

WESTERN PACIFIC
Mileposts
NOVEMBER 1953



WESTERN PACIFIC Mileposts



Vol. V. No. 4

NOVEMBER, 1953

*Milepost No. 52

Department of Public Relations
WESTERN PACIFIC RAILROAD

SACRAMENTO NORTHERN RAILWAY

TIDEWATER SOUTHERN RAILWAY

526 Mission Street, San Francisco 5

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• Arthur Lloyd, Jr., Associate Editor

*Member American Railway Magazine Editors' Association
Member Northern California Industrial Editors' Association*

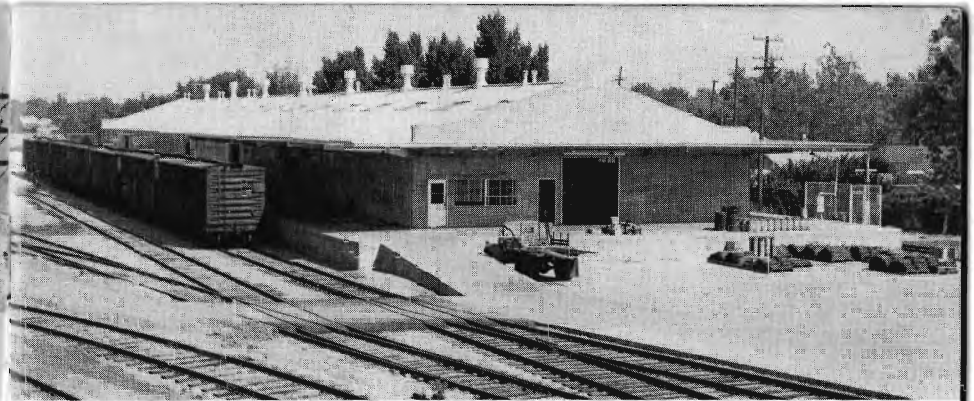
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* Milepost No. 52: Looking back toward Livermore from a point nearly midway up a five and one-half mile .80 per cent ascending grade. Elevation here is 600 feet.



MILEPOSTS



WESTERN PACIFIC MODERNIZES ITS *General Store Facilities*

RAILROADS are among the nation's largest shoppers. They spend millions of dollars every day for things they need to keep their properties in condition and their stations, trains, yards and terminals in operation.

Their requirements include upwards of 100,000 different kinds, sizes, and makes of materials and supplies—ranging from silverware to streamline trains, from lead pencils to diesel locomotives, from cotton waste to cross ties, from paper clips to Portland cement, from soap to steel rails. They are among the nation's largest users of iron and steel products, lumber, paints, coal, cement, and machinery. They purchase huge quantities of petroleum products, sand and gravel, textile goods, stationery and printing, commissary supplies, hand and machine tools, and rubber and electrical goods in great variety.

During the year 1952, Western Pacific spent \$10,183,000 for material and supplies, including rail and track ma-

terial, and the cost for new equipment and improvements to equipment amounted to an additional expenditure of approximately \$4,247,000.

With few exceptions, Western Pacific's purchases are made through the purchasing department, and the materials and supplies are received, stored, cared for, and distributed to points where needed along the railroad by the store department, with the exception of those materials shipped directly to the job by the manufacturer or seller.

The proper and adequate control of stocked materials is of utmost importance, particularly in these days of high material costs. Monies that are tied up in large inventories cannot be used for the purchase of new equipment, or for other expenditures which will improve the company's facilities or services, yet it is equally important that sufficient materials and supplies are kept available for the safe, efficient and successful operation of the rail-

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road. For this reason, control of material to prevent overages or shortages is imperative. The storekeeper learns from long experience the right and wrong way to run a storehouse or material yard. He comes to know each of the thousands of items in his custody, and he knows how important it is to organize his stock, systematize his records and maintain his inventory in anticipation of any sudden demands which may be made upon him for materials. By keeping his stock records current he knows at a glance what the demands have been for each item in the past and how much stock is currently on hand.

Because of the company's tremendous growth, the old general store facilities at Sacramento became far too small for the company's needs and were unsuited for economical, modern material handling practices. An inadequate control of stocks resulted in an oversupply of some material on one hand, and a shortage of some required supplies on the other hand. Materials

and supplies were stored at more than twenty-five different locations in various parts of the yard area, not including approximately 55 box cars put into service to increase storage space. Insufficient or outdated equipment used for unloading, loading, and transporting supplies made handling a difficult problem. Store department employees were of necessity retracing many steps while assembling material from the congested storage facilities, all of which resulted in much loss of time in filling requisitions and an uneconomical operation.

BECAUSE the need for improved and streamlined operation was recognized, the general store facilities have been redesigned and modernized. Construction of one of the most modern railroad store buildings has just been completed at Sacramento at a cost of \$150,000. The 60-foot by 320-foot reinforced concrete building with Transite (corrugated asbestos) roof is located along the eastern boundary of Western Pacific's property, north of



Dale Robinson, store helper, makes a careful check of supplies already transferred from old storeroom.

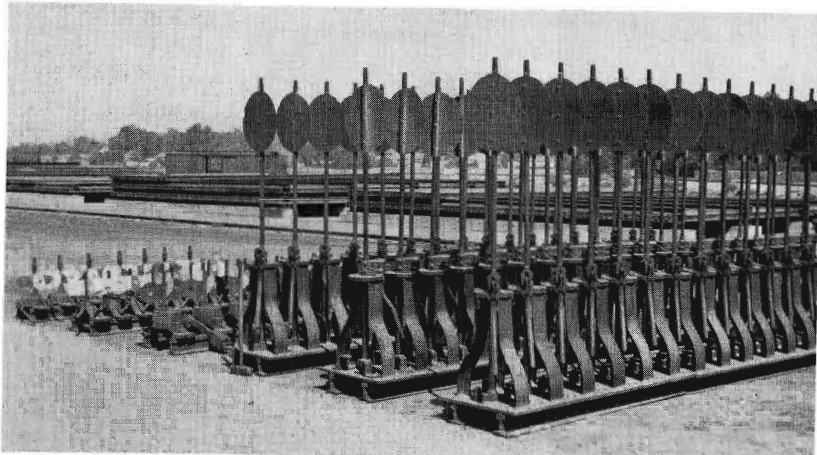
Interior view of the 320-foot long new store building, taken from the roof of the store building office. Building is air-conditioned, roomy, and well lighted. The stock is now being transferred to new shelves.



the main entrance gate leading into the Shops area. The building is served by two tracks—one on either side—and a paved roadway for trucks. Adjacent to the new building are open storage areas served by three tracks and connecting roadways providing 51,000 square feet of hard surface paving and 58,000 square feet of oiled gravel surface. These outside storage areas will be used for storage of rail, track fastenings, car and other material not requiring covered storage.

