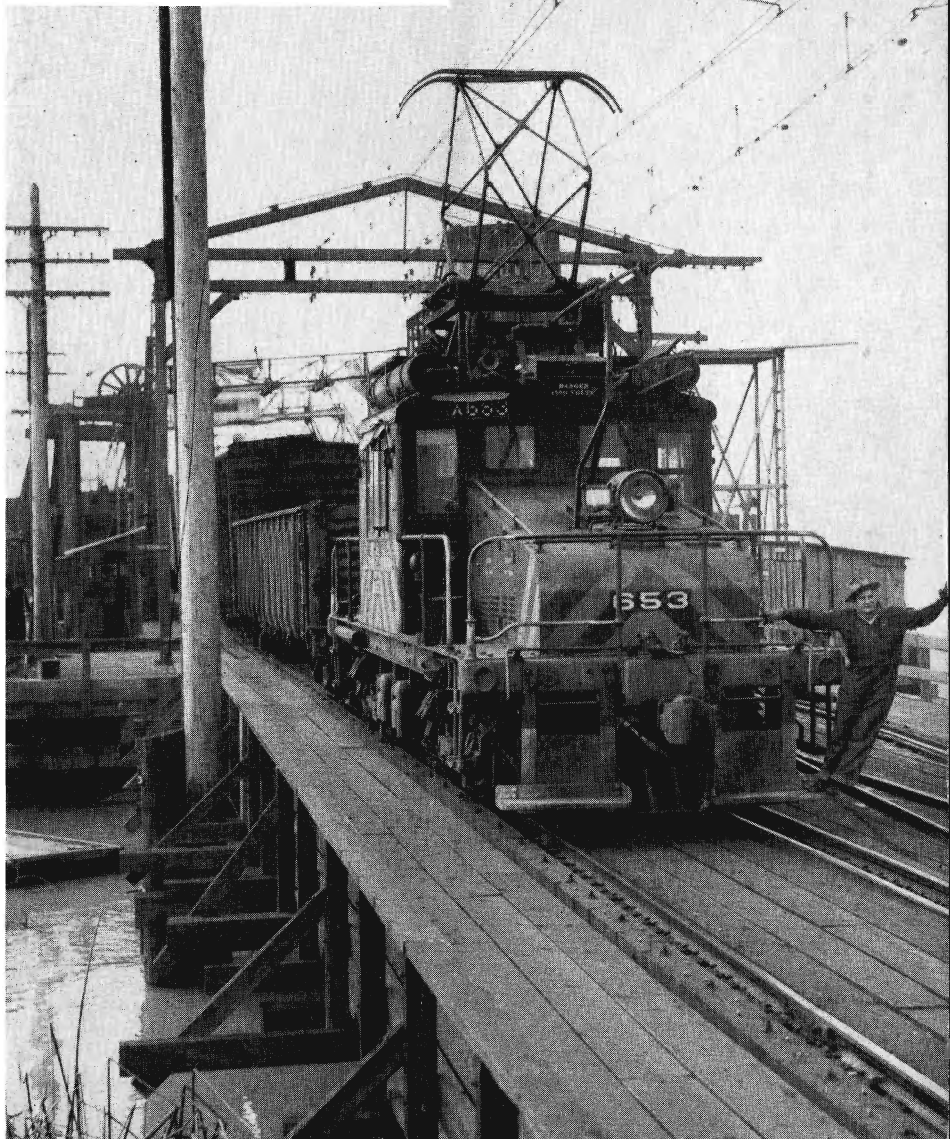
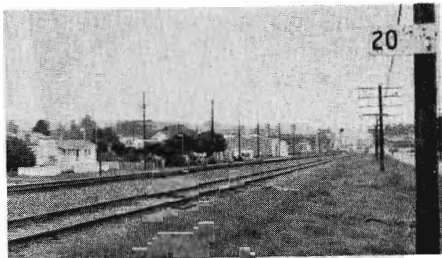
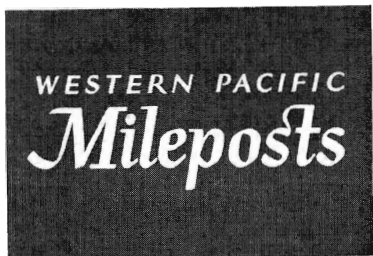


WESTERN PACIFIC
Mileposts

MARCH 1951





Vol. II, No. 8

MARCH, 1951

Milepost No. 20

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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CORRESPONDENTS: Bill McGrath, Chicago; Nevada Michelson, Elko; Elsie Dagen, Keddie; Robert Munce, Jr., Los Angeles; Alan Hudson, New York; Hazel Petersen, Oakland; Helen Small, Oroville; Phyllis Rockwell, Portola; Fred Kreuger, Sacramento; Marcella Kahl, Sacramento Shops; Madge Slaughter, Mechanical Dept.; Irene Burton, Sacramento Store; Jimmy Collins, Bob Gossalves, Salt Lake City; Rita Connolly, Molly Fagan, Lawrence Gerring, Maurice Notters, Carl Rath, Dudley Thickens, San Francisco; Chas. H. Myers, San Jose; Gene Tract, Stockton; Dora Messoe, Tidewater Southern; Shirley Lee, Wendover.



MANAGEMENT PRODUCTION COMMITTEE FORMED

(All photos by H. A. O'Rullivan)

To further promote safety first in the mechanical department and to better employee relations through creative cooperation with management with an aim toward more efficient operation, an organization has been established by Chief Mechanical Officer E. E. Gleason to be known as Production Management Committee. The program will be conducted under the direction of E. T. Cuyler, assistant chief mechanical officer, who will be assisted by officers and head supervisors at each terminal and at Sacramento Shops.

The specific functions of the PMC are:

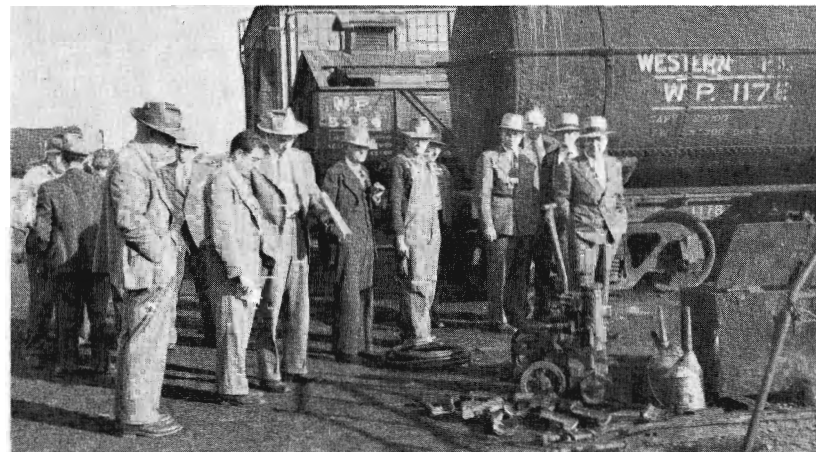
1. Promote safety first.
2. Improve working conditions.
3. Increase efficiency.

4. Establish more economical operations.
5. Maintain closer contacts between terminals.

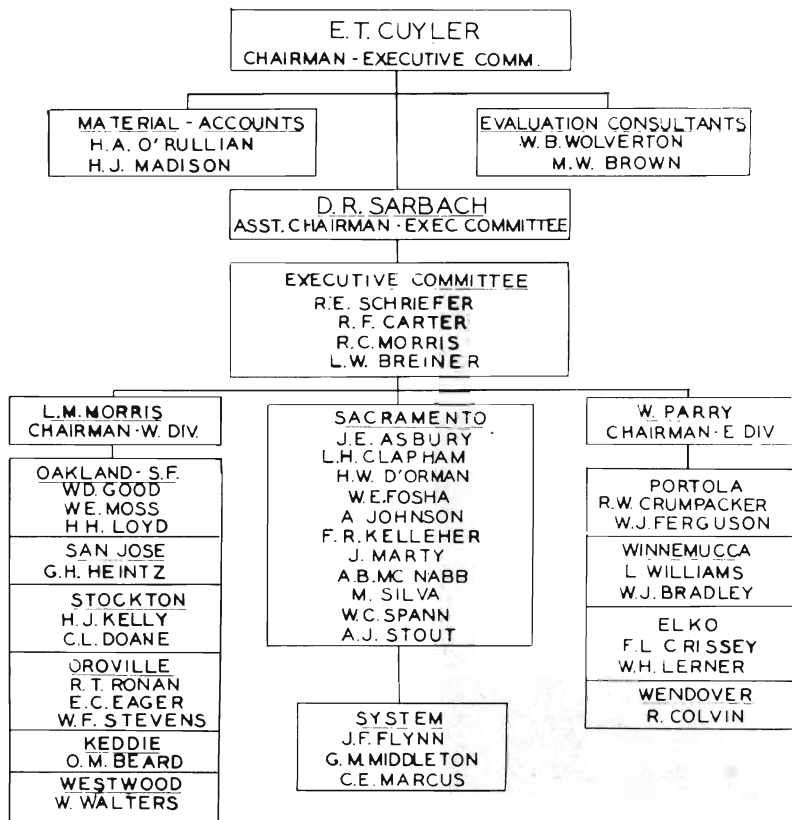
It is recognized that employees working in the mechanical department are interested in the welfare of the Western Pacific Railroad and, given the opportunity, will contribute their ideas toward this end. Many employees are constantly effecting economies and promoting safety through suggestions to supervisors, for which they are not always given credit, and because of this many other employees hesitate to submit suggestions.

The PMC plan will enable each employee to receive due credit for his suggestion when submitted on a PMC

The Production Management Committee inspects Stockton yard.



