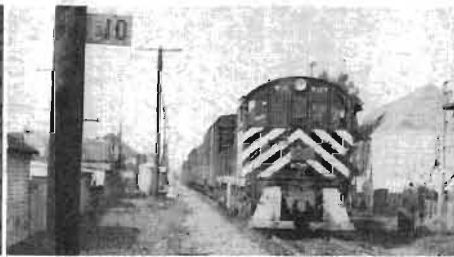


WESTERN PACIFIC
Mileposts
MAY 1950





Vol. I

MAY, 1950

No. 10

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*Mileposts
 Goes to Dinner
 With the President*

**He fills 11 days, 3,100 "rails";
 Spreads 18 spreads 1,000 miles**

When President Whitman assumed top position in Western Pacific last July, one of his chief desires was to meet every man and woman on the railroad face to face. He wanted to get started toward his firm intention of being able to call each one by name and he wanted to tell them personally of his plans. Until last month one thing after another prevented.

But a few weeks ago he found a precedent shattering means to ac-



Above: "With the co-operation of all, this railroad is going places!"

Below, left: They knew he was coming so they baked a cake. Presented at Sacramento by Madge Slaughtner and Jim Musillani, supt. motive power office.

Below, right: Vice-President Munson prefaces his safety talk with the story of the alfalfa and the bull.





Nosebag special ready to highball out of Salt Lake City.

comply his object. On April 12 he mailed personal dinner invitations to every employee on the line. "I feel that I have been with Western Pacific long enough now to get my feet fairly close to the ground," he wrote, "and as you may know I have some fairly definite objectives for the future of Western Pacific, plans that I sincerely believe will pay off for all of us who

Pronto delegation awaits the special.

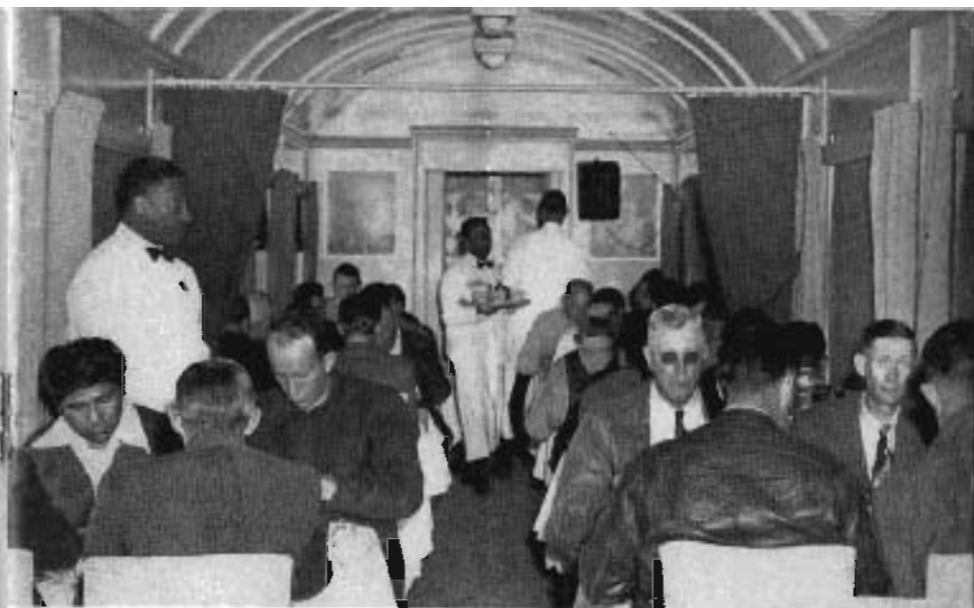


earn our living in its service. Come to dinner and listen!"

The series of dinner parties that were arranged (with a few breakfasts and luncheons thrown in), totaled eighteen in all. If an employee found it inconvenient to attend the one to which he was invited, he was welcome at another. Through the salt flats and

(Continued on Page 9)

A pick-up on the Salt Flats.



One of the dinner parties aboard the special.

President Whitman talks to the bunch at Salduro.





After the Elko luncheon, No. 2 returns the men to their posts.



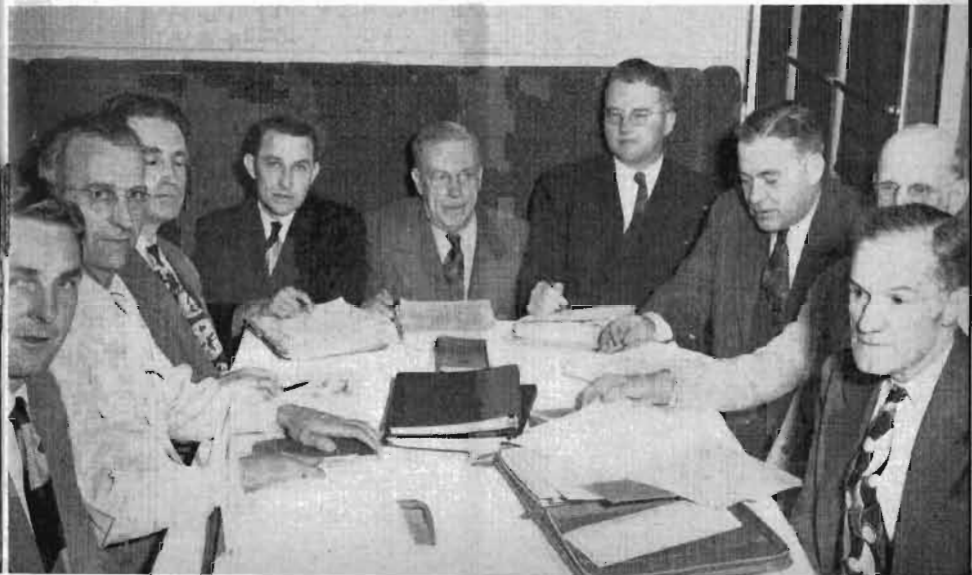
Platform stretch during a station stop.

Discussion of the Operating Brotherhoods' Docket went on in Business Car 105 between stops. Left to right: George Clark, SUNA; A. W. Arnall, ORC; C. E. Whitman, BLF&E; W. A. Tussey, Asst. Supr. Labor Relations; H. R. Fegley, Asst. to Gen. Mgr.; C. E. McDonald, Asst. Supt. West. Divn.; J. F. Lynch, Asst. Supt. East. Divn.; W. E. Meyers, BLE; A. W. Harris, BRT.