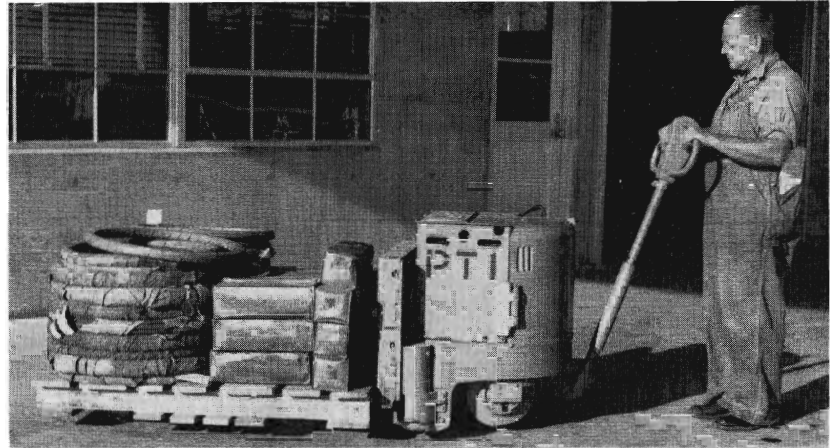
The new building and outside storage facilities have permitted the inauguration of an improved material handling program embracing palletized loading methods, special material handling containers, adequate equipment such as fork lifts, transporters, off-track crane equipment, etc.

A vacuum operated tube carrier system has been provided for rapid handling of requisitions, orders, and other papers between the new store building office and the general storekeeper's office, which will remain in its present location in the Sacramento Shops general offices. By this means papers may be transported in tubes in either direction between the two offices in less than 30 seconds. A highly sensitive loudspeaker and talk-back communication system has also been installed, enabling store department employees to converse with each other from any point in the store building, general storekeeper's office, oil storage house, or outside storage areas. So sensitive is the system that men throughout the yard have only to face the one speaker located centrally and speak in a



Orderly array of low and high switch stands in yard adjacent to storehouse. Rail storage in background.

A. E. Dabbs, section stockman, checks stock record. Individual cards for each item make inventory easy.



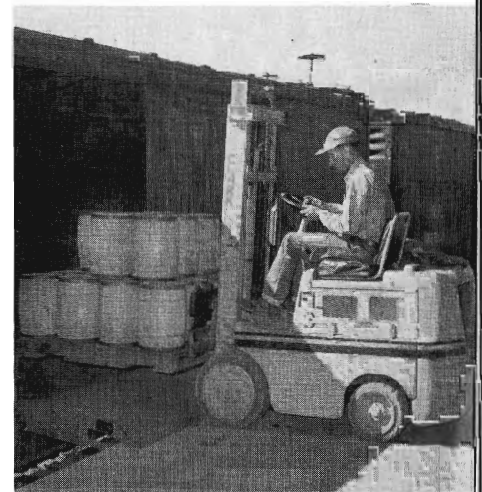
R. V. Wolfe, check clerk, easily handles 6,000-pound capacity powered pallet truck while moving material.

slightly raised voice to be heard when talking with another employee in the offices some distance away.

The transfer of materials from the old store building to the new store building is now in progress. With some 32,000 items involved, the transfer is tremendous. In addition, stock items are being reclassified for both storage and record under a new system based on the AAR Standard Material Classification with modifications to meet supply requirements peculiar to Western Pacific. By this means materials of a similar nature or use are grouped together for ease in handling and accounting, enabling the department to insure a swift and regular flow of material as it is required.

In addition to the general store at Sacramento, Western Pacific has sub-stores at Oakland, Stockton, Oroville, Portola, and Elko. Many items carried at the general store are also stored

K. L. Wilcox, store helper, handles heavy load easily with a 4,000-pound capacity fork lift truck.



STORE DEPARTMENT PERSONNEL . . .

. . . AND THEIR BIOGRAPHIES



Walter C. Brunberg, manager materials and stores.
John C. Baird, chief, planning and control, right.



H. J. Madison



C. H. Marchand



A. C. Madan



N. Poncioni



R. W. Cantelow



R. E. Danielson



A. S. Kasper



J. W. Miller



A. L. Vizina

W. C. BRUNBERG. Born at Oakland, May 6, 1918. Joined WP as linen clerk in the dining car department in 1937. Advanced through dining car and passenger departments to assistant superintendent of dining cars, served one year as co-ordinator of safety and training, and in June, 1952, was appointed administrative assistant to the president. Appointed manager materials and stores June 16, 1953. Lives in Oakland with wife and son, Mike. Likes fishing, bowling and golf. Was captain, Army Transportation Corps, 1943-1946.

* * *

J. C. BAIRD. Born at Eureka, December 14, 1897. Began railroading with Northwestern Pacific in 1916. Joined San Francisco-Sacramento Railroad as store helper at Oakland in January, 1923. Moved to purchasing department in June, 1924. Transferred to WP purchasing department in November, 1927. Married, and one son, John Edward, 21, is student at University of California. Likes all sports as spectator only.

* * *

H. J. MADISON. Born at San Francisco, January 6, 1903. Joined WP as electrician's apprentice in 1918; entered store department July 18, 1924, as laborer. Was later burro crane operator, store helper, section stockman, and became storekeeper at Sacramento in March, 1944. Appointed general storekeeper July 1, 1948. Married and lives in Sacramento, has two sons and two daughters. Member American Legion band and WP Amusement Club. Enjoys woodworking and mechanical work as hobbies.

* * *

C. H. MARCHAND. Born in Drytown, California, September 12, 1903. Joined WP as store department laborer January 13, 1928. Entered store department office July, 1929, and after several clerical positions was appointed chief clerk January 16, 1947. Appointed assistant to general auditor May 1, 1950, handling inventory control, material and supply accounting. Appointed assistant to general storekeeper February 1, 1951. Lives in Sacramento, has one daughter. Member Toastmasters International Club, enjoys golf and working around home.

* * *

A. C. MADAN. Born at Randolph, Massachusetts, December 4, 1917. Joined WP as clerk February 11, 1942, and became chief clerk in store department May 1, 1950. Lives in Sacramento, has one daughter and one son. Likes all sports.

* * *

N. PONCIONI. Born at San Francisco, June 27, 1913. Joined WP as store laborer July 16, 1936. Worked as helper and stockman and was appointed storekeeper at Sacramento July 1, 1948. Lives on ranch near Sacramento, has two daughters, and is interested in sports and being a "rancher."