PRODUCTION MANAGEMENT COMMITTEES

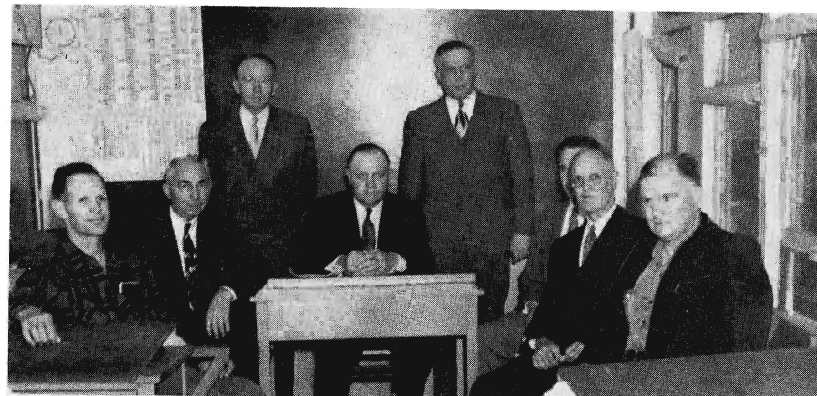


Organization chart showing committee men and committees on which they serve.

suggestion form, which will be read at one of the meetings by the employee making the suggestion. The matter will be discussed by committee members, and with their comments the form will then be passed to the executive committee for approval or disapproval, after which, if approved, it will be sent

to the head of the mechanical department for final disposition. In order to keep all interested persons informed as to what the PMC is accomplishing, two local chairmen of the crafts will be invited to attend each meeting.

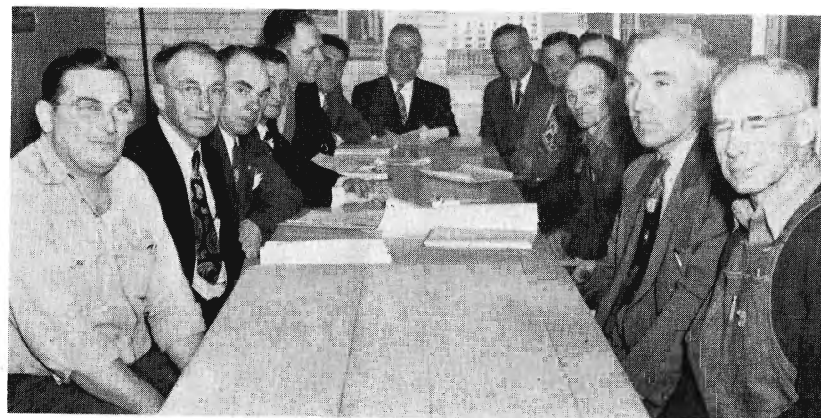
The first round of meetings was primarily to acquaint the members with



In attendance at the Sacramento PMC meeting were, left to right: F. Goncalves, local chairman, Machinists; E. E. Gleason, chief mechanical officer; H. J. Madison, general storekeeper; D. R. SARBACH, assistant executive chairman PMC and shop superintendent; E. T. Cuyler, executive chairman; L. W. Breiner, special mechanical assistant; J. C. Marchand, purchasing agent; F. J. Pelzman, local chairman, Carmen.

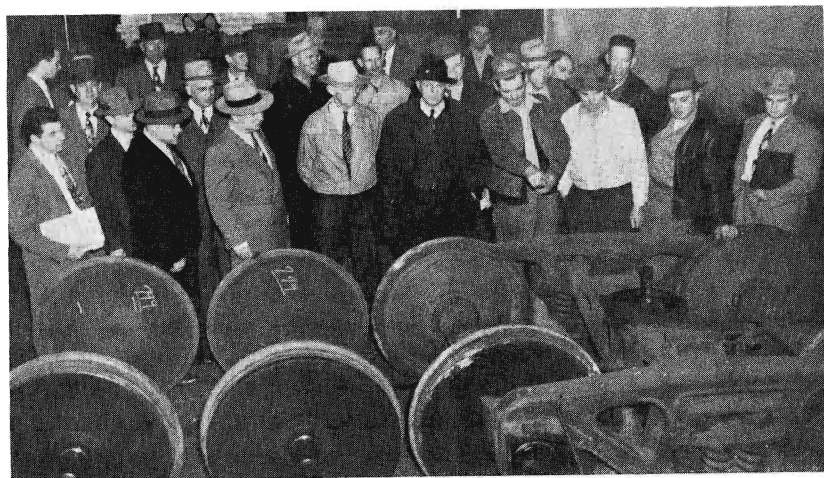
• • •

Attending the Stockton meeting were, left to right: J. F. Gordon, storekeeper; C. L. Doane, car foreman (both at Stockton); F. R. Kelleher, car foreman, Sacramento; R. T. Ronan, diesel terminal foreman, Oroville; R. E. Schriever, shop engineer, Sacramento; R. C. Morris, supervisor of reclamation, Sacramento; L. M. Morris, western division PMC chairman, Sacramento; E. T. Cuyler, executive chairman, Sacramento; H. J. Kelly, roundhouse foreman, Stockton; R. F. Carter, general electrical supervisor, Sacramento; P. M. Murphy, local chairman, Machinists, Sacramento; G. M. Middleton, general car foreman, Sacramento; C. V. Thompson, local chairman, Carmen, Stockton.



the new plan and to stimulate interest among the employees. The directors of the committee have stated that their confidence in the interest and imagination of the mechanical department forces is well justified. It is felt that employees will be more likely to submit their ideas to such a group rather

than to a supervisor for personal or other reasons. The discussions have indicated that as the program progresses there is going to be an excellent opportunity for a healthy exchange of ideas between the management, the local supervision, the craft representatives, and the men doing the work.



PMC Group inspecting premises at Sacramento shops.

RAILROAD BOOK MATERIAL WANTED

Freeman H. Hubbard, former editor of *Railroad Magazine*, and author of books and magazine articles about railroading offers you a chance. He is gathering material for a proposed new book to be titled: *Railroad Avenue—Great Stories and Legends of American Railroading*. The book will be motivated by the railroad station, consisting of true stories, incidents, legends, folklore, nostalgic material, anecdotes involving celebrities, boy-meets-girl romances — dramatic, humorous, pathetic, tragic, inspirational

—all centering around new or old railroad depots, preferably old ones.

The emphasis will be on stories, story value. The book will not concern itself with historical facts about stations, nor business transacted in them, nor construction, nor operation, etc., except in the form of dramatic anecdotes that make lively reading matter.

Any material should be addressed to the Editor of MILEPOSTS, who will see that it is forwarded on to Mr. Hubbard at Long Island, New York.

UP THE LADDER

A new Western Pacific traffic office was opened in Washington, D. C. on March 1, with the appointment of John P. Conger as general agent. Temporary headquarters are now located in Room 940, Shoreham Building, and upon completion of the new Wyatt Building at Fourteenth and "H" streets on or about June 1, permanent headquarters will be established.

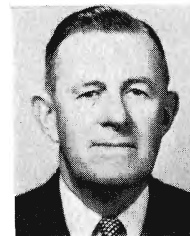
Conger started railroading June 1912 with the Lehigh Valley Railroad as an assistant agent at South Plainfield, New Jersey, and left there in 1920 to go with the Pennsylvania as ticket seller in Consolidated Ticket Offices in New York city. Resigning that position in 1929, John hired out as traveling passenger agent for the Texas & Pacific, working out of their New York office, and remained with that road until 1938 when he accepted a general agent's position in New York with the Missouri & Arkansas. He came to the Western Pacific in March of 1941 as general agent, passenger department, upon opening of the New York office, and about one year later was made general agent, both freight and passenger departments.

Conger is a past president (1934-1935) of the New York Passenger & Ticket Agents' Association, and is a member of the Newark (N. J.) Railroad Club; Manufacturers Association Traffic Club of Lancaster, Pa.; Triple Cities Traffic Club, Binghampton-Johnson City-Endicott, N. Y.; and the Traffic Clubs of Washington, D. C., Baltimore, Md., Trenton, N. J., Wilmington, Del. and Philadelphia, Pa.

He is a member of the New Jersey Lodge No. 211, B. P. O. E., Jerusalem

Lodge No. 26, F. and A. M., Plainfield, N. J.; Goodwin Chapter No. 36, Royal Arch Mason, Manasquan, N. J.; Corson Commandery No. 15, Knights Templar, Manasquan, N. J. and the Crescent Temple A.A.O.N.-M.S., Trenton, N. J.

Mr. and Mrs. Conger live on a four and one-half acre farm at Lakehurst, N. J., where they have an array of flowers in bloom from early Crocus and Forsythia to late "Mums." Their family consists of two sons, John B., office manager for the Wickwire Spencer Steel Division, The Colorado Fuel & Iron Corp., and William H., stationed at the Lakehurst Naval Air Station, and one daughter, Mrs. Carolyn F. Gomm, who has one son, the pride and joy of Mrs. Conger and John.



John P. Conger

E. C. Richardson was appointed traffic representative at Kansas City, Mo., succeeding C. R. Matheny, effective January 15, 1951. His service with the company goes back to October, 1930, when he became chief clerk at Detroit, which position he held until his entrance in the Army Air Force in June, 1942. He was honorably discharged with rank of ma-



E. C. Richardson

jour and returned to Detroit where he remained until his transfer as traffic representative at Kansas City. He received his twenty-year service pin recently.

He is married to his childhood sweetheart, Jessie H. Richardson, and enjoys golf, baseball, fishing and swimming.

A member of the Pi Delta Sigma fraternity, Motor City Traffic Club of Detroit, and the Detroit Passenger Club, he now plans to become a member of important transportation clubs throughout his new territory.