The bosses say "goodbye."



And the big boss gives the highball.



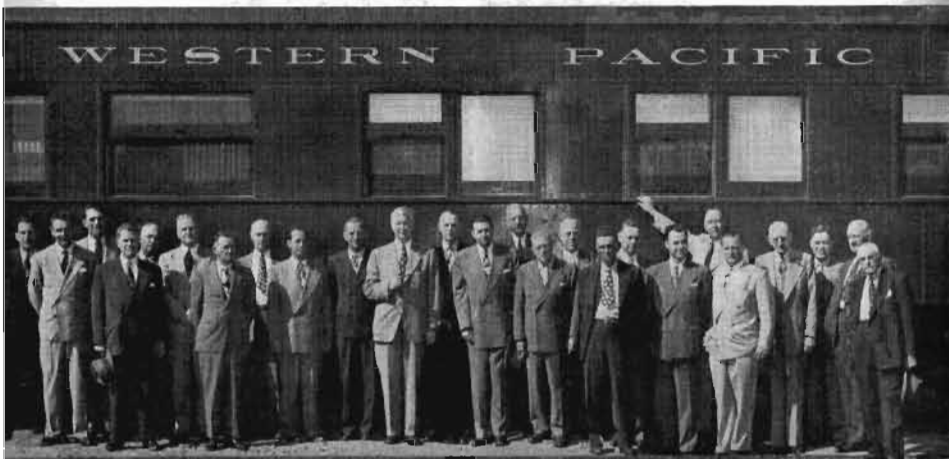


Train and engine service men at Wendover await the Nosebag Special.



The boss plays "Chopsticks" for Vice-President Munson before lunch at Winnemucca.

Taken at San Jose, this picture shows the president, members of his staff, and representatives of the labor organizations. Left to right: C. E. Whitman, BLF&E; George Clark, SUNA; I. M. Ferguson, special assistant; C. O. Davis, IBBDF&R; R. W. Rich, RYofA; H. C. Munson, V-P & G-M; R. T. Ronan, ARSA; H. E. Stapp, terminal trainmaster; T. C. Bridges, BofMWE; A. W. Arnall, ORC; president Whitman; W. I. Hatfield, BofR&CS; G. H. Kneiss, asst. to president; O. H. Bryan, asst. to gen. mgr.; H. R. Fegley, asst. to gen. mgr.; G. D. Keyes, agent, San Jose; Hugh Allen, road foreman of engines, Stockton; C. R. Nipper, general agent, San Jose; Walter Brunberg, asst. supt. dining cars; G. W. Curtis, supt. Western Divn.; E. P. Brodersen, RPU; W. E. Meyers, BLE; W. G. Howell, trainmaster, Stockton; P. F. Werner, ORT; B. J. Flood, industry clerk, San Jose.



desert, where no banquet facilities existed, the spread was set in two diner cars and a coach fixed up for the program following.

All twenty-six general chairmen of the labor organizations affiliated with Western Pacific were personally invited by President Whitman to be his guests for the entire trip. Seven found it possible to accept, while most of the others attended at least one of the get-togethers. Negotiations which had been proceeding daily between the chairmen of the operating brotherhoods and the railroad were simply moved to the special train and continued in a business car between the employee meetings.

"Operation Nosebag" commenced with a dinner party at Hotel Utah in Salt Lake City on April 18, followed by a breakfast in the diners the next morning. Immediately following, the nine-car special pulled out of Union Depot and began picking up personnel along the railroad for the luncheon at Salduro. These guests returned to their posts on No. 2; Wendover employees were next entertained at dinner in the



In the hole for the California Zephyr.

dining cars. And so the operation continued westward through Elko and Winnemucca.

The concentration of Western Pacific railroaders at Portola and Keddie posed a problem in logistics. Neither the diners nor any local restaurants could begin to accommodate the crowd. Reno was the nearest possibility, so a special train was run clear from Bieber to gather up the fellows and gals along the way, consolidate with the Nosebag Special at Reno Junction, and continue on to Reno, a distance of 205 miles each way. A Pullman car was carried for those on the N. C. E. who would not get home until the early morning hours. MILEPOSTS has heard a whisper that some Portola wives frowned on the idea of hubby in Reno on Saturday night.

Salt Lake City dinner—Hotel Utah, April 18th.





Elko dinner—Stockmen's Hotel, April 30th.



Reno dinner—Mapes Hotel, April 22nd.

Winnemucca dinner—Sonoma Inn, April 21st.

Oroville lunch—Oroville Inn, April 23rd.





Gen'l. Chairman Elmer Meyers, ULE, speaks at the Salt Lake dinner.



Gen'l. Chairman T. C. Bridges, DoMWE, was on the program at Oroville.



Gen'l. Chairman R. T. Ronan, ARSA, represented the Brotherhoods at Berkeley.



W. I. Hatfield, Gen'l. Sec'y-Treas. RRASC, was the floor at San Jose.

Oroville, Stockton, Berkeley, Sacramento, and San Jose were the scenes of the next events, and the operation concluded with dinner for 500 at the Fairmont Hotel in San Francisco on April 28. A total of 3,119 meals had

been served during the eighteen get-togethers and about 70 per cent of the Western Pacific staff had attended, met the boss, and heard what he had to say.

Program for all meetings was the same regardless of size. First a short

talk by Vice-President and General Manager H. C. Munson on safety, followed by a few words from one of the general chairmen on co-operation between labor and management. President Whitman was then introduced

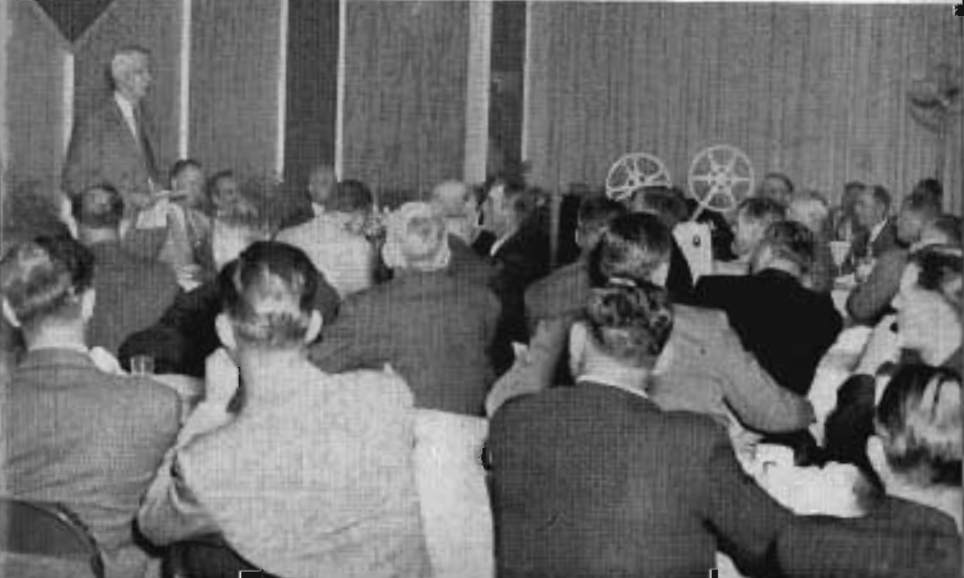
and began his talk with the remark that while the idea of everyone on the railroad having dinner together was a new one, it was far from being the only new thing that would happen on