* * *

R. W. CANTELOW. Born at Vacaville, January 24, 1900. Served World War I, 1916-1922, received Navy Victory Medal No. 28. Joined WP

October 4, 1922, as store helper, entered supply train service as helper in 1925, was made assistant storekeeper, storekeeper, and in 1941 was appointed stationery storekeeper at Oakland.

* * *

R. E. DANIELSON. Born at Jackson, August 28, 1900. Joined WP May 20, 1920, as store helper, became price and invoice clerk, section stockman and storekeeper. Now storekeeper at the "old" Oakland store and the "new" California Zephyr store at Oakland. Spends spare time raising red-faced Hereford cattle at his home in Calaveras County, enjoys all sports, is a red-head, married, and the father of two teen-age children.

* * *

E. E. CHRISTIAN. (Picture not available.) Entered WP service as laborer at Elko, July 19, 1911. Became store helper there February 28, 1913, and served as storekeeper at Stockton, Elko, Sacramento, Oroville, Winnemucca, Keddie, returning to Stockton as storekeeper, June 5, 1951. Served with Army Engineers, World War I, 1917-1919. Married and has two children, Dana Eugene, 6, and Dennis Phillip, born September 28, 1953. Has 40-year WP service pin.

* * *

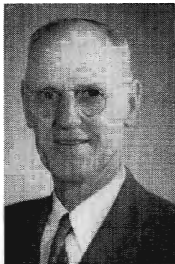
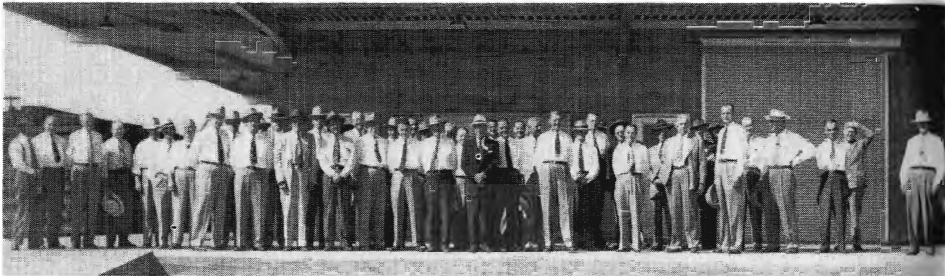
A. S. KASPER. Born at Plymouth, California, 1907. Joined WP at Sacramento in July, 1923, as store helper. Worked in Portola, Elko, Wendover, and Stockton stores before moving to Oroville in 1947 as storekeeper. Has one son attending Oroville Union High School.

* * *

J. W. MILLER. Born at Colville, Washington, September 28, 1914. After three years' military service, married Bertha Wager on May 1, 1938, and is now father of three children, Kathleen, Dennis and Carrie. SP employee, 1935 to 1943, joined WP as yard clerk at Stockton in March, 1943. Entered engine service as fireman that year and left railroad in October, 1945, to enter private occupation. Returned to WP in June, 1947, as store helper at Stockton. Relief storekeeper, Stockton, Keddie, Winnemucca and Portola and was appointed storekeeper at Portola, August, 1948. Became California Zephyr section stockman at Oakland, December, 1948, and was appointed storekeeper at Portola in November, 1950. Hobbies include his children, photography and sound equipment.

* * *

A. L. VIZINA. Born at Dollar Bay, Michigan, May 30, 1896. Joined WP as call boy in 1915, worked in mechanical department, 1919-1920, and in store department 1927-1931. Was appointed storekeeper at Elko January 1, 1942. Lives with wife in Elko, has three sons, A. L., Jr., WP car department, Sacramento; Norman, WP welding Unit No. 3; and Bob, announcer for Elko radio station KELK. Member Elks, Moose, Chamber of Commerce, and Elko Board of City Supervisors since June, 1947. Likes gardening, home improvements and reading.



Joseph C. Marchand, purchasing agent, left, was chairman for the two-day meeting of the Association of American Railroads, Far Western Purchases and Stores Group, held at Sacramento on September 24 and 25. As part of the program, the entire group of nearly 50 representatives from railroads west of the Mississippi River visited Western Pacific's new general store facilities at Sacramento during the afternoon of the first day. After inspection of the entire store facilities, led by W. C. Brunberg, many favorable comments were received about the well-planned operation from the visiting delegation. Pictured in the group on the platform in front of the new store building, above, are purchase and store representatives from the AT&SF, D&RGW, GN, NP, PFE, SP, UP, and WP railroads, including C. E. Woodson, executive vice chairman, AAR Purchases and Stores Division, who gave a talk on division activities during the second day of the semi-annual meeting.

A view of the lumber storage yard.



at the substores, and individual record cards are prepared simultaneously in sets, one for each substore. This provides for a uniform stock record control by which the company may adequately supply any point along the railroad in a most efficient and rapid manner.

Western Pacific's store department activities are under the supervision of Walter C. Brunberg, manager of materials and stores, who reports directly to M. M. Christy, executive assistant, as does J. C. Marchand, purchasing agent. Brunberg is assisted by John C. Baird, chief of planning and control, and H. J. Madison, general storekeeper at Sacramento. Madison is assisted by C. H. Marchand, assistant to general storekeeper; and Albert C. Madan, chief clerk. Storekeepers are R. E. Danielson and R. W. Cantelow (stationery) at Oakland; E. E. Christian, Stockton; N. Poncioni, Sacramento; A. S. Kasper, Oroville; J. W. Miller, Portola; and A. L. Vizina, Elko.



R. V. Wolfe, check clerk, picks up eight oil drums with a 6,000-pound capacity pneumatic-tired yard fork lift truck. Frame overhead is safety measure.

The president of a large railroad was well known for his demands on conserving material. Making one of his periodic inspections one day, he discovered a perfectly good spike lying on the roadbed. With fire in his eye and the spike in his hand, he sought out the section foreman.

Luckily the foreman saw him coming. Thinking fast for an explanation, he rushed forward to meet the president, saying:

"Thank goodness you found that spike, sir. I've had three men looking for it for nearly a week!"



"There's something wrong with this bulb, it refuses to go out!"

Through a contribution of \$10 to the UNITED CRUSADE, you can provide two pairs of goggle-type eye shields used in the cancer research laboratories for working with X-ray and radioactive materials.

WP WILL REMEMBER

"When a man devotes his life to an industry, he has truly paid that industry his greatest compliment."

On behalf of all employees of Western Pacific and its affiliated companies, MILEPOSTS extends sincerest best wishes for future happiness to the following employees who recently retired:

Edward H. Burdick, carman, Sacramento.

Gordon E. Halvorsen, stenographer-clerk, Sacramento.

William T. Ragsdale, brakeman, Stockton.

August F. Schnell, Sacramento Northern welder, Sacramento.