Kenneth A. Rank

Having fed at the railroad trough all his life—his father is an official of the Milwaukee Road — Kenneth A. Rank was recognized for his aptitude for rate work and recommended for position of stenographer in the Chicago office on March 1, 1941 by his teacher at the Freight Traffic Institute. Promoted to export and rate clerk in September of that year, he was appointed traffic representative on February 1, 1945, which position he held until his recent appointment as chief clerk, succeeding George Wenig. He served a hitch in the Navy during 1945-1946.

Married, he resides in Mundelein, Illinois, with a family that includes three children. Other than various activities around his home, Ken's hobbies are golf and music and for many years has played trumpet for his own band.

He is a member of the Chicago Transportation Club and the Heels Club, a fun organization on the north side of Chicago.

Charles R. Matheny, newly appointed traffic representative at Milwaukee, was born in Terre Haute, Indiana, seventeen days after payday and seventeen days before the Fourth of July in the year 1919. He began his railroad service on September 7, following high school graduation in San Antonio, Texas, in



Chas. R. Matheny

1937, in the operating department of the Southern Pacific. After Pearl Harbor he enlisted at Randolph Field, Texas, January 20, 1942 and was appointed warrant officer about one year later, and was subsequently promoted to chief on October 1, 1943. He served as transportation officer at Fort Worth Army Air Field and attended the Air Force's training command transportation officers' school from which he received his certificate of proficiency in transportation.

Charlie joined Western Pacific on July 1, 1946 as traveling freight and passenger agent in the St. Louis agency. It was there that he met his wife, Jane, and they were married February 8, 1947. Following his transfer in April of 1948 to Kansas City, Mo., daughter Mary Jane was born on December 1, 1949.

Charlie's second love is sports and while in KC he managed the Transportation Club ball team and bowled in both the Traffic and Transportation Club leagues. He bowled with the Mobilgas team which placed second in the St. Louis Traffic Club Invitational Tournament in 1950. He now bowls in the Milwaukee Traffic Club League, and plays a fair game of golf (when he uses his own pencil and score card), and finds time for membership in the Milwaukee Athletic Club and the American Legion.

Larry Moe, traffic representative of WP's new office at Eugene, Oregon, started railroading on May 28, 1942, with the S. P. & S. in their local freight station in North Portland. He came to Western Pacific on August 1, 1944 as chief clerk to the general agent at Portland, and was appointed traveling freight and passenger there on May 1, 1946.



Larry Moe

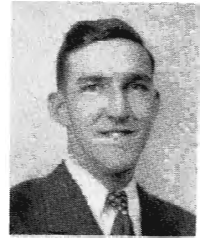
Born in Portland on November 4, 1914, he is married to a good looking redhead and has two children, Martha, 12 years, and David, 18 months. He claims this is planned economy, having first raised a baby sitter.

He played a lot of basketball around Portland, but now prefers the role of spectator, not only because the game is now much faster, but because he has slowed down considerably.

He enjoys golf when it doesn't interfere with fishing, is a past president of the Junior Traffic Club of Portland,

and was a member of the Portland Transportation Club and the Portland Passenger Association prior to his recent transfer.

Gerald T. Coffey was born in Chicago September 6, 1923, and on April 1, 1942, one year after graduating from high school, entered Western Pacific service as steno-clerk. He held various clerical positions until promoted from export and rate clerk to traffic representative on March 1.



Gerald T. Coffey

Jerry spent three years (1943-1946) in Uncle Sam's Navy, is married and has one son and one daughter (twins) who live with him in Chicago.

His hobbies are tennis, swimming and bowling.

Raymond Greve, newly appointed traffic representative at New York City, was born on Manhattan Isle on October 17, 1925. Immediately following high school he entered the Army Air Force from which he was discharged in March, 1946, with the rank of sergeant.



Raymond Greve

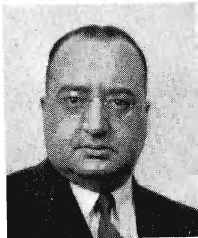
Ray went to work for the Missouri Pacific in June of 1946 where he progressed through various clerical positions. He enrolled in the Academy of Advanced Traffic in September, 1946,

and studied ICC law, receiving a license to practice in October, 1949. He began his Western Pacific service on March 16, that year, as chief clerk.

Ray indulges in the hobby of photography, in which his wife, Claire, is often the subject. He is associated with the Metropolitan Traffic Club of New York.

✓ ✓ ✓

When 18-year-old George K. Wenig came into the Chicago office almost twenty-two years ago and asked for work so he could learn the business, he got his wish on May 15, 1929, and was hired as messenger, stenographer and, in those days, anything else you could do.



Geo. K. Wenig

In the 23-year history of that office, George is the only employee who worked up from the bottom job through to that of general agent, which he assumed on March 1, for which reason he knows all phases of its operations and can come up with the right answers.

G.K., as he is fondly addressed by his fellow employees, inherited his interest in transportation from his grandfather and father who, in the early 1900s, owned and operated the Wenig Teaming Company, one of Chicago's oldest and largest drayage firms, specializing in the handling of hauling flour.

Born in Chicago September 10, 1910, George graduated from high and business college there and was a resident night school student of the LaSalle Ex-

tension University's course in higher accountancy.

He is a member of the Chicago Railroad Historical Society, and enjoys watching baseball and playing golf. A bachelor, he resides with his retired father.

✓ ✓ ✓



Arthur Potvin

Arthur Potvin was born in New Bedford, Mass. on June 18, 1921, graduated from high school in 1939 and served three years with the Army Air Force, being discharged as corporal in September, 1945.

Following a short career with Thomas Cook & Son, and upon receiving a certificate from the Traffic Managers Institute, in New York city, in December, 1947, Art joined Western Pacific April 27, 1948 as secretary to the eastern traffic manager, becoming passenger clerk in May, 1949, and statistician and tracing clerk in January of 1950. He was made traffic representative in the New York agency on March 1, this year.

The proud husband of Florence and father of Gregory, 4, and Wanda, eight months, Art is also a rabid baseball fan and enjoys an afternoon or evening of bowling.

He is associated with the Metropolitan Traffic Club of New York.

Salesman: "Can I interest you in an attachment for your typewriter?"

Office Manager: "Nothing doing, I'm still paying alimony for the attachment I had for my last one."

MILEPOSTS



IN GOLD

Western Pacific congratulates the following employees to whom Service Pin Awards were made during the months of January and February, 1951:

35-YEAR PIN		
John J. McNally	Trainmaster.....	Western Division
30-YEAR PINS		
Richard C. Beltz	Office Manager.....	VP & GM Office
Gordon M. Middleton.....	General Car Inspector.....	Mechanical Dept.
William H. Sanborn.....	Ditcher Engineer.....	Western Division
Alva E. Williams.....	Locomotive Engineer.....	Eastern Division
25-YEAR PINS		
James D. Crenshaw.....	Sheet Metal Worker.....	Mechanical Dept.
Charles Graham.....	Locomotive Engineer.....	Western Division
Gunnar Johnson.....	Marine Bargeman.....	Western Division
Clarence C. Kennedy.....	Locomotive Engineer.....	Western Division
Harry F. Perrine.....	Chief Clerk.....	Signal Dept.
20-YEAR PINS		
Lyle L. Kramer.....	Pumper.....	Eastern Division
Sam Lambros.....	Clerk.....	Western Division
E. C. Richardson.....	Traffic Representative.....	Kansas City
15-YEAR PINS		
William R. DuBois.....	Locomotive Engineer.....	Western Division
Bernard C. O'Keefe.....	Clerk.....	Western Division
Cecil G. Spoon.....	Locomotive Engineer.....	Western Division
10-YEAR PINS		
Adrian E. Drummond.....	Machinist.....	Mechanical Dept.
David F. Floyd.....	Switchman.....	Western Division
Robert W. Harlan.....	Chief Clerk.....	Industrial Dept.
Francis R. O'Leary.....	Clerk.....	Western Division
William A. Parker.....	Clerk.....	Western Division
Reinhold Schmidt.....	Switchman.....	Western Division
Robert E. Searle.....	Rate Clerk.....	Traffic Clerk
Lee Sherwood.....	Editor.....	Public Relations
William E. Taylor.....	Conductor.....	Western Division

B of R & S C OFFICERS INSTALLED

At a recent meeting of the Capital City Lodge No. 266, Brotherhood of Railway & Steamship Clerks, Sacramento, the following officers were installed:

Irene BurtonPresident
 Harold Coldsmith, Vice President
 Walter Warrel.....Financial Secty.
 Jean SmithRecording Secretary
 Evelyn WyattChaplain
 Bert Finchley, Sergeant at Arms
 Thomas PinkhamInner Guard
 LaMarr Kimball

....Chairman of Executive Board

William Miller
 Legislation Chairman
 Marcella Kahl was appointed Chairman of the Attendance Committee.

A committee was appointed regarding the availability of a Western Pacific blood bank and their report will be presented at the next meeting.


A party is also being planned for our April meeting. Dancing, cards and refreshments will be the highlights of the evening. Members from other lodges in Sacramento that evening are most welcome to attend.



The "Charles O. Sweetwood" Rolls On

Each day the westbound "California Zephyr" makes a brief stop at whatever town may be the temporary headquarters of the "Charles O. Sweetwood." The units of whole blood that have been collected during the previous 24 hours are rushed from the car's special refrigerators onto the "California Zephyr," which speeds the vitally needed blood to Red Cross headquarters in San Francisco. Within a few hours the blood is on its way by plane to Korean battlefields.

Reproduced on the right is the cover of a little pamphlet given to passengers aboard each westbound "California Zephyr" to inform them of the reason for the brief stop and the history and purpose of the "Charles O. Sweetwood" mobile military blood procurement car.