(Continued on Page 18)

Oroville dinner—Oroville Inn, April 23rd.



Stockton lunch—The Pump Room, April 24th.





Stockton dinner—The Pump Room, April 24th.



Sacramento dinner—Senator Hotel, April 26th.



East Bay dinner—Claremont Hotel, April 25th.



San Jose lunch—Hotel Sainte Claire, April 27th.

HIGHLIGHTS:

From the President's Talk

"Program of dinner meetings new on W. P. but not the only new departure to be expected."

"We need new and progressive methods and ideas and we are determined that we shall have them because we know that such methods and ideas will benefit us all."

"In five years I hope to know most of our employees by name."

"We have good labor organizations on W. P. represented by able and skillful leaders who are determined to press vigorously for all they feel their men are entitled to. On the other hand management has no intention of 'giving the railroad away' while engaged in collective bargaining."

"Western Pacific is a comparatively small organization and thus has a better opportunity to develop a compact, hard-hitting, effective team."

"There are three chief ways to increase our freight business: (1) boost our proportion of the traffic already handled by rail; (2) repossess business going by highway and water; (3) attract new industries to our rails."

"Our progress in increasing our freight business will not be spectacular but will be slow and steady."

"We have found that selective rate cuts must be made in some instances to regain or retain certain types of freight traffic."

"Freight service must be speeded up. This means faster running on the road and less delay in terminals. But it does not mean a change in the policy of running long trains nor does it mean a lot

of one-car special runs in terminals. That would increase costs."

"We are spending 32 million dollars for diesels, C. T. C., heavier rail, etc., in the next five years."

"Unless the railroad makes money and pays dividends, our credit will not be good when we need to borrow money for new equipment. This can only be done by having a low cost economical operation so there will be a sufficient margin between revenues and expenses."

"We plan complete dieselization by 1952; C. T. C. through to Salt Lake City in '53; 40 miles of new heavy rail yearly; and 25 miles of rebalasting."

"If we are to have the economical and efficient performance necessary to get the business and provide the necessary money for improvements it is essential that every officer and employee turn in a superior performance."

"These are some of our policies:

1. The management expects that every employee will do his work safely.

2. The management is sincerely interested in the safety, health, welfare and happiness of every employee and his family.

3. The management wants every employee to feel that he has a good job, one in which he can take interest and pride and a job that he enjoys.

4. The management wants all employees to feel that an opportunity is available to them to be considered for promotion. At the same time, employees should recognize that not every employee can be promoted because the opportunities for promotion are necessarily limited.

5. The management is determined to

←—————→
The Grand Finale, San Francisco dinner, Fairmont Hotel, April 28th.

be fair in its dealings with the labor organizations and with individual employees.

6. The management intends to see that all agreements with labor organizations are strictly lived up to. We will attempt to carry out these agreements fairly and squarely so there will be no occasion for claims and grievances being submitted. It is recognized that the management may differ with employees as to the interpretation of agreements, but such differences in interpretation will be honest ones. We do not intend to sharp-shoot and, in turn, we do not want our employees to be sharpshooters. It is recognized that mistakes may be made by those who have to administer the agreements, but we will try and develop greater skill so that mistakes will be lessened as time goes on.

7. The management is determined to be exacting and firm in its intention that every employee will willingly accept the responsibility that is his for doing the best job he knows how in his particular vocation. It expects a top-flight performance from every employee because the employee, himself, will want to turn in such a performance. The management will not tolerate laziness, indifference, carelessness or slipshod performance.

8. The management and the local officers recognize that it is their responsibility to help every employee carry out his desire to do his job the best he knows how. They will do everything reasonably possible to assist employees in achieving that result.

9. The management can do little to help any employee hold his job if the sincere cooperation of the employee is not willingly forthcoming. In such cases, which it is hoped will be few, the management will reluctantly take such

enforced action as is necessary to produce the desired results for safety, efficiency and economy.

10. The management recognizes that friendly and sincere cooperation on the part of officers and employees alike is needed to produce the desired results. They welcome sound ideas and intelligent suggestions as to how work can be done safer and better with due regard to the need for efficiency and economy.

(Continued from Page 13)

Western Pacific in the years to come. A synopsis of the talk will be found elsewhere in this issue of MILEPOSTS. The program closed with the new color movie, "California Zephyr."

The parties were exceedingly well attended, in most instances it being necessary to set up additional tables. The response was equally enthusiastic. "These gentlemen did not wear brass collars," wrote one of our railroaders in Utah. "They are human beings with a big job to do, and I want to say that in all my many years of railroading, in many branches of service, I have never witnessed or even thought of such a wonderful way of gaining the confidence of the employees and cementing them together in one solid group." One of the general chairmen told the Elko newspaper, "This is unique in all my ten years' experience as a labor leader. And it's being very well received. It's a totally different approach than I have ever witnessed between management and labor. I'm enthusiastic about it."

In Stockton, MILEPOSTS asked a man across the table how long he had been working for Western Pacific. "Ever since I heard the President speak," was his answer.