Hugh W. Van Hoorebeke, locomotive engineer, Western Division.

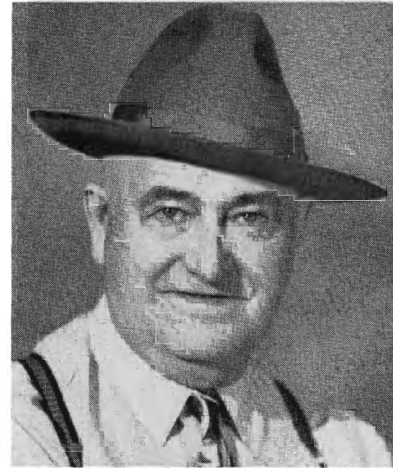
James O. West, carman helper, Oroville.

Arthur J. "Andy" Piers retired from his east end dispatching job on September 26 after 46 years of railroad service, of which 33 were with Western Pacific.

Andy began his railroad career as a brakeman, but switched over to telegraphy in 1909 and went on to become a dispatcher on the UP at Evans-ton, Wyoming, in 1919. He moved to Western Pacific as dispatcher in 1920. Except for four years during World War II, when he was in Portola in charge of the branch dispatchers' office there, he has worked at Elko.

Andy is a member of Elko Post 7 of the American Legion, 40 and 8, and is a charter member of Elks Lodge

James L. Condon, Detroit general agent, retired September 30, after more than 25 years with WP. He was born at Olcott, New York, September 16, 1888, and began his railroad career with the International Railway Company, Lockport, New York, in 1906. He later worked for the Great Northern, D. T. & L., and UP railroads, Grand Rapids Office Chair Company, and the Rock Island, before joining WP as general agent on May 15, 1928. Jim was given a retirement luncheon on September 25, at the Union League Club, Chicago, by, seated: J. F. McKenzie, GA, St. Louis; Ken Browning, Training Co-ordinator, S. F.; A. H. Lund, TM-Central Region, Chicago; J. L. Condon; M. W. Roper, VP-Traffic, S. F.; T. P. Wadsworth, AFTM, S. F.; P. E. White, TM-Eastern Region, N. Y.; J. J. Kirch, GA, Omaha; L. F. Gartner, GA, Cincinnati. Standing: J. P. Coriger, GA, Washington; J. B. Warren, Asst. to TM, Chicago; H. W. Nordberg, Eastern Foreign Freight Agent, Chicago; V. J. Carr, TR, Cleveland; Urban Hart, TR, Detroit; G. K. Wenig, GA, Chicago; K. A. Rank, GA, Detroit; J. E. Baker, Chief Clerk, Chicago; W. F. McGrath, Asst. to TM, Chicago; J. D. Still, GA, N. Y.; W. M. Workman, GA, Pittsburgh.



Arthur J. Piers

1472, B.P.O.E. He also is a member of Kerak Temple Shrine in Reno.

Andy and his wife, Janet, have bought a home in Sacramento and intend to do a bit of gardening in the spare time they have left from hunting, fishing, and visiting with their three daughters and nine grandchildren.

IN APPRECIATION

Dear Friends:

I wish to express my appreciation to the officers and all employees for the wonderful cooperation given me during my 33 years as train dispatcher for the Western Pacific. Mrs. Piers and I also wish to extend sincere thanks to the more than 300 employees who contributed to the gift of a lovely television console we found installed in our new home when we arrived in Sacramento following my retirement. It was a complete and delightful surprise to us both.

A. J. "ANDY" PIERS.



In the Armed Forces

In addition to the 143 persons previously reported, the following employees are now serving in the Armed Forces:

GEORGE E. BALSBAUGH, JR., coach yard clerk, Oakland.

DAVID B. BEARY, carman apprentice, Sacramento Shops.

DONALD D. ENGLAND, assistant signalman, System.

GERALD O. PANDOLFI, signal helper, Signal Gang No. 3.

TOMMY L. TAYLOR, carman helper, Oroville.

HAROLD E. WILFLEY, carman apprentice, Sacramento Shops.

ERNEST T. WOOD, track laborer-relief foreman, Doyle.

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.

BOB KLING WRITES

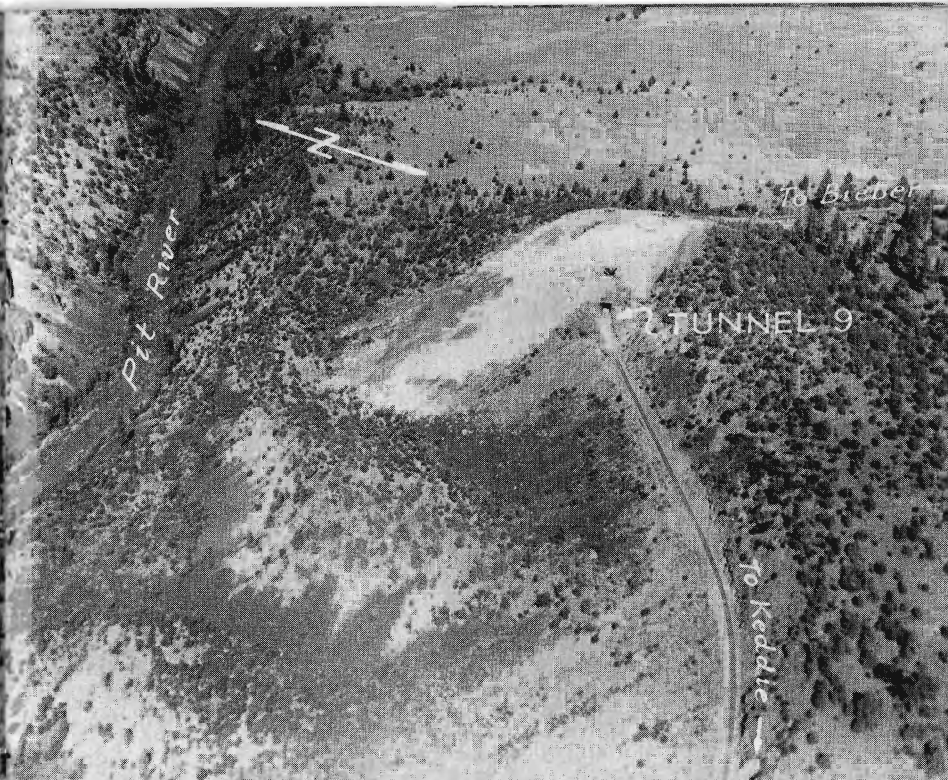
"This is just a short note to tell you all hello and that I miss WP very much. The Coast Guard has been keeping me very busy with the storekeeping work that I do.