**this train
is carrying
BLOOD
to Korea**

Left: President J. Reuben Clark, Jr., first counselor in the First Presidency, Church of Latter-day Saints, and Western Pacific director, addressed a group of approximately 100 persons when the car visited Salt Lake City on January 29. Red Cross nurses Vivian Rott and Julia Rigutto later assisted with the collection of blood for the Armed Forces.

COLLECTIONS

STATION	NO. DAYS	DONA- TIONS
Winnemucca	3	252
Gerlach	1	37
Herlong (Sierra Ordnance Depot)	2	184
Reno	3	267
Portola	2	172
Quincy (Keddie)	2	193
Stockton	1	36*
Newark	2	105
Hayward	3	128

Total1,374

Previously donated.....1,493

Total through March 9.....2,867

*3-hour stop only.



Gilbert H. Kneiss, assistant to president, told of car's purpose at ceremonies held in Reno on February 19, and introduced Governor Charles Russell, who spoke briefly and donated first pint of blood during the car's three-day stopover there.
—Bennett photo.

SCHEDULE FOR APRIL

DATE	STATION
April 2-4.....	Tooele, Utah
April 5-6.....	Warner, Tooele Ordnance Depot
April 9-10.....	Deseret Chemical Depot
April 11-13.....	Garfield, Utah
April 16-17.....	Bountiful (Bamberger Station)
April 18-20.....	Ogden, Hill Air Force Base
April 23-25.....	Ogden, Ogden Arsenal
April 26-27.....	Clearfield, U. S. Naval Depot
April 30-May 4.....	Salt Lake City (Union Depot)

Mrs. Frankie McCann, wife of district special agent and claim agent E. L. McCann, holds a picture of her son, Sgt. Robert Rich, who has been in combat since July 5, 1950 with the famous Wolf Hound Regiment of the 25th Division in Korea. He was wounded in the Battle of the Bowling Alley during the latter part of August, 1950, but has since returned to his outfit. Her brother, carpenter's mate first class, Watt T. Maxwell, was the first Quincy boy killed in action during W'War II when his ship, the USS Maddox, was sunk during invasion of Sicily. Mrs. McCann was one of the first to donate blood when the "Charles O. Sweetwood" visited Keddie February 26 and 27.
—Gambrell Photo Service.



MAY						
S	M	T	W	T	F	S
	1	2	3	4	5	
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30	31		

SUNDAY
27
MAY 1951

*WESTERN PACIFIC
ANNUAL PICNIC
TODAY!*

*See full details
in April
issue of
MILEPOSTS*

Take the family.

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:

Edwin B. Allison, motor car operator, Sacramento.

Ernest E. Boyd, locomotive engineer, Sacramento.

Andrew B. Corra, check clerk, Oakland.

James D. Crenshaw, sheetmetal worker, Sacramento.

Spencer Gibbons, special traffic representative, Chicago.

Louis Grebenc, train dispatcher, Elko.

Margaret K. Howard, telegrapher, Reno Junction.

Oscar D. Jensen, clerk, Oakland.

George N. Leis, carman, Elko.

Fred C. McKinnie, statistical clerk, San Francisco.

Frank J. Nichols, conductor, Eastern Division.

Daniel C. Simmons, locomotive fireman, Western Division.

Charles A. Snider, conductor, Portola.

Roscoe Starks, S.N. brakeman, Sacramento.

James H. Wheelock, carman, Sacramento Northern, Chico.

Hennis C. White, S.N. brakeman, Sacramento.

John E. Williams, CTC signal maintainer, Oroville.

IN THE ARMED FORCES

In addition to the thirty-five persons previously listed in MILEPOSTS, the following Western Pacific employees are now serving in the Armed Forces:

DONALD J. BROWNE, clerk, Auditor of Payroll Accounts, San Francisco.

ROBERT J. DECKROSH, truck driver, Eastern Division.

RICHARD F. EBNER, typist-clerk, Auditor of Revenues, San Francisco.

E. EVERETT, coach cleanser, Oakland roundhouse.

VIRGIL M. HAGGARD, interline clerk, Auditor of Revenue, San Francisco.

ED J. Mc DONNELL, file clerk, General Auditor, San Francisco.

DAVID THOMSON, signal draftsman, Signal Department, San Francisco.

JOHN W. WEDDELL, JR., ice laborer, Portola.

DANIEL F. WRIGHT, section laborer, Eastern Division.

MILEPOSTS will be forwarded to all WP employees entering the service of their country, including overseas assignments, if they will keep the editor advised of their military addresses.

The Navy cook had just whipped up a tremendous platter of scrambled eggs for a mob of hungry sailors. Wearing by the chore, he sat down and started a letter to his girl friend.

"Darling," he began, "for the last hour shells have been bursting all around me."

—Maine Central Magazine.

How To KEEP Friends

Although Memorial Day is still some weeks away, many people are already making plans for a trip over this holiday. The wise ones will go by train.

It used to be that a man could take his family for a Sunday drive, or on a weekend trip, relax and enjoy himself. No more! It's a battle from the moment you take off in the family jalopy until you park it back in front of the house—all in one piece, you hope.

A traveler who recently completed a cross-country trip to the West Coast via Route 66, said: "I used to enjoy making that trip a few years back, but no more. That road is full of trucks. You can't get away from them. Every time you go up a hill a half dozen of 'em are in front of you. You either have to crawl along behind and go quietly nuts, or take a chance on passing with fear that you'll get knocked off while doing so. After a thousand or so miles of that kind of driving, it got so every time a train passed I'd look up at the people sitting inside—just taking it easy, you know—with pure envy, just wishing that I could be in their place."

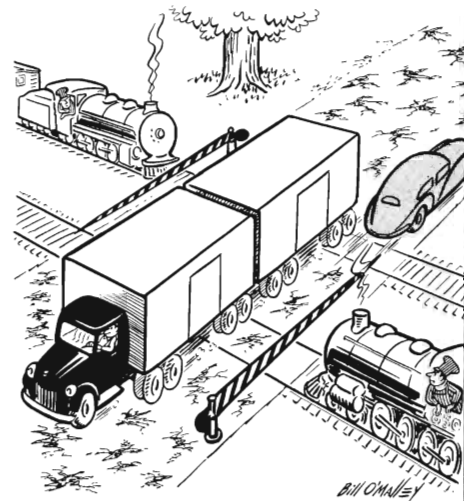
According to the National Safety Council, deaths from truck accidents totaled 26,400 persons in the past three years—more than the 24,479 U. S. Marines killed during World War II.

Overloaded trucks, weaving in and out of traffic while traveling at exces-

sive speeds over our crowded highways, DO get out of control, DO overturn, and DO take the lives of many unfortunate motorists, as articles in nearly any of today's newspapers will verify.

When it comes to safe traveling, the railway passenger train provides the safest form of travel known to man. In the ten-year period 1940-1949, railroads provided 570 million passenger-miles of service with only 697 fatalities from collisions, derailments and other train accidents. For each passenger fatality during that period, the railroads performed the equivalent of carrying a passenger 258 thousand times across the continent between New York and San Francisco.

KEEP your friends by telling them to keep off the highways and their ever-increasing dangers. If they have to travel, advise them to TAKE THE TRAIN!



A castaway on a desert island pulled ashore a girl clinging to a barrel.

"How long have you been here?", she asked.

"Fifteen months," he replied.

"All alone? Then you're going to have something you've missed all these months."

"Gosh!" exclaimed the castaway, "is there beer in the barrel?"

Don't Be HALF Safe!

LIFT WITH CARE

Any railroader suffering from a strained back caused by lifting will convince you that lifting can be dangerous business—IF it isn't done properly. Railroad workers probably do as much or more lifting than employees in any other industry, but it is not those who handle heavy pieces of equipment and large cartons and boxes every day that get into trouble. They know how to lift without causing themselves any damage. It's the man who undertakes to lift some object that he is not used to handling that is more likely to run into trouble. What's to do about it?

The only safe thing to do is to follow a few sensible rules:

1. Look over the object to decide the best way to grasp it.
2. Place your feet close to the object to be lifted.
3. Get a good grip on the load.
4. Bend your knees—KEEP YOUR BACK STRAIGHT.
5. Keep the load close to your body.
6. Be sure you can see past the load.
7. Get help for large or heavy objects you cannot easily lift alone.
8. In team lifting—cooperate with your buddy.

Lifting and handling accidents are serious—let's eliminate them.

GLAD TO ASSIST!

An article in the December 1950 issue of MILEPOSTS told of the fine rescue work a WP train and engine crew performed during floods in the upper Sacramento Valley last November.

As a result, the following letter was received by Superintendent G. W. Curtis from Harold J. Sperbeck, chairman of the Yuba County Board of Supervisors:

"The Board of Supervisors has been advised through the California State Disaster Council at Sacramento, that your company made no charge for the use of your railroad facilities during the flood in November of last year.

"It was a very valuable service to the people of the Olivehurst and Arboga areas of this county, and also alleviated the burden of the local Disaster Council which had charge of the evacuation of these citizens.

"We wish to express our sincere thanks for your splendid cooperation and to assure you that the same was appreciated to the utmost."

Many people stranded on the only high ground in that area, mostly on WP fill, were in dire distress due to the storm and lack of food, shelter or transportation. The train crew is to be commended for their fine assistance in operating the rescue train.



Caboosing

Sacramento Northern

Los Angeles correspondent, BOB MUNCE's chamber of commerce must get around, as NELDA DELPONTE, MW timekeeper, and son, Eddie, went there for a week's vacation during February.

Chief Clerk WILMER, and FRANCES ANDERSON, anticipating late this summer. Did you ever spend a vacation washing diapers, Wilmer?