MILEPOSTS



IN GOLD

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

35-YEAR PIN		
J. C. Marchand	Purchasing Agent	San Francisco
30-YEAR PINS		
James B. Dillon	Agent	Oakland
Frank P. Ferguson	Aud. Cap. Exptrs.	General Auditor
20-YEAR PINS		
Sam Charley	Track Laborer	Eastern Division
H. J. Fitzpatrick	Marine Mate	Marine Dept.
A. W. Howard	Switchman	Western Division
Henry H. Lloyd	Elect. Foreman	Mechanical Dept.
Brenton L. Peterson	Track Foreman	Eastern Division
15-YEAR PINS		
Charles G. Clontz	Track Foreman	Eastern Division
Robert A. Hansen	Sheet Metal Worker	Mechanical Dept.
Martin R. Milano	Track Foreman	Eastern Division
10-YEAR PINS		
Willie Charley	Section Laborer	Eastern Division
Lino Michel	Ice House Laborer	Eastern Division

In Memoriam

John Berg, formerly employed as chief clerk, Sacramento Shops, until his retirement on January 30, 1947, died on April 8, 1950. His survivors are not known.

Retired Ticket Clerk *Arthur J. Decker* died on March 13, 1950. Mr. Decker entered Western Pacific service June 26, 1942, and retired April 7, 1949. His heirs are unknown.

Frank Espinosa, section laborer, died on March 4, 1950. Mr. Espinosa retired in November, 1949, after more than 13 years' service. He is survived by his widow, Mrs. Frank Espinosa, of San Francisco.

Frances P. Evick, temporary cashier, died April 14, 1950, after more than 20 years' service with Western Pacific. Mrs. Evick is survived by her widower, Mr. Russ Evick.

Norman L. Jacobs, formerly employed as carman on the Sacramento Northern, died recently, the exact date

of his death being unknown. Mr. Jacobs retired September 19, 1945, after 23 years' service with the company. His heirs are not known.

Samuel Bruce Kent, Sr., supervisor of boarding camps, died on April 27, 1950, and is survived by his son, Samuel Bruce Kent, Jr., of San Leandro. Mr. Kent entered Western Pacific service January 23, 1942.

Sam Lipparelli, retired B & B helper, died April 26, 1950, at St. Joseph's Hospital. His survivors are not known.

Paul B. McKeehan, machinist, died on April 5, 1950, and is survived by his daughter, Lois McKeehan, of North Sacramento. Mr. McKeehan began his service with the company on October 16, 1936.

Frederick E. Mitchell, extra gang laborer, died on March 10, 1950. Heirs are Mr. John H. Mitchell of Denver, Colorado.

Chief Surgeon Retires

After thirty years' service with Western Pacific, Dr. Alson R. Kilgore retired as chief surgeon May 1, 1950.

Born in Oakland May 30, 1887, Doc graduated from University of California with the class of 1909. After four more years of medical schooling at Harvard, he served at Massachusetts' General Hospital and the University



Mrs. Kilgore watches the doctor open his album.

of California Hospital until 1915. He then went to China with the Rockefeller Foundation and was in Shanghai until 1918, after which he served two years with the U. S. Navy during World War I.

After a short stay at Johns Hopkins in Baltimore, Doc came to San Francisco, where in April, 1920, he joined the staff of the Western Pacific as local surgeon, serving continuously until his retirement

For 15 years he has been associate professor at U.C., and was president of the County Medical Society in 1932. He was one of the founders, and the first secretary and general manager, of the California Physicians Service. He has also been for a good many years a member of the California Cancer Commission, and has been chief of staff at St. Joseph's Hospital for the past ten years.

For the occasion of his retirement, Miss Anne Crowder, secretary of the medical department, arranged a cocktail party which was held in the roof lounge of the Western Pacific Building on April 27, in order that many of his friends could honor his retirement. Assisting Miss Crowder as hostesses were Irene Florance and Alice Mills, also of the medical department, and Dorothy Lee and Martha Levy of the chief special agent's office.

Acting as master of ceremonies, Walter C. Mittelberg, general freight agent, kept the events flowing smoothly, terminating with the presentation to Dr. Kilgore of a desired album of Americana, on behalf of the doctor's many Western Pacific friends.

The doctor plans to continue private practice in San Francisco, where he resides with his wife. His family consists of two married daughters.

IN MEMORIAM

Baldomero E. Solis, extra gang laborer, died recently, the exact date of his death being unknown. Mr. Solis entered Western Pacific service August 8, 1947. His heirs are not known.

Richard E. Stengle, agent-telegrapher, died April 14, 1950. Mr. Stengle entered Western Pacific service May 29, 1937. He is survived by his daughter, Mrs. Edith Faulkner.



Caboosing

Salt Lake City

Back to St. Mark's Hospital went FRED WORSLEY, chief clerk, recently, for a little retouching of the hernia operation he had last October. A quick recovery has been prescribed, says Fred.

Active workers on the recent Red Cross Drive were RAY COULAM, general agent, and BILL SEFVAST, traffic representative, which did not include Ray's hard work as a committee member on the SLC Traffic Club dinner for March, which was handled by rail representatives that month.

Busy BOB GONSALVES, district passenger representative, was elected to a two-year term on the Board of Control of the Salt Lake Exchange Club; was personal representative and delegate of the National President of Sigma Alpha Epsilon fraternity at the centennial celebration of the University of Utah held during February; and just finished a successful campaign as co-chairman of the Commerce and Industry Division of the Red Cross Drive. This in addition to keeping up his duties on a new home. His latest offer is to serve as SLC correspondent for MILEPOSTS.

Oakland

It's bon voyage to LARRY WHITAKER, switchman, who sailed for Europe on the Empress of Canada April 28, for an extensive tour of England, Ireland, Scotland, France, Italy, Switzerland and Belgium. Plans to return on the

Empress of Scotland in August. Larry's hobby is collecting recordings of the operas on a special machine he designed and built for his personal use. His records would fill a good-sized room, and he invites music lovers to enjoy his recordings with him at his Piedmont home. His son-in-law is a very famous tennis player and is now engaged in instructing movie stars and other professionals, and Larry enjoys many week-ends at his daughter's home in Santa Monica chatting with these famous people.

Another voyager is JACK O'SULLIVAN, who sails soon for Ireland for a visit with his mother, whom he has not seen in 21 years. We will get the story on his trip when he returns.

We are sorry to hear that Doc CRAMPTON's son, a World War II veteran, is still on the sick list, and trust that his long illness will soon be over.

The latest letter from retired switchman JACK JOHNSON is filled with the glories of Manton, California, and the life of Riley he enjoys while hunting, fishing, etc. Sounds very fine, Jack, and your letters are always welcome.

ED THOMPSON, retired terminal trainmaster, and wife were in the Bay Area recently. Some of you who cannot go up to Mt. Shasta to see them often will be glad to hear they may move back here soon, where we can all enjoy visiting with them more often.