"I was stationed at Eureka for just about one year, working with Air-Sea Rescue Operations. On July 4 of this year, my ship left California to escort the Trans-Pacific Yacht Race to Honolulu, where we stayed for one month. Upon returning to California my ship was transferred to Astoria, Oregon, where I am now located. Our duty here is to assist in any emergency that may arise in the fishing fleet.

"Hoping to see all of you in about a year. Hope WP has a good basketball team this year.

BOB KLING,
Freight Claim Department."





As any trainman or engineman working the 112-mile fourth subdivision can tell you, there are some changes going on along the line between Keddie and Bieber, Western Pacific's portion of the "Inside Gateway Route" between Southern California and the Pacific Northwest.

According to engineering department records, the changes consist of concreting Tunnel 1, changing the line to bypass Tunnels 7 and 8 which are being eliminated, and the elimination of Tunnel 9 by cutting through the earth, commonly known as "daylighting." When completed, curvature and compensated grade will be consider-

TUNNEL CHANGES ON THE NORTHERN CALIFORNIA EXTENSION

A good idea of the tunnel work going on at Tunnels 7, 8, and 9 on the N. C. E. is shown in these air photos taken by William Gamble, Quincy. Line of dashes in the picture on Page 14 shows location of proposed line by-passing Tunnels 7 and 8 which are being eliminated. Picture above shows excavation work above Tunnel 9 which will later be daylighted. Interruption of regular train service will be negligible.

ably reduced, tunnel fire hazards will be eliminated in Tunnel 1, and extensive and urgent timber renewals will no longer be required.

Tunnel 1, the east leg of the Keddie wye, is 686 feet in length. Original construction consisted of 634.5 feet of timber lining and 51.5 feet of concrete lining, including the east portal. Work on this tunnel, which began on June 15 and was completed on September 10, consists of concreting the remaining portion of the tunnel, including the

west portal. Cost for the work is \$299,735.

Tunnels 7 and 8, 425 feet and 754.4 feet in length respectively, located between Mileposts 22 and 23, are timber-lined throughout. To eliminate these tunnels, a 5,958-foot line change is being made which will reduce distance by 90 feet, reduce curvature on three ten-degree curves to seven, eight, and nine degrees, and eliminate one ten-degree curve and one three-degree curve. Curve angle will be reduced

from 283° 24' to 224° 26', and the 2.20 per cent compensated grade will be reduced to 2.13 per cent. Cost for the work, which includes 334,000 cubic yards of excavation, is \$243,645. Work began July 6 and is expected to be completed by the end of October.

Tunnel 9, Milepost 103.38, is 502.3 feet in length, timber-lined through-out. Daylighting on the present track alignment will require approximately 133,000 cubic yards of excavation. Work began on July 1 and completion is expected by December 25. Cost for the job is \$144,825.

Engineering work on the entire project is being performed by A. A. Kramm, senior assistant engineer (projects), and the field work is carried out under his supervision. He is assisted by L. C. Landreth, field inspector. Contractors for the work are Utah Construction Company (Tunnel 1) and Morrison Knudsen Company (Tunnels 7, 8, and 9). Total cost for all work is \$688,205.

LATER 'N YOU THINK!

Christmas will soon be here and, as in previous years, the railroads are getting ready to handle another expected record-breaking volume of holiday mail.

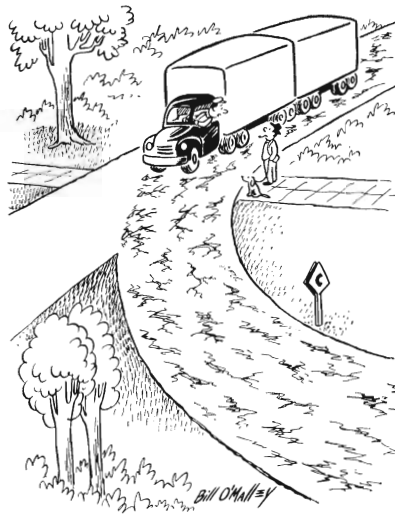
The Post Office Department has begun an intensive drive to get everyone to do his Christmas mailing earlier and railroaders can fully appreciate the responsibility assumed in handling literally billions of Christmas greeting cards and parcels.

Shop early, mail early, then relax and enjoy as never before the full meaning of a happy Christmas.

IT'S ABOUT TIME!

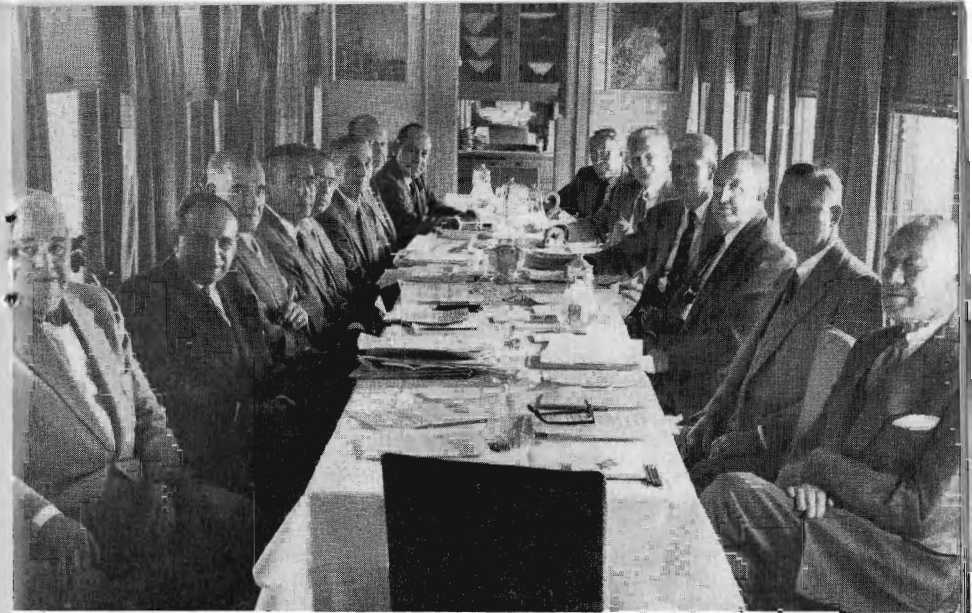
Proposals, which if enacted into laws, would place all forms of transportation in the United States on a more equitable competitive basis, will be considered by the U. S. Chamber of Commerce Transportation and Communication Committee at its December meeting in Washington.

Elimination of federal aid to any form of transportation at the earliest practicable date was recommended by a sub-committee report. Another proposal opposes efforts to weaken Interstate Commerce Commission authority over motor carrier trip-leasing (a bill to do this is presently pending in Congress). Consideration of a proposal to require all contract carriers to file and make public actual rate charges is on the agenda.—*Western Railways, Competitive Transportation*, October, 1953.