JEANETTE PARTOUT, general office clerk, is out gunning for her landlord, and we can't say we blame her. The old meanie raised her rent to over \$100 a month.

RUTH CRANE pleased as punch with her new GE electric dishwasher. Washed dishes for hours on end Friday night just to watch the lid fly up when work was done. Husband Crane slept on the davenport. How nice can life be?

All trainmen who were "sick" recently are back in good health and working. (Dare you to print it!) Well? Well!

SHIRLEY PEW, WP traffic secretary, resigned February 19 to go into public stenography. Replaced by ELEANOR MOORE.

ANDREW MESENBURG, former substation employee, retired in 1942, died early in February from accidental drowning in a canal while going to or from church. Dense fog and poor eyesight were blamed for the accident. He resided at Concord with his son, Oliver.

Train desk clerk, F. ELLIS, Yuba City, and Agent BROWN, Chico, just returned from a vacation recently. Pinch hitting during their absence was C. RHODES.

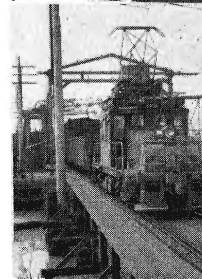
Relief clerk, G. F. CRANSTON, Yuba City, has returned to the job after being off sick for several days.

SN employees recently honored two retiring members at a dinner sponsored by the Welfare - Safety Club, with seventy-four members and their families present. Retired were R. B. BOOTH, electrician, and J. H. WHELOCK, carman. Booth's service began in 1911 and Wheelock had been with SN since 1926. Retired members present at the occasion were G. N. BEENY, A. H. MEIER, JOHN NORGREN, G. I. TURNER, BERT JULIEN, WALTER SMITH, C. E. HENDERSON, I. E. BOLTON and their wives, and MRS. F. H. DRAEGER, wife of the late Mr. DRAEGER, a former member. In charge of the event was Mr.

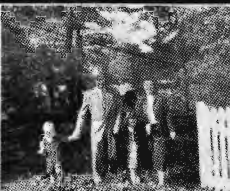
MARCH COVER

This Sacramento Northern "juice hog," shown pulling freight cars from the SN car ferry "Ramon" at Mallard, was originally numbered 1053. It became 653 on December 4, 1928. 35½ feet long, 9 feet 6½ inches wide, 12 feet ¼ inch high, and weighing 123,000 pounds, this series of freight locomotives, built by General Electric in 1928, was the first 600/1200 volt locomotives to be placed into service by the SN. Photo by Reginald McGovern, Redwood City Tribune.

WESTERN PACIFIC Mileposts



PLEASURES A BLIND MAN WILL NEVER ENJOY



WEAR YOUR GOGGLES



and MRS. EARL BEASLEY, MRS. PEARL COOK and M. P. PANTALONE. Superintendent of equipment, G. K. LAUMER, presented the two retiring men with fishing rods.

Keddie

VAN BENTHUSEN, signal maintainer, spent a couple of weeks in the Industrial Hospital. Thought to have yellow jaundice, he is coming along fairly well toward recovery.

NETTIE FOX, afternoon call clerk, is finally back on the job after having been away for over two months with a broken ankle. She still favors that ankle.

We will miss Fireman JACK BELMONT and his family, who moved to Stockton last month.

Yardmaster JOE CLINTON took a few days off last month for a trip to San Francisco, to take in the sights and view the bright lights.

We will miss road foreman of engines, N. F. ROBERTS, who has been transferred to Oroville after having been at Keddie for the past several months. At the same time, the welcome mat is out for ROBERT MCILVEEN, who has been appointed to replace him.

That flu bug really gets around, and employees in all crafts here have suffered from its bite. However, we are glad to report all have recovered and returned to work.

The long-awaited locker and wash-room for the enginemen has finally materialized. Painted aluminum inside and out, the twenty-two-foot square room, complete with two new wash-basins and forty-eight lockers, makes a very attractive room.

Construction of this locker - room also necessitates new store arrange-

ment, and a new office for storekeeper, E. E. CHRISTIAN. The store office is now located in space formerly used as a locker-room.

Two units of Engine 903, units A and D coupled together, arrived just out of the shop with a snow plow attached. Newly painted, it is now in regular service on the Northern California extension.

Superintendent CURTIS favored us with a visit recently while on one of his regular rounds of inspection of shops and roundhouse facilities.

The tragic death of ARTHUR SHOOTE, roundhouse employee, and serious injury to his brother, while on a trip to visit their sick mother at Vancouver, Washington, was a great shock to all. Our deepest sympathy goes to his entire family.

Sacramento Store

Little Miss Linda Lee arrived at the Mercy Hospital on Lincoln's Birthday, weighing five pounds ten ounces. The proud parents—MR. and MRS. ALTON DABBS.

Congratulations to CHARLES MAR-CHAND, recently appointed assistant to general storekeeper; ALBERT MADAN, appointed chief clerk, the position vacated by Charley; and to EUGENE LAGOMARSINO, who bid on and received the position of accountant, vacated by AL.

MARY LOU STOCKARD is on leave of absence due to illness, and C. E. BROCKETT was away from work for a couple of weeks due to sickness.

ROY FALQUIST recently came to work in a new and beautiful green Plymouth. Is he proud of that car!

Glad to have CATHY STEFANI back with us again to assist with typing and filing.

Oakland

JOHN NICHOLS, switchman, was shopping at a downtown store the other day and suddenly toppled over. Nick cannot explain just what happened, but he is recuperating nicely at Providence Hospital and says he now knows the full meaning of the word "blackout."

The virus that has been sweeping the country caught several of us napping; namely, TONY DAY, chief yard clerk, and his grandson, JIMMIE; LAUREL HERRICK, switchboard operator, and her son BRIAN; and your reporter and her son, DONALD. It is a very nauseating thing to have, believe you me.

JOHN GORDON, telegrapher, didn't get the virus, but he did get a new bronze Chevie.

"Doc" CRAMPTON, assistant chief clerk, is still on sick leave, but advises he is much better and hopes to return to work soon, and JESSIE BARNETT, switchman, is still recuperating from quite a long illness. Steno-clerk, ISABELLE MACLEOD, on sick leave, recently enjoyed a change of climate (?) in Southern California.

A certain dentist's office looked like a conference room the other day, which conference was held by ED WUELFING, check clerk, FRANK LYDICK, train desk, and TIM NELLIGAN, yardmaster. It was never determined whether they were discussing novocaine and its appealing qualities, the dentist, the price of dentistry, or the various nurses. They seemed to be enjoying themselves in spite of a rather pained expression on their faces from time to time.

Vacations have started and for some — ended; Switchman LEONARD GUY (San Jose), JOHN INGE, HARVEY CHASE; and Yardmaster SOL SALOMON (Oak-

land) and FRED THOMPSON (San Francisco).

Mechanical Department

We'd like to welcome two new employees to the Mechanical Department, MRS. HELEN SPENCER, a very lovely redhead, is now steno-clerk to BILL WOLVERTON, our mechanical engineer, and THEO. JERAULD, wife of CHARLES JERAULD, secretary to our chief mechanical officer, is now our new file clerk.

KEITH WILCOX, assistant accountant, is the proud papa of a new baby girl and, on top of that, is the lucky owner of a new home here in Tallac Village. Congratulations, Keith!

Another proud employee is STAN HEANY, assistant accountant, who now owns a new duplex in Del Paso Heights. Maybe there's something to this accounting business?

NORENE JOHNSON, steno - clerk to Master Mechanic L. M. MORRIS, is back with us after a six months' leave, as is LOUIS DEL MORO, now clerk in our timekeeping office. We're happy to have them back again.

We also welcome C. E. MARCUS, supervisor of automotive equipment, now has moved into an office here, having transferred from the superintendent's office.

JIM MUSILLANI is now sporting around in a bright red Chevrolet convertible! Jim calls it his fire engine.

Our chief mechanical officer, E. E. GLEASON, addressed the shop employees on February 26 in behalf of the American Red Cross, requesting WP employees to participate 100 per cent for this worthwhile campaign. We're hoping we can be one of the first to reach their goal here in Sacramento.

We're sorry to report the death of ROBERT PETERS, laborer at Sacramento

Shops. Mr. Peters had been hospitalized since September of 1950, and passed away February 27.

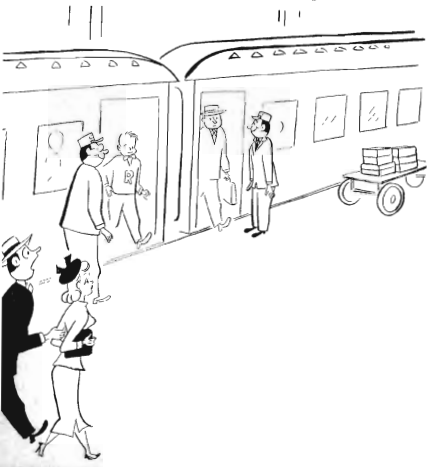
We'd like to say "hello" and wish speedy recoveries to MARION VELASICH, machinist, PAUL SCHULTZ, sheet metal worker, PAT LEO, machinist helper, and M. R. GOMES, carman, all of whom have been hospitalized for some time.

Sacramento Shops

Congratulations are in order for ANDY JOHNSON, machinist foreman, who, became a first-time grandfather this last month, and to J. D. HARRIS, machinist, who became a first-time father with the birth of an eight-pound son. He was so excited over the great tidings he even handed your correspondent a cigar!

We're glad to welcome EDWARD SOULIES, engine watchman, back to work again. Ed's been off since last October with an off-duty injury. Also, good news from the hospital tells us that PAUL SCHULTZ, sheetmetal worker welder, is progressing nicely and may possibly be released in another month. We hope so, Paul.

"Apparently your mother wasn't on this train . . . the conductors seem to be in good spirits!"