PETE BARNETT, switchman, has been seriously ill. We know his many friends

will be thinking of him and wishing him a very speedy recovery.

Stockton

Stockton freight office employees were shocked at the untimely sudden passing of FRANCES P. EVICK, stenographer clerk. She had joined the Stockton force a little over a year ago, transferring from S. F. general office. She will be deeply missed by her many friends.

Cashier ALIENE MEYERS has returned to work after a two-week trip which took her to Texas, New Orleans, New Mexico, Boulder Dam and Las Vegas. Aliene describes the famous Shamrock Hotel in Houston as "really something."

Your correspondent is slowly but surely getting back in the groove after a year's leave of absence, and hopes to keep you well posted on freight office and ticket office activities here at Stockton.

MERYLE REIGNER, rate clerk, is busy painting his house during part of his vacation. Hopes to spend a few days at the coast.

Our sympathy is extended to the family of DAVID MILLER, trucker, who passed away recently after a long illness.

Through MILEPOSTS the Stockton employees wish to sincerely thank PRESIDENT WHITMAN for the very enjoyable lunch and dinner at the Pump Room April 24. The quiet, clear and interesting manner in which he presented his message was thoroughly enjoyed by everyone.

Sacramento Store Department

The Store Department is proud to report that \$58.10 was collected over their recent Red Cross Drive quota of \$53.

LEE and MICKEY WILLIS and little daughter, Carol Lee, have moved into their new home at 5021 Sixty-second Street, where Lee is very busy with furnishings, finishing touches, etc.

HORACE LATONA went fishing recently and, though the fish were biting, it wasn't for his bait! Was his face red—but that was due to a beautiful case of sunburn, not the lack of fish.

ALBERT MADAN has been appointed chief clerk, Store Department, in lieu of CHARLES MARCHAND, who, upon his return from Chicago, will take over the position of assistant to general auditor in charge of inventory control of materials and supplies accounting. Before Charlie left April 28 he was presented with a handsome brief case from his co-workers. Congratulations to both.

The Store Department wishes to express their sincere thanks to PRESIDENT WHITMAN and his staff for the most enjoyable evening given WP employees at the Hotel Senator April 26. The dinner, talks and picture of the California Zephyr were thoroughly enjoyed by all who attended.

Tidewater Southern



Left to right: Harold Chalmers, conductor; Tom Thoria, brakeman; Sam Evans, fireman; Frank Edgerton, engineer; Bill Truitt, brakeman. (Frank Lindee receives one dollar for this shot.)

BILLY TRUITT was presented with a leather traveling bag as a retirement gift from Tidewater Southern employees. He was recently back, however, showing off a shiny new Pontiac—or at least the way Bill keeps it, it looks brand new. Understand he is now building a house in Stockton.

MRS. DORA MONROE is the new secretary to Superintendent KENADY and Traffic Representative LINDEE, at Modesto, replacing Mrs. McINTEER, who resigned.

The Industrial Committee of the Turlock Chamber of Commerce proved they were really out working for new industries by the large turnout and enthusiasm shown at their town meeting held at Turlock last month. WP was represented by BERT STRATTON from San Francisco, BOB TAYLOR of Stockton, KENADY and LINDEE from Modesto, and Agent HUPP of Turlock.

Messrs. STRATTON and LINDEE were placed on the panel of "experts" to answer the audience's many questions. On the menu was a new entree originated in Modesto—turkey steak—and very good, too.

LLOYD GRAYBIEL, vice-president of American Trust Co., San Francisco, and a former Turlockean, was the principal speaker.

We are extremely sorry to learn of the loss of the father of Mrs. Collins, wife of ROY COLLINS, clerk at Turlock.

Oroville

MRS. BESS GEORGE, Oroville roundhouse employee, was angling in the Feather River April 16 and caught hold of a 31-inch bass weighing 23 pounds. Who says the weaker sex?

Assistant Signal Supervisor I. T. "SLIM" ESLINGER has purchased a new home at 1932 W. Elgin Street. With

Slim's program for landscaping and yard work he will appreciate those extra daylight hours offered by DST.

JOHN F. FLYNN, general diesel supervisor, is proudly driving around in a nice new Chevrolet.

Fireman CAROL GUDMUNDSEN and wife announced the arrival of a son, Carol Thomas, Jr., on April 15, weighing in at 5 pounds 5 ounces.

Relief Diesel Foreman S. A. STRATTON left April 24 for Springfield, Missouri, to spend his vacation with relatives.

GERALD PATTERSON, roundhouse clerk, resigned his position at Oroville to leave for New York City, where he plans to study music for his future career. Our best wishes, Gerald.

Baggage-man-Caller E. B. "JACK" HILTON is in St. Joseph's Hospital, San Francisco, for a minor surgery on his foot. We hope Jack will soon be back calling crews.

Our President's very enlightening talk was favorably received by all employees, and we wish to take this opportunity to thank him for the fine luncheon and dinner held at the Oroville Inn.



Another dollar goes to Helen Whaler, wife of machinist helper Mel Whaler, for picture of J. C. Caughy, Jr., relief foreman at Keddie.

Los Angeles

This agency is sporting two new company automobiles, a snazzy blue and grey Nash, and an aqua Studebaker. Traffic representatives are hard put to keep their personal appearances on a par with their new transportation.

KEITH "BUTTERCUP" JOHNSON, our most recent addition from the general office, has entered right into the spirit of Hollywood by blossoming forth on Easter in a new powder blue gabardine suit with all the appropriate accessories, including two-tone saddle shoes. Understand, also, DORIS HILL, stenographer, is knitting him a pair of bright yellow, orange and kelly green argyle socks to round out the outfit. The line forms on the right, gals.

General Agents LUND, Seattle, and McMULLIN, Portland, spent a week in Southern California meeting the trade and inspecting local facilities in the interest of the Bieber Route—The Inside Gateway—traffic. The two personable northerners made quite a favorable impression on local shippers and receivers. As guests attending the 25th annual party of the Women's Traffic Club of Los Angeles they set an example that our local boys will have a tough time equaling in future dealings with the local transportation ladies.

Sacramento Northern

MILTON ROBERT ROWE, 47, died in Yuba City General Hospital April 5 from complications following amputation of left leg. His congenial and pleasant disposition will be missed by his many friends. Mr. Rowe grew up on this property, having worked as a news butcher on our passenger trains while his mother was employed as a ticket clerk at Marysville. After service as warehouseman, ticket clerk,

agent, etc., he was promoted to assistant trainmaster January 1, 1946, which position he held until granted sick leave last fall.

