fees, equipment needed, etc., upon request.)

Vince Latino, Sacramento pitcher, throws a hot one down the groove. Unlike most pitchers, Vince is a slugger at bat and contributed a good average for his team, in addition to his fine pitching.



WRECKERS WIN TITLE

The "Wreckers" team of the W.P. Bowling League in Sacramento, winners of 18 consecutive games and the first-half championship, wrecked the "Caboose" five, second-half winners, in the league's playoffs recently to win the championship.

The winners, who took a large slice of prize money, were awarded attractive individual trophies, each measuring over seven inches in height.

The titlists include Eric Borg, captain; Lee Norene; Bruce Stillwell; Jim Musiliani and Hy O'Rullivan.



The twice champion W.P. Amusement Club night softball team continued its winning ways by taking the season's softball opener June 8 at Sacramento's McClatchey's Park by a 5 to 3 score from the highly touted Clark-Booth & Yardley nine.

The team managed by Jack Schenk grabbed a first-inning 3 to 0 lead on a home run by carman Sam Latino. Latino collected his second homer in the fifth inning. Both teams collected five hits.



C. E. Marcus, Superintendent of automotive equipment, hooked this 23½ pound striped bass in the recent Western Pacific Bass Derby, and walked off with first place prize.

BOX SCORE

Western Pacific				Clarks			
AB	R	H	AB	R	H		
Silva, c	3	0	0	Franceseni, 3b	1	1	
O'Rullivan, cf	3	0	1	Hamilton, cf	0	0	
Cunha, 3b	1	1	0	Johnson, F., lf	3	0	
Latino, M., ss	2	2	1	Copeland, 1b	3	0	
Latino, S., lf	3	2	2	Cook, ss	3	1	
Albertson, rf	3	0	0	Sisler, 2b	3	0	
Jiral, 1b	3	0	0	Johnson, H., rf	3	0	
Schenk, 2b	3	0	1	Cotton, c	3	0	
Latino, V., p	3	0	0	Rinehardt, p	3	1	
	24	5	5		26	3	

SCORE BY INNINGS

Clarks	0	0	1	0	2	—3
WPAC	3	0	1	0	1	x—5

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Railroad Lines

The New York Central observed its 125th anniversary in April.

Three railroad historical societies will sponsor "A Day Around Monterey Bay" excursion July 22 over the Southern Pacific, visiting Santa Cruz, Monterey, Pacific Grove and Asilomar.

The Erie Railroad is celebrating its centennial year.

Orders for 26,356 new domestic freight cars were placed by railroads in January, lifting the number of cars on order as of February 1 to 144,758, the highest level in history.

Pennsylvania Railroad's travel bureau has issued an attractive full-color folder of Western United States and Canadian scenic attractions.

A 42-mile railroad in the Dominican Republic was financed by the Dutch, built by Belgians, has British bridges, U. S. rolling stock, is owned by the Dominicans and operated by Americans.

Class I railroads of the U. S. currently pay out about \$3,136,000 a day in taxes to federal, state and local governments, based on estimates for the first three months of 1951.

Pullman laundries wash and iron every month some 1,687,000 sheets, 1,656,000 pillow slips, plus 2,280,000 towels and 522,000 other pieces.

The Soo Line placed a new train named the "Laker" in service June 3 with a diner-club lounge car as special feature.