We imagine both M. VELASICH, machinist, and MANUEL GOMEZ, millman, would enjoy a few visitors these days, both being laid up in the hospital.

MRS. E SPRATT, our company nurse, is quite excited these days. And good reason. Her son has just arrived back in the States after having served in Korea, and her daughter is about to make her a first-time Grandma any time now.

JOE MARTY, painter foreman, has an enviable record to be proud of—his department has gone 5,130 days without a reportable injury! JOE STOUT, car foreman, LARRY D'ORMAN, electrical foreman, and ANDY JOHNSON, machinist foreman, are runners-up in that order, each with over 2,000 days without a reportable injury in their respective departments.

Portola

Welcome to LOYAL POTTER, baggage-man and janitor, who came from Marysville. Mrs. Potter and daughter will join him here in the near future.

Our new electrician at the roundhouse is HARLAND POTTER, who comes from Whitefish, Montana. This Mrs. Potter and three children have arrived and are getting settled in their new home.

Also welcome to MAURO AGUILAR, former clerk at Sacramento, who bid to the roundhouse, and to Mrs. Aguilar and two children, Eugene and Nancy Jo.

WP has substituted a new yellow Jeep for the old red one, much to the delight of the crew clerk.

The one and only student brakeman here now is ELWOOD VANCE FARNSWORTH, son-in-law of NOBLE WAKE-

FIELD, western division engineer. Good luck Elwood!

We were sorry to hear of ice deck carpenter GUY BURNS' injury. He slipped and fell from the ice deck on February 11, but latest reports are that he is home from the hospital and getting along fine.

Also on the sick list is ROBERT J. LAWRENCE, brakeman, who went to Sacramento for a nose operation, but expects to return to work soon.

We're glad to have LEE WINKLER with us as new utility man at the Portola Hospital since February 19.

Chicago

Grandfather department . . . A future WP roter and potential halfback material for Notre Dame's Frank Leahy, Stephen Edward Walsh, made his debut into this mixed-up sphere of ours at six pounds three and one-half ounces on February 7. The proud "gramp" is JIM WARREN. David Arthur Jeffords, first grandson of ART LUND, made an entry into the human ring March 6, weighing six pounds thirteen ounces. Winchell, please note!

Who said all the Indians were on reservations or in Cleveland department . . . Always trying to make the headlines—he's the chap who goes down the line for the PCC Rose Bowl entry and on a recent trip to our very Windy City (still cold MUNCE, if you didn't already know) from Los Angeles, happened to be an honorary guest at a local transportation club "Members Only Night." This might be pure professional jealousy, but we understand he is going to be invited to return next year with the entertainment built around him!

The Wee-Wee Paree Motif department . . . Very recent and very charm-

ing additions to our Chicago office are MISSUS (oh boy!) JEANNE PIERRE and ELLEN REGNIER. Both are in the neighborhood of 21, young, and my happily married family life does not permit determination of further historical data. Ellen had splendid records at both the MP and SFe. Jeanne comes to our midst from San Francisco, her dad being very well known as member of the Standing Rate Committee of the TCFB. We are most fortunate!

Hats Off department . . . BOB RITCHIE has just been elected president of the "Off Line Agents" division of the Minneapolis Traffic Club. Making good use of that dictionary we sent you, eh, Robert?

Capitalists department . . . GLADYS and TOM HESSON took title to a 1951 Ford. Glad mentions a mutual loss of affection with old "Liz" which did not wind up in the scrap heap but merely changed stables. Speaking of Fords, one recent Sunday morn, BILL MCGRATH went down to drive his V-8 to church, but wound up walking when it became apparent that (1) Bill forgot where he parked said car, or (2) Bill used other means of transportation to come home from the "stag" the night before, or (3) "Somebody stole my car." To assure you the answer wasn't (1) or (2), the car was found next day behind a bowling alley-tavern a half-mile from his home. The local police are still unconvinced of foul play—the doubting cads!

Bouquet department . . . The very biggest orchid should go to our own super-efficient ROSE LUPE. In all the months Rose has been keeping car records and reports for the Chicago office, don't believe this gal has made one mistake. One of the most quiet, one

of the busiest, but never a gripe. My host of friends (??) will use yours truly as a comparison, to-wit, one of the loudest, one of the laziest, and always griping. Tut, tut . . .

Reserved for Matheny department . . . CHARLEY MATHENY said he would have some hot news from Milwaukee this month, but apparently the news was so hot it went up in smoke before reaching Chicago. He did come up with information that Milwaukee beer in Milwaukee tastes about the same as Milwaukee beer in Chicago. Hold the presses!

San Francisco

Welcome to the following new WP employees: MRS. BETTY HANCOCK, personnel; KAY BRODNEY, engineering; CAROL LARSON, signal; and GUNHELD GRIFFEY, WILLIAM KENDALL, CLIVE HOLM, ALMIRE MULLER, BOB KOSTNER, BOB SMITH, HOWARD HILL, ERNEST DE-SOTA, BOB BISCHOFF, JUNE WYNDHAM, KAY BRADFORD, CAROL MORRELL and JOHN KENNEDY, auditor of revenues. Glad to have you with us!

It's nice to learn that DENISE DUPRE is rapidly recovering from her gall bladder operation at St. Joseph's on March 2, and expects to soon return to her work in the duplicating department real soon.

BOB PFEIFFER, duplicating bureau, is happy these days. Received a nice refund from the SP for commutation tickets not used during the recent strike.

JACK WRAGG, traveling accountant, sends the following message through this column: "My family and I will always remember the kindness shown us by the many WP employees and officers in arranging transportation and

reservations to Salt Lake City and return, the consideration shown by train, sleeper and dining car crews, and for the beautiful floral offerings received following the sudden death of my stepson, William Roberts, on January 14."

BERTHA PETERSEN, law department, was called back to the American Women's Voluntary Service last January, to assist in a program being organized to feed and care for downtown workers in the event of an emergency disaster. Meetings are held each Monday night at the Fairmont Hotel and volunteers are welcome. Bertha and CALI CALOMIRIS, also law department, were also on hand to help pass out candy and fruit to the First Marine Division when those heroes arrived in San Francisco March 5 from Korea.

We've forgotten how many weeks have passed since we had some sunny weather, but you can certainly notice the difference on the smiling faces coming through the front door each morning now that spring weather is here!

Another touch of spring—CHRIS and HILDING, those two likeable guys from our building engineer's department, are once again seen around the building with a paint can in one hand and brush in the other.

MAURICE NOTTER, signal draftsman, had a nice article published in *The Signalman's Journal*, February issue, titled "New Signaling on the Western Pacific."

In case you don't already know, our new elevator operator is RUDY ENGEL. Before coming to WP he gave a lift to employees of the Firemans Fund Insurance Co. in San Francisco.

Old Timers Leave Western Pacific

February 14 was quite a day for Conductor Don W. Segur, who celebrated a combination retirement, birthday and St. Valentine's Day all in one.

It all began when roundhouse Foreman O. M. Beard got the engine ready and Yardmaster Wayne Geil prepared the work instructions. Dispatcher J. C. Jaskela and Operator Tom Barry took care of the train orders, and Segur was called at 10:00 a. m. that morning for his final trip on the Westwood local. With a crew consisting of Brakeman R. H. Erickson and N. E. Martin, Engineer Floyd Seaton and Fireman Kibbler, they left Keddie at 11:30 a. m. with Mrs. Anna Segur and Trainmaster Grant Evans and his wife as pas-

sengers. Grant made his first braking trip with Segur many years before and wanted to make the last trip with his old friend. No. 403, which served as Don's first caboose, was hooked to the rear of the train.

They arrived in Greenville at noon, where a luncheon had been prepared for them by Lucille Madison and Margaret Hammond, assisted by Evans, and Operator Thelma Robertson. A beautiful birthday cake, with dates "1916-1951" and a miniature train, served as the centerpiece. Place cards were made from fuse caps, and the fuses served as candle holders. A red feather decorated each plate. Others attending the luncheon were Yardmasters Barney Kenny and Joe Clinton, and crew, from Keddie.

Brakeman Norman Martin, engineer Floyd Seaton, conductor Segur, brakeman Ray Erickson and fireman Everett Kibbler get "mugged" before the luncheon given conductor Segur at Greenville.



When they arrived back in Keddie that evening they were greeted by a host of friends as they pulled into the yard. Torpedoes had been placed on the track and the train arrived with a "bang." They were hustled off to the hotel where cocktails were served and then on to the Housing Project where a pot luck supper was held in their honor by all their friends in Keddie. Another beautiful cake decorated the table. Master of ceremonies, Yardmaster Charley Self, presented Mr. and Mrs. Segur each with a gift of appreciation from their many friends and following short speeches by Trainmaster Evans and his wife, Road Foreman Norman Roberts and others, the tables were cleared and the nearly one hundred guests finished off the evening with dancing. Music was furnished by Norman Roberts at the piano and Engineer Calvin Dorothy, from Portola, at the trumpet.

Don told his friends he guessed the air had gone out of the train and he was left speechless.

Conductor Segur came to Western Pacific on December 6, 1916, after service on the Boca and Loyaltan. He has been a resident of Plumas County since 1909 and has lived in Keddie for over eighteen years. His only plans for the future are some good fishing.

Members of the statistical bureau of the Auditor of Revenues Department spent a gay evening at the Towne House in San Francisco on February 13, when F. C. McKinnie was honored at a dinner party.

Mac retired from Western Pacific service on March 1, after thirty - five years with the company.

He has been interested in raising

flowers for many years and he is well known around Bay Area garden circles for his very fine roses. With a little more time to spend, Mac should now give Oakland garden lovers some real stiff competition.