Y. BETTY HARRISON, stenographer in WP general agent's office (S. N. Terminal Building), was granted a 90-day leave of absence to visit her family in Fort Worth, Texas, account illness. Her position is being filled by BARBARA WILLIAMS, recently of the Sacramento Engineering Department of WP.

JANE PORTALUPPI, steno-clerk, general office, left April 18 to accompany her Air Force husband to Tampa, Florida, where he was transferred. Best of luck, Jane.

The welcome mat is out for SHIRLEY PEW, who has been employed to fill the position vacated by Jane.

Careening down the wrong side of the highway, a car with several intoxicated passengers crashed head-on into the car of JIMMIE TAYLOR, general clerk, Sacramento freight station, on April 2, while traveling between Roseville and Lincoln. Jimmie sustained a fractured leg, rib, and contusions, and his wife, Margaret, received minor injuries. Jimmie's pride and joy, a 1949 Buick convertible, was demolished.

MERLE TAYLOR, revising clerk, Sacramento freight station, also local chairman B.R.C., is severing his services with the S.N. May 15 to accept employment with the Delta Freight Lines. Best of luck, Merle, but don't forget we handle freight.

On May 5 G. K. LAUMER, superintendent of equipment, was also appointed general storekeeper, with headquarters at Chico, replacing W. J. CAVEN, who has been appointed supervisor of reclamation service on the WP, with headquarters at Sacramento.

W. W. (BILL) NELSON, retired superintendent of transportation, was in the office recently for one of his not-often visits. He looks fit as a fiddle and reports he is active in fraternal work as well as with his wood-working hobby.

Happy days are ahead for ROY JONES, agent at Woodland, who is looking forward to his retirement on May 30.

Wendover

Hotel Manager and Mrs. AL PITTMAN were suddenly called to Oklahoma account of the serious illness of Mr. Pittman's mother.

Agent LEO WATERS and Switchman TOM GARFIELD are both sporting shiny new Chevrolets. Do we have to say "Mister" to get a ride home now?

Conductor PAT SULLIVAN, Salt Lake, was hospitalized for a serious injury received in an auto accident there, but we understand he is now out of danger. That's not a pun!

Switchman DAN LEE again on the second trick "yard goat." SHIRLEY LEE, second trick telegrapher and wife of Dan, says she has big gardening plans for him, now that he can sleep nights.

Telegrapher DICK PFENNING, wife and boys were weekend guests of Section Foreman GLENN HALLAM and family at Silver Zone.

Mrs. L. F. Ellis, wife of Telegrapher LOU ELLIS, was called to Buffalo, New York, because of her mother's illness.

Switchman TOM GARFIELD and wife, Essie May, spending their vacation in San Francisco and the west coast.

Yard Clerk JACK HAMPTON now on vacation. Just loafing for the first week, with the second week undecided.

WALTER PARKS, Oakland, managing the hotel during Mr. Pittman's absence, will, with practically no encour-

agement, show you the picture of his two-year-old son. We believe Walt is justified in feeling a bit proud.

Yardmaster "BOOMER" FORD was host recently to his charming sister, Peggy Ford, from Las Vegas.

Second trick for we operators would be indeed dull—or should we say restful—were it not for the old master, Dispatcher LOU GREBENC.

We all were glad to meet our general officers and hear the future plans for our railroad, and wish to thank our President for the thoroughly enjoyable dinner at Wendover.

Chicago

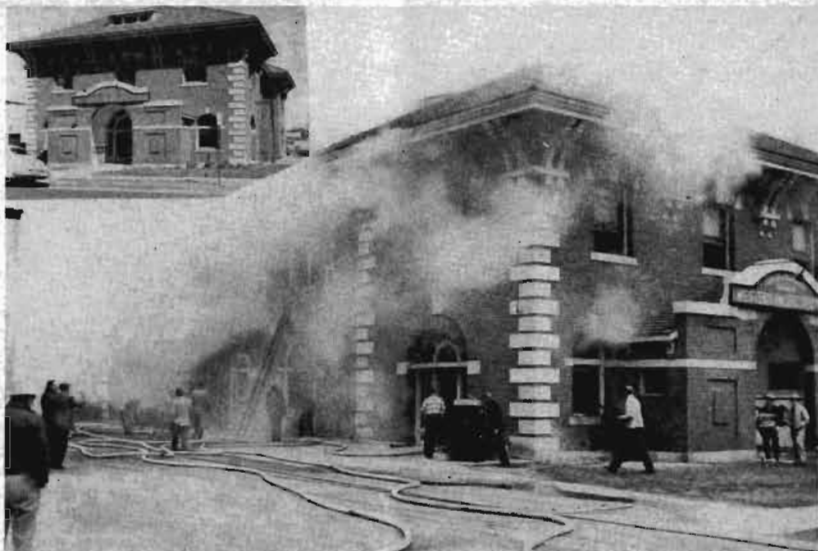
Income Tax Exemption . . . FRED L. SWEENEY, JR., and spouse, Mary T., became Ma 'n' Pa on May 2. The potential schoolmarm is 7½-pound Celeste Therese. Mother is ex-school teacher, and though Fred claims daughter resembles father, he will soon be receiving orders from two.

Propaganda . . . Can we assume that BOB MUNCE is the Chamber of Commerce exponent who is always pouring "sunny Los Angeles" down our frigid throats? And who in sunny Sacramento is so rightfully striving to keep fellow Sacramento-ers home? Chicago weather is either hot or cold—right now it "ain't so hot"!

Wedding bells . . . Helen Frances Warren, daughter of EPFA JIM WARREN, to Edward L. Walsh, in a beautiful ceremony on April 29. Jim stood up very well—not a bit nervous. He now knows what fine advice was offered in that excellent story, "Father of the Bride."

Child strategy . . . Little Kenny Rank, Jr., had been after dad, KEN, SR.,

(Continued on Page 27)



Western Pacific's station in Reno before and during the fire of March 20, which began from a faulty furnace, and caused considerable damage to the little three-story brick-faced building that has been something of a landmark there for many years. Built by the Nevada-California-Oregon Railway, that company first occupied the building in January, 1910. Sold to WP by agreement of March 24, 1917, operations of the N-C-O from Reno to Hackstaff were discontinued January 30, 1918, and WP operations from Reno Junction to Reno commenced February 3, 1918, at which time WP first occupied the building. Besides WP Agent Charles J. Fischer, the station serves as offices for Holland Livestock Co., National Carloading Corp., and Dalton LaRue, accountant. Regarded as "one of the nicest small-town depots in the West," it has not served as a passenger station for many years.