"Heh, Bud, which is the truck route?"

MILEPOSTS



Left to right around the table are: J. Reuben Clark, Jr.; Benjamin Graham; Donald Maclean; Benjamin C. Carter; Theodore Weisman; Stayman L. Reed; Stuart Jenkins; Lindsey W. Cochran; C. W. Dooling; H. C. Munson; F. B. Whitman; C. L. Droit; James A. Folger; and Charles B. Henderson.

WP DIRECTORS MEET AT SALT LAKE CITY

Western Pacific's board of directors had an opportunity to see some of the progress going on along the railroad when they were called together by President Whitman for their regular monthly meeting, held aboard a special train at the Union Depot in Salt Lake City on October 6.

Accompanied by officers of the railroad, the party left Oakland on October 5. The train stopped at pre-arranged locations in order to let the directors see work already finished and some actually in progress. First stop was made at Carbona to inspect new 115-

pound rail installed in place of old 85-pound rail last spring on the 30 miles between Midway and Stockton. They were next given the opportunity to see the new general store facilities at Sacramento Shops, and that afternoon watch construction work eliminating Tunnels 7 and 8, and view completed concrete lining of Tunnels 1 and 6 on the Northern California Extension.

Prior to their afternoon meeting at Salt Lake City, the directors and officers were hosts to 160 prominent Salt Lake City business men at a luncheon held at Hotel Utah.

NOVEMBER, 1953

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MILEPOSTS



IN GOLD

MILEPOSTS congratulates the following employees to whom Service Pin Awards were issued during the month of September, 1953:

40-YEAR PINS		
John P. Connelly.....	Roadmaster.....	Western Division
Floyd E. Miller, Sr.....	Conductor.....	Western Division
35-YEAR PIN		
Charles W. Brandt.....	Head Timekeeper.....	Western Division
30-YEAR PIN		
Leland M. Brown.....	Chief Clerk, Overcharge Claim Bureau.....	San Francisco
25-YEAR PINS		
James R. Brown.....	Clerk.....	Western Division
V. J. Carr.....	Traffic Representative.....	Cleveland
Urban Hart.....	Traffic Representative.....	Detroit
Ernest L. Peninger.....	Conductor.....	Western Division
William T. Tucker.....	Locomotive Engineer.....	Western Division
15-YEAR PINS		
Walter Clark.....	Steward.....	DC&H Department
James A. Moore.....	Waiter.....	DC&H Department
Jonathan B. Morgan.....	Traveling Accountant.....	San Francisco
Milton Raleigh.....	Waiter.....	DC&H Department
10-YEAR PINS		
Patricia Beatty (Mrs.).....	Supv. Key Punch Operators.....	San Francisco
Eva J. Bogisich.....	Clerk, Aud. Revenues Dept.....	San Francisco
Frank P. Callahan.....	Brakeman.....	Eastern Division
George J. Conrad.....	Clerk.....	Western Division
Jesse C. Currier, Jr.....	Fireman.....	Western Division
Fred Ellsworth.....	Fireman.....	Eastern Division
James English.....	Fireman.....	Western Division
Ines M. Guadagnini (Mrs.).....	Clerk, Aud. Revenues Dept.....	San Francisco
Homer I. Hall.....	Brakeman.....	Western Division
James B. Hansen.....	Fireman.....	Western Division
A. L. Herbert.....	Assistant Signal Engineer.....	San Francisco
Earl Hurst.....	Fireman.....	Western Division
Irene A. Johnson.....	Clerk.....	Western Division
Beulah R. Kennedy.....	Clerk.....	Western Division
Ben Knowles.....	Waiter.....	DC&H Department
Mary A. Leach.....	Clerk.....	Western Division
Mollie Lederman.....	Clerk, Aud. Revenues Dept.....	San Francisco
Helen J. McCutcheon.....	Telegrapher.....	Western Division
Joseph C. Menchenger.....	Brakeman.....	Eastern Division
John Mylnick.....	Clerk.....	Western Division
Burnie J. Newport.....	Fireman.....	Western Division
John Norford.....	Chef.....	DC&H Department
Floyd W. Paddock.....	Fireman.....	Western Division
Joseph W. Polk.....	Fireman.....	Western Division
Gertrude L. Shout (Mrs.).....	Price Clerk, Purchasing Dept.....	San Francisco
George B. Srill.....	Clerk.....	Western Division

Teacher Tourist: "This seems to be a very dangerous precipice. It's a wonder they don't put up a warning sign."

Native: "Yes, it is dangerous, but they kept a warning sign up for two years and no one fell over, so it was taken down."

Then there's the chap who went spooning with his sugar and found there was nothing stirring.

"I have brought you a Red Cross nurse," announced the doctor.

"Take her back," said the peevish patient, and get me a blonde, cheerful one."

Paul Jenner sez:

"Don't Be HALF Safe!"

"Supervisors concerned with the safety of workers and equipment in their departments should take the offensive against accidents.

"As we all know, 'hindsight' is more common than 'foresight.' Like a game of checkers—after the game is over it is easy to see the moves we should have made. So it is with accident prevention. How much more sensible it is to recognize hazards before the accident occurs.

"Supervisors are in constant contact with their working forces and have the opportunity to see the conditions under which their men work and the methods and practices they use to perform their work. If the supervisor properly trains his employees to be safety conscious, they can be of invaluable assistance by reporting any unsafe aspects of their jobs.

"A good slogan to keep before the minds of the workers at all times is: 'Be Alert to Prevent Accidents—Recognize Unsafe Acts and Conditions.' An employee who is safety-minded will stop cold in his tracks when a machine or operation presents a hazard, while on the other hand this hazard may be ignored for weeks or months by an employee not safety-conscious.

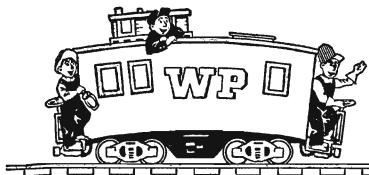
"The supervisor is a teacher in accident prevention, and it depends entirely upon him whether he has a good or bad accident record in his department. I recall one case in a plant where two supervisors' work was quite similar. Supervisor 'A' had a fine safety



"The guy who spoiled the department's safety record."

record; Supervisor 'B' a poor one. Supervisor 'A' claimed good safety practices for his good record, while Supervisor 'B' claimed 'bad luck' for his poor record. The two supervisors exchanged jobs. Supervisor 'A' continued his good safety practices and raised the record of the job formerly held by Supervisor 'B.' Supervisor 'B' continued to claim 'bad luck' as the reason for his poor record and in so doing lowered the fine record Supervisor 'A' had already established for that job.