Present at the dinner to give Mac a good sendoff, were the following statistical department employees:

Mr. and Mrs. James Ferrol, Mrs. Doris Doherty, Lee Classen, Mrs. Luella Dickson, Steve Corvin, Miss Lollie Lederman, and Mrs. Kay Fiscoe.

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John E. Williams, left the Western Pacific on January 25 with a service that began at Beowawe, Nevada, on November 16, 1926, when he signed on as signal maintainer.

John's first railroad service began at Sedgwick, Colorado, in March 1914, when he went to work for the Union Pacific as a section laborer. After transferring to the signal department of that road where he remained for eight years, he changed to the Great Northern at Everett, Washington, and four years later came south to the WP.

Williams spent seven years as signal maintainer for the company at Golconda, following his service at Beowawe, and in December of 1943 came to Oroville as assistant foreman on Gang No. 1 installing the new CTC on the Third Division. He bid in the Oroville District as signal maintainer in June 1945 when signals were installed from Portola to Oroville, where he remained until his retirement.

John has no definite plans for the immediate future other than giving an afflicted spine a good rest. He sends his best regards to all his old friends on both the eastern and western division.

In Memoriam

Louis Caggiano, eastern division laborer, died on December 17, 1950. Caggiano entered WP service April 3, 1944, and leaves his widow, Mrs. Antonia Caggiano of Sacramento.

Eastern division brakeman, Kenneth J. Jones, died on December 11, 1950. His service with the company began October 11, 1943, and he is survived by his mother, Mrs. Charlotte Jones, of Salt Lake City.

Milburn M. Lewis, western division brakeman, died on January 28. He is survived by two brothers, Lloyd C. and W. W. Lewis, of Tacoma, Washington. Lewis was employed by the company on October 15, 1946.

Antonio Sanchez, eastern division section foreman, died on January 5, leaving a widow, Mrs. Aurelia Sanchez, of Battle Mountain, Nevada. Sanchez had intermittent service with the company since April 11, 1938.

Elias Seja, western division section laborer, died January 5. His widow, Mrs. Jesus de Castello Seja, is a resident of Hacienda de la Mazdale, Facáscuaro, Michoacan, Mexico. Seja was employed by the company on November 3, 1948.

Chief mechanical officer advises that Ygnasio Serrano Rojas, laborer, died on February 7, leaving a widow, Mrs. Juanita S. Rojas, of Stockton. He began service with WP on July 21, 1947.

Tidewater Southern fireman, Myerl D. Shipp, died November 18, 1950. He entered TS service August 26, 1950, and leaves as heirs, his parents, Mr. and Mrs. T. H. Shipp, of Prescott, Arizona.

Regino Tabarez, eastern division track laborer, died on January 28, leaving a brother, Urbano Tabarez, of Salt Lake City. Tabarez entered company service September 1, 1949.

Arthur C. Shoote, roundhouse employee at Keddie, was killed on February 2, when a car in which he and his brother were riding overturned on Highway 99, twenty miles north of Redding. They were en route to Vancouver, Washington, to visit their mother, who is ill, at the time of the accident. The brother was seriously injured.

An employee of the company intermittently since July 25, 1940, Shoote spent most of his young life in the Navy and Marine Corps. He served in World War II and also did some defense work at the Sierra Ordnance Depot at Herlong. He was buried with military honors in the Golden Gate Cemetery at San Bruno, California.

He is survived by his wife and two daughters, his mother, three sisters, and four brothers.

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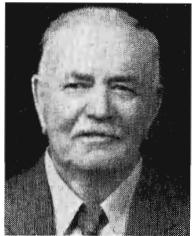
Cause of a fire in a car on a WP work train February 17, which destroyed three outfit cars and took the life of Charles Folsom, assistant foreman of an extra gang, will probably never be determined.

Ed Basil, cook, who was in a section of the car in which Folsom was trapped, said he attempted to break through a partition when he discovered the blaze, knowing Folsom was there, but was unsuccessful. Conductor Les States of a westbound freight saw the flames as his train climbed a hill between Jungo and Antelope, and stopped, but was too late to be of assistance.

The outfit train was returning after

replacing a rail broken in an eighteen-car SP derailment the week before.

A. L. Harper, 87, retired WP employee and well-known Elko resident, died at his home on February 21 after an illness of many months.



A. L. Harper

Born in Harbin, W. V., he worked as a young man on the MKT railroad, and in 1900 moved to Idaho where he farmed and was later county commissioner and sheriff of Clearwater County. He then moved to Nevada in 1915, accepting a position as section foreman for WP at Shafter. He later moved to Elko as roadmaster, and then held the position of section foreman until his retirement in 1939.

He was one of a family of twenty children, and survivors include two sons, Charles, of Elko, and Seymour, of Salt Lake City, and two daughters, Mrs. Evelyn Talbot, of Elko, and Mrs. Esther Dennison, of Lewiston, Idaho. There are also six grandchildren, twelve great grandchildren, and two great, great grandchildren. His wife preceded him in death in 1947.

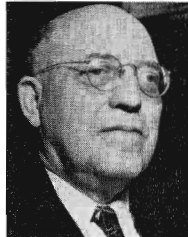
Harper was a member of the Elko Masonic Lodge and received a fifty-year membership pin in the order about six months ago.

William A. Merrill, 49, division superintendent of the U. S. Secret Service at San Francisco for the past seven years, and a former special agent for the WP, died suddenly on February 23.

A veteran of about a quarter of a century with the Secret Service, he directed protective measures for President Truman's visit to San Francisco last October. He helped to smash many counterfeiting and forgery cases during his career, and was reported to have saved the life of an WP employee during a train holdup while working with the company.

He is survived by his widow, Ellen; a daughter, Darlien; his mother, Mrs. Henry C. Taggart, and a sister, Mrs. Austin B. Smith, of Salt Lake City.

George L. Swartz, 77, retired WP assistant chief dispatcher, was found dead in his home in February. Death is believed to have occurred on February 21.



Geo. L. Swartz

Born in Plain, Ohio, he had been an employee of the company since 1912. He retired June 30, 1946, with nearly thirty-four years' service.

A prominent Nevada Mason, he was also a leader in the Democratic Party and served as chairman of the March of Dimes in Elko County a number of years ago. He was also a United States Commissioner, and many cases came before him during his term of office.

Suffering from an acute heart condition, he had been under a doctor's care for some time. Known survivors are a daughter, Mrs. Gilbert Moody, of Smithville, Texas, and a nephew, Gilbert Moody, Jr., of Sparks, Nevada.

Employee Serves The U.S.O.

When views of the "Charles O. Sweetwood" dedication ceremonies at Oakland were broadcast over a St. Louis television station, Irene E. Schuepbach, secretary to General Agent J. F. McKenzie, was greatly thrilled. Not only because she is and has been an enthusiastic WP employee since April 1928, but more so because of her own contribution to the United Service Organization in that city.

Her interest in welfare work began during World War I, when Irene served as a Red Cross surgical bandage worker. During World War II she issued blood donor certificates, did home nursing, first aid and nutrition work, and issued Red Cross certificates for making dresses sent to England. She also accumulated more than a thousand hours of service as a member of the U.S.O. operating committee, assisting Mrs. Ruth Wurdack, director, in handling correspondence, lost and found articles, and supervising activities of U.S.O. volunteers. In addition, she took a course in the care of polio patients at St. Anthony's Hospital.

When it was announced early in December of 1950 that St. Louis was to reactivate U.S.O. lounges for service men and women, Miss Schuepbach again donated her services. She is in charge of recruiting volunteers, assigning them to duty, and supervising

their activities at the U.S.O. Lounge in Union Station, space for which was donated by President Chinn, of the Terminal Railroad Association of St. Louis. She assigned representatives of twenty-five business women's clubs, representing seventeen varied industries, three truck lines, and fourteen railroads. (Irene represents WP), and her committee has already provided a radio, television set, card tables, cards and other games, magazines, etc., in a little more than a month after the lounge opened. Cookies, candy, cakes and fruit donated by volunteers, friends and firms, are served to the boys free of charge. Traffic representative, Joe Slattery (St. Louis office) furnished razors to the lounge for boys in need of a quick shave.

On February 15, Miss Schuepbach addressed members of the Traffic Club at a "Bosses Night" meeting, telling of the need for donations, and before the evening was over received a donation of a ping pong table from the Air Lines in St. Louis.

At a Board meeting of the National Association of Railway Business Women in Chicago on February 18, a report by the president of the St. Louis U.S.O. revealed that St. Louis was the only city active in such work. Its need has been fully demonstrated by the fact that over 3,000 service men and women have used its facilities during the first month of operation, some on their way to the Coast via Western Pacific.

The lounge bulletin board carries two pictures and news releases of the "Charles O. Sweetwood," and Mrs. Wurdack added the map from the com-



Irene Schuepbach



A group of service men and volunteers watch television in the USO lounge in Union Station, St. Louis. Murals on the wall in the background show old St. Louis in the steamer days on the Mississippi and St. Louis of today with the dome of Union Station in the foreground.

Beginning third from left, standing, are Mildred Datweiler, Irene Schuepbach, Ruth Archer and Helen McCarthy, volunteers.

pany's time table to show the route of WP.

Miss Schuepbach was born and raised in St. Louis and educated in grade, high and business schools there. Her railroad service began with the Frisco Lines in October, 1915, extended to the International Great Northern at Houston, Texas, in March, 1923, and concluded with her present position when the agency was opened, except for one year in industrial work in St. Louis during 1926-1927.

Besides her U.S.O. work and active membership in the Women's Traffic Club of Metropolitan St. Louis and the Railway Business Women's Association of Metropolitan St. Louis, she enjoys planning and preparing meals and entertaining friends at "Springview,"

her summer cottage on Meramec River, sixteen miles west of St. Louis, where she spends summer weekends and vacations. Her specialties are French fried toast and French fried onions.