St. Louis Office

On May 1, 1950, our general agent's office in St. Louis, Mo., moved to new headquarters in Suite 473, Arcade Building, 812 Olive Street, in that city.

Working with General Agent John F. McKenzie are Joseph F. Slattery and George M. Smith, traffic representatives; Irene Schuepbach, secretary; Kenneth R. Queenen, clerk, and William A. Linehan, Jr., steno-clerk.

Also working from this agency are Clifton M. Cobb, traffic representative, 7103 Lake Shore Drive, Dallas, Texas, and Charles R. Matheny, traffic representative, 1006 Grand Avenue, Kansas City, Mo.

New Railroad Hour Show

The Railroad Hour will change pace on Monday, May 29, when the Summer Show Train replaces the weekly musical romances heard over the NBC network during the winter season.

With Carmen Dragon's orchestra and a chorus directed by Norman Luboff supporting the stars, the summer version will offer light classical and popular music and songs. Each program will depict highlights in the world of entertainment during a particular year, in a kind of tuneful tour of the past half century, ending on a modern note.

Lucille Norman's starring role is in

the nature of a command performance and a return engagement from last year. Gordon MacRae, as the star, tagged by radio editors in a nationwide poll as "the most promising star of tomorrow," is steadily adding to his fame as a radio, movie, and recording baritone artist.

The Summer Show Train, with a top-flight crew and director, Ken Burton, is a fine substitute for the favorite of millions, the Railroad Hour.

Caboosing . . .

(Continued from Page 25)

for a brace of Hopalong Cassidy six-shooters. Trying to hold the bang-bang craze to a minimum, he was stalling a bit, when Jr. said: "I think I should wait until I'm a little older and you can get the kind that shoots real bullets." Jr. now has his brace of six-guns, non-lethal!

March of Time . . . Just to show that none of us are getting any younger, the baby of our office, VERA SAFRANEK, pranced into the office Easter Monday with a beautiful five-diamond platinum you know what. His name: Ray Kozelka. "Cast thou eyes around no more, Chum . . ."

Flash . . . Chicago's WP staff of electronics experts have now succeeded in affixing a television screen to the teletype machine, so please don't bother us with messages while the ball games are on. Wish it were true.

Congrats to . . . Our own BOB RITCHIE, Minneapolis, just elected as Director of Traffic Club of Minneapolis. Bob is also vice-president of "Off Line Agents Division" of the Traffic Club of Minneapolis. We are represented by a swell guy.

(Continued on Page 28)

Conductor Roy Dryden Retires

By Helen R. Small

Completing half a century of railroading, of which the last 33 years were with Western Pacific, Conductor Roy Dryden made his final trip on the Fruit Block to Portola on April 26.

Born in Muskogee, Oklahoma, April 26, 1885, Roy began his career as water boy with a construction gang on the Missouri Pacific at Oklahoma in 1900 and climbed to position of general foreman of reconstruction for that road. He later hired out as construction trainmaster for the MKT railroad, double tracking that line between Atoka, Oklahoma, and Dennison, Tex.

After serving as brakeman on various middle west railroads, he came west to Oroville to make his home and hired out as brakeman on the WP in 1917 at Portola, was promoted to conductor in 1923, and was appointed assistant trainmaster in charge of work trains at Sand Pass, Nevada, in 1929. Moving to Keddie, he remained there during the construction of the Bieber Line, upon the completion of which he returned to train service in the Feather River Canyon until his retirement.

Conductor Dryden and wife have raised a fine family, consisting of two sons and one daughter.

As Dryden passed through Keddie on his last run, he was handed a message from his old friend, Bill Clemens, Sacramento dispatcher, which read:

"Understand in about two hours you will have the hay in the barn and begin a well-earned vacation. May it be a long and happy one, with no knuckles to pack or hot boxes to repack. Pencil and book to carry no more. We will miss you, boy. Have fun."

Modern design . . . Poor GERRY COFFEY, trying to get the circuit on our new teletype machine. Every time he moved a finger towards the keyboard, the clickety-clack sound indicated someone else had beat him to it. Gerry gave up. ROSE LUPE and ROSE MARIE FITZGERALD volunteered to (wo)man the machine, but everyone flocked around until it came time to select operators—then what a busy flock we were.

San Francisco

LOIS DRAGOO sends the following message to her many friends at WP: "Through MILEPOSTS I wish to convey my thanks and deep appreciation to each one who contributed toward the gifts presented to me upon my retirement. The gifts were lovely as well as useful, besides being things I had always wished to possess. They will serve as constant reminders of kind

friends with whom I have been associated during my years with WP. My thanks again for your kindly thoughts and wishes expressed in this manner."

Acting Signal Engineer FRED A. TEGELER's three-year-old son is soon to have a little brother—or a sister—according to good authority.

CHARLIE RHINES, signal department draftsman, who just completed an excellent job of designing the circuits for the Portola to Weso territory, bid in the foreman's job on Signal Gang No. 7. The office will miss you, Charlie.

MARGIE GLATT, stenographer-clerk, sustained a sprained thumb when she took a bad fall upon leaving the Fairmont Hotel after the WP dinner party. As she was assisted Margie wailed, "And I didn't even have a drink!"

Congratulations and best wishes to BRUCE McNEIL, who just recently came to this office from the field to assume

duties as a junior signal draftsman. Bruce sports a 10-year service pin.

It goes without saying that all members of the signal department enjoyed the recent dinners and talks given by our President and members of his staff.

We-all understand that BOB GRIMES of the treasurer's office is "a-goin' back to Texas" wide-open spaces for his vacation. But it isn't true that he is going to borrow MARY RATHBURN and husband's shiny new Pan-American red Nash convertible—latest model. He sho-nuff ain't!

JOHN COUPIN, general agent, addressed the Women's Traffic Club of Oakland during April.

JOE BOOTHROYD has been very much missed around the mail-room, and his rapid recovery from pneumonia is wished for by all.

JOE CORVEN, engineering valuation department, is on a two-month leave of absence.

With LOGAN PAINE and KENNETH LEWIS both out of the President's office account of illness, MRS. RUTH SCHNEIDER, secretary to AFTM CURTISS, was called upstairs to pinch hit. A brave girl—one among nine nice guys.