"If a supervisor or foreman is a firm believer in accident prevention, and insists that safety must be first in every operation, he can hold accidents to a minimum."



Caboosing

DONALD BANKS, assistant export clerk at Chicago, has succeeded JIM BAKER as correspondent. Jim's new duties as chief clerk in the Chicago office, announced last month, will require his full time.

RAY FENDER, car foreman, has temporarily taken over for MARCELLA KAHL as correspondent at Sacramento Shops during Marcella's absence on maternity leave.

ESTHER WITT, yard clerk, succeeds SHIRLEY LEE as correspondent at Wendover. Shirley, correspondent since September 1950, reluctantly turned in her resignation because of other matters which require her time and attention.

We wish to extend our thanks to Jim, Marcella, and Shirley for their wonderful support to MILEPOSTS, and take this opportunity to welcome Don, Ray and Esther to our staff.

SACRAMENTO STORE

Irene Burton

Things have really been buzzing around here while moving into the new store building, checking inventories, and putting things in order, but everyone is happy with the new arrangements and all are looking forward to a bigger and better store department.

MARY LOU STOCKARD, former computer operator, is back with us again on the "213 Requisition" desk.

We don't think JOE MARCHAND, pur-

chasing agent, enjoyed the real warm weather we had for him during a recent visit here.

MARTIN COUGHLIN spent most of his vacation at the State Fair this year assisting at the Veterans of Foreign War booth.

JULIUS FRICK spent his vacation in the mountains above Jackson, and ALTON DABBS spent the second week of his vacation confirming his hopes that the fish would be bitin' along the Sacramento River.

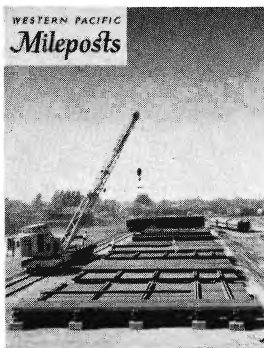
C. E. BROCKETT and his wife were visitors to Southern California, enjoying the beauties of the Coast route.

Store Department employees attending the dance at the Claremont Hotel were AL MADAN, VINCENT LATINO, MICKEY WILLIS, JIM DOYLE and their wives, and LOUISE MILAWSKI and BOB JACINTO.

By the time this is in print, your correspondent will have enjoyed the life of Riley during a vacation spent at Lemoore.

NOVEMBER COVER

Steel rail being unloaded from a flat car and stored on specially constructed concrete piers in the new storage area, makes an interesting pattern shot for MILEPOSTS' cover this month.



CHICAGO

Donald E. Banks

We bid aloha and farewell to DOROTHY ELFTMAN and bon voyage to the stork headed her way. Though only with us for a short six months, we're certain she will have her hands full bringing up Junior. Best of luck and many more exemptions.

We welcome another newcomer in Miss TERRY CINKUS, fresh out of high school last June. Terry worked for the Illinois Bell Telephone Company this summer and then decided to try her hand at railroading. Welcome!

First day of fall and we've had our first blast from Ol' Man Winter. After the rugged summer it's a relief to know Hades has descended to where it belongs!

Mucho gracias to the home office for the beautiful new mimeograph machine. Our only trouble was finding someone with a college degree in engineering to run it. Three reams of paper went through before we could find the lever to shut it off. Thinking strongly now of competing with the *Chicago Tribune*—also considering making our own union stamps.

Wanted: One able-bodied dues collector. Our plan is to collect one quarter from each employee each pay day (agreed by all) to cover any minor expenses such as flowers for funerals or hospitalized people, wedding gifts, summer picnic, and the Christmas party. Sounds simple, but after making the rounds each pay day, you're lucky to get back to your desk alive. Now I know what Uncle Sam goes through!

JIM and ELLEN RICHARDS, our office newlyweds, took their second honeymoon to Mackinac Island over Labor

Day aboard the *S.S. North America*. Understand the food was good, but they are still unhappy with their double-decked berths, no less!

WENDOVER

Esther Witt

GEORGE M. OLSEN, who resigned as switchman, has moved his family to Washington. Best of luck and happiness in your new location, George.

Switchman DAN LEE and his telegrapher wife, SHIRLEY, were hosts to Dan's two sons from Ibapha while the boys were on vacation. Shirley Ann "Cookie" enjoyed her vacation visiting relatives in California and Nevada.

Retired Engineer and Mrs. PERCY HEWITT returned from a vacation in California, and retired Fireman and Mrs. ELMER BOICE enjoyed life in its fullest at Fall River, Kansas.

HARLAN "BOOMER" FORD is the last, but not least, of the yard force to take his vacation, spending it with his family in Salt Lake.

Proof that a rolling stone gathers no moss, is the fact that Conductor GLEN FOX has returned to the Elko extra board after spending the summer in Salt Lake.

ANNA BELLE ALBRECHT, A. D. DRAKE, and ESTHER WITT enjoyed the Ice Follies at the Utah State Fair, even though it meant a hurried trip to Salt Lake after work and a short night for those of us who had to work the next day. Thanks to JOHN MARTIN for procuring tickets for us.

The best of luck and many happy days are wished AL WELLIVER, retired T & T maintainer by the forces at Wendover. We sure miss you, Al!

W. D. WORTHY, son of Switchman and Mrs. H. D. WORTHY, is new yard clerk. Also new to our yard forces are

Switchmen KURT H. SAMUELSON and GEORGE W. BROWN from Salt Lake.

Motor Car Maintainer and Mrs. LIND HUTCHINSON have announced the marriage of their daughter, Helen, to A. Jack Graviets, and also the marriage of their son, Robert, to Janis M. Foulkes. Both weddings took place in the Latter Day Saints Temple in Salt Lake.

It was there, also, that Roland, son of Water Service Maintainer and Mrs. VARIAN ANDERSON, was wedded to Mary Jane Ratcliffe on September 18.

Plenty of activity in the telegraph office while the Hot Rod races were on out on the Bonneville Salt Flats, with all the cable and newspaper wires to be sent. All breathed a sigh of relief when the races were over.

Our sincerest sympathy to Signal Maintainer THEAS N. GARFIELD, whose mother passed away recently.

Otto Anderson, son of VARIAN ANDERSON, was home on a 30-day furlough, flying to the States from Honolulu, where he is assigned to the USS Taylor.

Our bird watch tells us that MILO KACER, midnight telegrapher, was a recent visitor to Elko.

Our deepest sympathy to Mrs. H. P. RAWLINGS, wife of the "beanery" manager, whose brother and sister-in-law passed away suddenly a short time ago.