Two big men, together with a small man, entered a railroad station waiting room and learned that the train they were expecting was 30 minutes late. So they adjourned to a bar across from the station, where they ordered three beers—two tall and one short. Three things led to three others and so another trio of beers followed, again two longs and one short. After repeating this performance five times they suddenly remembered the train, and dashed across the street into the station concourse just in time to see it pulling away. Jerking their hats down over their ears, they took out after the departing rear end of the train. The tall men, able to cover ground faster than their shorter companion, made it, and swung onto the rear platform. The little fellow, however, gave up and started back for the station, laughing heartily. "What's so funny?" inquired a gateman who had witnessed the incident. "Yes, I missed my train all right," Shorty laughed, "but the joke's on those guys—THEY JUST CAME DOWN TO SEE ME OFF!"

—Texas & Pacific Topics.

SPORTS



With winter gone and the 1951 trout season drawing near, it's high time we put our tackle in order and started giving some thought to where we might try our luck this summer.

Although splendid fishing is to be had throughout California, we can think of no better spot for an occasional week - end sortie than the Feather River country.

Successful angling in the Feather River, famous for big, high-leaping rainbow, is dependent more upon the hour it is fished rather than the pattern or type of lure being used. In spite of the fact that scattered catches are made during the heat of the day, old-timers in the canyon will point out that the best time to fish the river is early morning or late evening. Particularly so, with fly fishing. Beginning at day-break, these river trout will rise well to a fly until about 8 a. m. After that, they show a decided lack of interest in anything offered them until again around 6 o'clock in the evening.

Nothing is ever free, and while the bait fisherman stands a better chance than the fly fisherman of making catches during the mid-day period, he is constantly faced with the possibility of snagging his tackle along the rocky, boulder strewn bottom of this turbulent stream. He can take comfort in the fact that one of the largest rainbows

"Goin' Fishin'?" was written especially for MILEPOSTS by Maurice A. Notter, draftsman in WP's signal department.

Born at Mt. Vernon, Indiana, November 16, 1907, Notter spent 10 years in Uncle Sam's Navy and worked a short while in Civil Service before coming to Western Pacific in 1945 as signalman, working on line in the Feather River Canyon. He advanced to lead signalman before being assigned to his present position in 1946.

As a writer, Notter has had three feature articles accepted by national magazines and in addition has contributed many fishing and hunting articles for various outdoor publications. The February issue of Railway Signalman's Journal carried his article on Western Pacific's CTC installations.

While in the service he drew illustrations for use in a Navy magazine, and drew the illustrations accompanying this article.

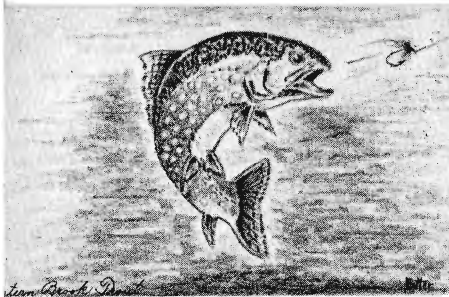
He lives in San Francisco with his wife and one daughter, 3, and at press time has already ordered cigars for another blessed event expected "any day now."



ever taken from the Feather River was caught on bait.

When rigging our terminal tackle for bait fishing in this river, we use nothing less than a six-pound test leader, No. 8 Eagle Claw Hooks and at least three large buckshot for weight. This enables us to get our bait down so that it will roll and bump along the bottom where the grandpas hang out.

For the angler who doesn't mind a little leg work, superb fishing awaits along the small racy creeks of this area. Although there are many to be considered, space will not permit us to do so, but for the benefit of anyone contemplating a trip into this country, we will list a few of the more popular ones along with the species of trout and the best lure for taking them:

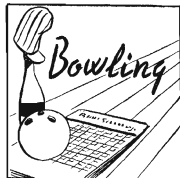


STREAM	TROUT	BEST LURE
Swamp Creek	Eastern Brook	Lady Mite
Rock Creek	Rainbow	Grey Hackle Yellow
Chambers Creek	Brown	Lady Mite of Sandy Mite
Milk Ranch Creek	Eastern Brook	Lady Mite
Chips Creek	Rainbow	Grey Hackle Yellow
Indian Creek (Belden)	Rainbow	Brown Hackle Peacock
Yellow Creek	Rainbow-Brown	Bait or Mite Series

Of the above listed creeks, Chips still remains our favorite, and if fished in the proper manner, the cold water of this beautiful cascading stream will consistently produce fine limits of trout up to twelve inches and better in length. Primarily a wet fly stream, bait of any kind has little appeal to these gamey finsters but a grey hackle yellow fished with a natural drift will often fill the creel within an hour or two. However, the trout in this creek are cagey fellows and extreme caution must be used when approaching a certain pool or riffle which is to be cast to. As the best insect hatch of the day along Chips Creek takes place during the late afternoon, this stream, for best results, should never be fished before 3:00 p. m.

Listed below are some popular artificials and baits that have proven to be good fish takers on the Feather:

ARTIFICIALS	
Lady Mite	Size F7 Orange Flat
Grey Hackle Yellow	Fish
California Mosquito	Royal Coachman
Pit River Salmon Fly	Airplane Spinner
Size 3/0 Colorado Spinner	Sandy Mite
BAIT	
Helgramite	Salmon Egg Cluster
Salmon Egg, Single	Worms



Sacramento keglers grabbed an early lead in the Western Pacific Sacramento Valley Bowling League by taking five of six games from the highly touted Oroville quint and scoring a clean sweep over Stockton. Herb Kiel, Sacramento anchor man, was the star bowler in both victories with a three-game 627 total against Oroville, and a 607 series against Stockton. Don Carman was high bowler for the Stockton quint with a 570 series, while Bob Shepard starred for Oroville with a 507 total.

High games in the opening rounds were rolled as follows: Kiel 234, Carman 211, Roe Campbell 200, and F. Rodgers 200.

Sacramento went to Marysville on March 10 for a return match with Oroville and emerged the victor by a score of 3 to 1. On March 17, Oroville took on Stockton in Marysville and came out winner, 3 to 1.

Anyway, regardless of where we decide to angle this summer, the most important thing is to relax and have fun. We'll not only feel better, but we'll work better and live a lot longer. And, even though we don't take any record fish, we'll have scads of fun in telling about the big 'uns that got away.

Games with Oakland will follow the Oroville series and results will appear in the April issue.

Team standings and individual averages for the top seven (Big Seven) bowlers are:

TEAM STANDING

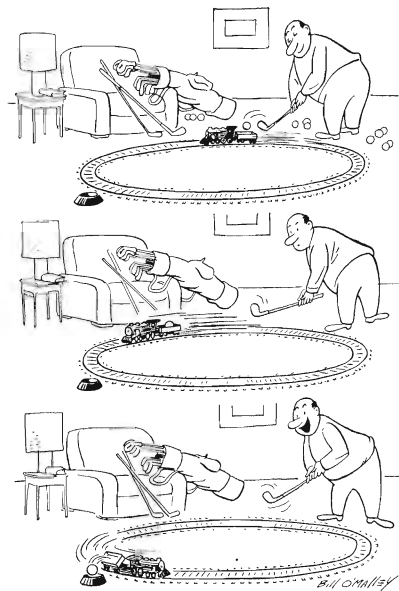
	WON	LOST
Sacramento	12	2
Oroville	5	9
Stockton	1	7
Oakland	0	0

BIG "7" INDIVIDUAL AVERAGES

Name	Games	High Game	Average
H. Kiel (S)	8	234	198
D. Carman (St).....	3	211	190
R. Shepard (O).....	5	191	177
R. Campbell (S)....	8	200	174
J. Depangher (S)..	8	197	168
F. Rodgers (O).....	5	200	162
E. Bauer (St).....	3	176	162

(S)—Sacramento. (St)—Stockton. (O)—Oroville.

Rita Connolly, Anne Malfa and Agnes Connolly, manifest department, claim to have spent a recent week-end of skiing at Nebelhorn, Lake Tahoe, but from the picture it looks as though someone is about to be on the receiving end of a cold snowball.



These 6 to 12 pound salmon were caught outside the Golden Gate by Al Rowland, commercial agent, and Elmer Lindquist, traffic representative, Oakland, while on a recent successful fishing trip as guests of Al Saroni aboard his palatial 50-foot cruiser the "Alcaire." Saroni is well known by WP employees as one of the best trout fishermen in the Feather River area.



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Railroad Lines

A new sound color motion picture, "Wheels of Progress," depicting freight service on the Rock Island Lines will be released shortly by that railroad.

. . .

Passenger service between San Diego and El Centro, California, over the San Diego & Arizona Eastern Railway has been discontinued.

. . .

Missouri Pacific celebrates their 100th anniversary during 1951.

. . .

Fewer employees lost their lives as a result of railroad accidents in 1950 than in any year since the ICC began to compile these reports in 1888.

. . .

Class I railroads spent approximately \$787 million for new freight cars, locomotives and other equipment in 1950.

. . .

The Pacific Coast Chapter of the Railway and Locomotive Historical Society in conjunction with the California- Nevada Railroad Historical Society, will co-sponsor an excursion into Northern California on the week-end of May 5 and 6, over Western Pacific to Westwood and return, with side trips over the Quincy and Almanor railroads.

. . .

Radio will be installed in the cab of every diesel-powered train—passenger and freight—on the Missouri Pacific System, and freight train cabooses will be similarly equipped, giving them more train radio than any other railroad in the world.

. . .

During World War II, the railroads paid into the Federal Treasury an average of more than three million dollars per day in taxes.