"Don't ever break your ankle," advises SALLY RIDEOUT, recently of the traffic department and now secretary to IAN FERGUSON, special assistant, personnel, during LILLIAN NAVONE's leave of absence. While riding double up the J-Bar tow for that last run down Badger Pass slopes on the last day of the ski season, Sally got her skis crossed, which was a little too much for her ankle. She thinks summer sports are wonderful.

Bound for sunny Italy, Switzerland and other Mediterranean ports with her parents is LILLIAN NAVONE. Probably will come back with some new

dance interpretations, at which Lillian is quite adept.

Back from a grand trip to Honolulu, BETH DEATHERIDGE, law department secretary, could very easily furnish MILEPOSTS with complete coverage. Space does not permit, but anyone interested in the Islands can receive much encouragement from Beth, who claims there is no place like it. Aloha!

EMMA McCLURE, chief clerk, law department, and daughter, Lynn, just returned from a "wonderful trip" to Washington, Boston and New York City, which included a visit to Carnegie Hall, and doing a Broadway play practically every night while in the big city. With sightseeing tours scheduled each day, they made the most of their "much-too-short" vacation.

ROBERT BELL, steno.-clerk in the manifest department, has been handling the mail during JOE BOOTHROYD's absence account of illness, assisted from time to time by TONY QUILL, expediter of the mails.

New clerk in the treasurer's office is JOE FLYNN, recently associated with the Pacific Motor Trucking Co. Welcome to WP, Joe.

A newcomer to WP is JOE MATSON, recent graduate of U.C. In fact, Joe waited for an opening in WP's traffic file department because he had heard such good reports about the company.

Another traffic department opening was filled by DUDLEY THICKENS, formerly clerk on the steamer desk at Eighth and Brannan.

The general auditor's office also has a new traveling accountant. JOHN MURRAY most recently worked for State of California, San Francisco Examiner and D. N. & E. Walter Co., specializing in machine accounting.



Present at Miss Dragoo's farewell lunch were: Back row—Leah Lathrop, Vivian Dunn, Ruth Trimm, Mary Grubb (former employe), Charlotte Williams, Pearl Cunha, John Rossi and Paul Jenner. Front row—Lillian Navone, Beth Deatherage, Lois Dragoo, Katherine Rossi, Lois Heiman and Richard Beltz.



Busy addressing the last issue are, from left: Mary Rathburn at the tying machine; Tommy Showler, addressing; and Minette Pope, making new addressograph plates.

SPEAKING OF MILEPOSTS . . .

Through the many letters and comments that have been received from employees since we began sending MILEPOSTS to your home, we are glad to learn that you like the idea.

We thought you might be interested in seeing just how your copy of MILEPOSTS is addressed. Credit for this work goes to our Treasury Department who have complete modern addressograph equipment.

If you are not receiving MILEPOSTS at the correct address, it is only because you have not notified the Treasury Department of your latest address. If you will drop them a card, giving your old and new addresses, you will be assured of receiving your magazine at the correct address and on time.

You may obtain copies of back issues by writing the Editor.

We have been fortunate in recently adding to our staff of correspondents along the railroad, as the masthead shows, and it is hoped that in a short time the Caboosing columns will provide complete coverage of the entire WP system.

Your correspondents are doing a splendid job in reporting news from their various locations. If you feel your office, station or locality is not fully represented, won't you please aid your correspondent in providing him or her with any news you think would be interesting to the members of the Western Pacific family. You may be assured your cooperation will be appreciated.

SPORTS

SOFTBALL

After highballing to a 22 to 4 victory over the W. P. Fuller nine in their first San Francisco Men's Industrial League game, WP's softball team suffered three consecutive derailments against Cal Pack, Royal Insurance, and Crown Zellerbach nines.

Leading 7 to 2 in the fifth inning of the game with Cal Pack, and after scoring one more run in the top half of the sixth, WP's pitcher, Don Johnson, ran into trouble, walking six batters and allowing one hit in the last of the sixth, to give the Packers seven runs. The game ended with WP on the losing end of a 9 to 8 score.

Some of the same kind of trouble put the railroaders on the losing end of a 17 to 15 score against the Royal Insurance nine, when the latter team scored seven runs with eight hits, including three doubles and two home runs in the seventh.

Up against top flight pitching by Crown Zellerbach, WP could gather only seven scattered hits, good for six runs, while the paper boys crossed the plate ten times.

The railroaders are determined to make a good showing in their final game against Globe of California and, while their final standing may not be what they had hoped for, they were in there trying all the time.

Batting averages for the four games, shown in batting order, are as follows:

Player	A.B.	Hits	Walks	Runs Scored	Avg.
Jim Mills	15	8	2	8	.533
Bob Ditty	17	8	1	6	.471
Jack Ditty	16	7	0	6	.438
Jim Dillon, Jr.	16	5	2	4	.313
Don Johnson	12	4	4	5	.300
John Dullea	7	2	2	4	.286
John Mills	11	3	5	6	.273
Tony Palladino	12	3	6	9	.250
Al Johnson	10	2	5	3	.200
Don Hanson	6	0	0	0	.000

Don Hanson races for first in the game with Royal Insurance, while Bob Ditty acts as coach.



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Railroad Lines

The Milwaukee Road will again place in service for the summer season The Hiawatha-North Woods section.

• • •

The Golden State, through diesel-powered trans-continental train between Chicago and Los Angeles, operated over the Rock Island-Southern Pacific Golden State Route, will be placed on a 44-hour and 15-minute schedule in each direction, effective May 28.

• • •

A new completely streamlined diesel-powered train, known as the Flambeau "400," goes into operation late in May between Chicago and Ashland, Wisconsin, over the Chicago and North Western.

• • •

The Frisco Lines have announced new and improved service on their Diesel-powered Kansas City-Florida Special to Florida.

• • •

More than 35 per cent of the New York Central Railroad's locomotive mileage will be dieselized or electrified with receipt of new Diesel-electric locomotives now on order.

• • •

The Baltimore & Ohio Railroad has launched an advertising campaign this year to attract visitors to Washington, D. C., referring to that city as "city of the century" in their advertising media.

• • •

A Great Northern diesel and dormitory coach made a 50-mile special run April 8 during a blizzard to carry 7-year-old Karen Biem, stricken with pneumonia and possible ruptured appendix, to a Scobey, Montana, hospital from Opheim. Karen is alive today—thanks to GN employee volunteers and company cooperation.