OROVILLE

Heien Small

The wife of Assistant Superintendent JOHN J. McNALLY suffered painful injuries in an automobile accident on her way to Portola when she was blinded by lights from a car behind and from one approaching, her car swerving to a stop against the bank on the opposite side of the road. At

Portola Hospital it was learned she suffered three fractured ribs and many bruises.

Brakeman A. E. JONES and wife had as guests his brother and two sisters from Los Angeles, Oregon, and Arkansas, this being the first time in forty years that all four of the family had been together.

Engineer E. E. STRAYER has returned home after being a patient in Oroville Curran Hospital suffering from an attack of flu and a heart condition. Hope to see you back on the job real soon.

Railway Express Agent W. H. CHANDLER was called to Ogden because of his mother's serious illness. Bill's mother passed away shortly after his arrival.

Conductor E. L. PENINGER was moved from the hospital here to St. Joseph's in San Francisco for further observation and treatment following a heart attack last August.

Welcome to two new clerks, W. J. FERGUSON and WILLIAM DAY. Clerk W. D. MACFARLAND has returned to school in Wyoming.

Retired Telegrapher J. E. RUSH, now living in La Habra, California, called on old friends recently, and Telegrapher A. G. THURMOND returned home after a long stay in St. Joseph's Hospital with a fractured leg. He hopes to return to work soon.

Agent J. W. MUNDAY of Livermore replaced Agent W. W. LANG while he enjoyed his vacation. A few other late vacationers were Baggage-man-Caller TOM FILSON, who expects to get his deer and some fish; Machinist PLEAS THOMAS and wife, who returned from a trip through Oregon, Washington, and Canada; and Car Foreman W. I. MARSH, wife, and son, Bobby, spent a



Cindy Sue Davis, six-month old daughter of Seaman and Mrs. Tommy Davis of Portola, is granddaughter of the late Lester T. Davis and J. D. Blair, engineers, of Portola. Picture was sent in by Telegrapher Midge Arruda, Cindy's great aunt.

few days visiting friends in Elko. Machinist Helper T. E. CLAYPOOL tried batching while his wife visited relatives in Marshalltown, Iowa.

MECHANICAL DEPARTMENT

Norma Joseph

Dr. William Morris, son of Master Mechanic L. M. MORRIS, is home after serving a year and one-half in Korea and Japan. Dr. Morris initiated the plans for the first Korean War orphanage.

STAN HEANEY, accountant, is the proud father of a 7-pound daughter.

Former Steno-Clerk JENNIE SIMMONS is back at her desk in the chief clerk's office. Jennie gave San Francisco a trial for four months, but decided she would rather live in Sacramento.

MARY MCKINNON and NORENE JOHNSON were honored with a pre-nuptial luncheon at the Del Prado Restaurant on September 24, attended by BETTY

LATINO, JUNE BELEW, NORMA JOSEPH, and HELEN SPENCER.

Best wishes for a happy birthday to "ROD" RODRIGUEZ, file clerk!

ELKO

Rosalie Enke

We're glad to see HANS TEICHMAN back on the job after being off sick for over a year.

Our heartfelt sympathy goes to Operator MAISIE LEGGAT, whose mother died in Vancouver of a heart attack just a short time after her father passed away in the same city.

Signal Maintainer WALT SMITH's household was increased by one on September 5, when Julie Marie made her appearance.

Rumor has it that Wire Chief BOB ENGER was all set to trade his "gentle" horse for TCS Maintainer BILL HENDRICK's motor scooter after Bob took a mad gallop 'cross the lone prairie



"Yeh, I'll leave the message where he'll be sure to see it."

one afternoon. The deal fell through, though when "Wild Bill" took an unexpected detour through the sagebrush on his scooter and ended up with a skinned face and a pile of junk. Guess Bob came out ahead at that—at least, his bruises didn't show.

JACK FORD, ticket clerk, was also a battered survivor of a quiet week-end. Just fell out of a tree while gathering pine cones!

FRED VEAL, from the signal department in San Francisco, was in town and reports his suitcase is still packed, all ready for that trip to Paris.

OWEN TERRY, assistant to division engineer, reports that his daughter, Margaret, is now teaching English in the Winnemucca High School after graduating from University of Nevada.

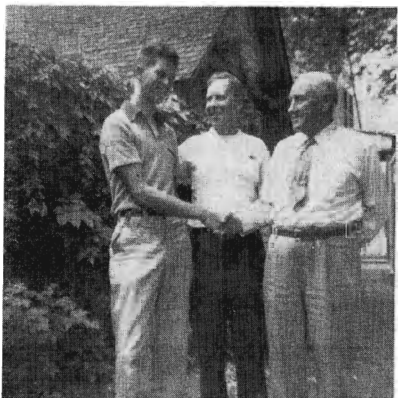
A new addition to Elko forces is Trick Dispatcher BOB BREW. Moving to Western Division is AL HUGHES, who was a signal maintainer at Doyle.

Back at their desks in the superintendent's office after vacations are STEVE HERNANDEZ, NEVADA MICHELSON, THEDA and ERNIE MUELLER, LOREN AMES, and FLORENCE "SCOTTY" DUNCAN. Also returned are Diesel Foreman F. L. "CRIS" CRISSEY, and Engineer JACK TAYLOR, who attended a union convention at Cleveland. Engineer BILL THOMPSON took Fireman AL WHEAT with him to hunt elk and said they wouldn't be back until they got one.

Elko's new diesel facilities got a nice write-up in the home town paper and also a sizeable article in *Modern Railroads*.

Wife to husband: "I scratched the front fender a little, dear. If you want to look at it, it's in the back seat of the car."

Another good thing about an electric razor is that nobody has yet found a way to sharpen pencils with it!



Three of four generations of WP employees are in this picture sent in by Nevada Michelsen. Robert C. Morton, brakeman, is welcomed into service by Glenn W., engineer, and Glenn M., retired engineer. George W. was a dispatcher in 1910, 1911, 1912.

OAKLAND

Hazel Petersen

A lot of our old friends have been spending time at St. Joseph's Hospital lately. What gives, fellas? Not long ago our old friend JACK "HARDHAT" JOHNSON, retired switchman, was hospitalized there along with Captain HENRY "WOODEN SHOES" DYKE, tug *Humaconna*, who was in the same room with Locomotive Fireman HAROLD ROSS, Stockton. They are all recuperating at home now and we trust they will soon be back in the swing of things again.

MAX MUNSON, revising clerk, is off to Mexico, loaded down with cameras, color film, etc. Max says it will be like going home, as he used to be one of those travel guides from a point in Texas down into Mexico City. Vaya Dios, Max, y hasta la vista!

JOHN REIS, bargeman, is on vacation with his wife and little daughter. FRED DERRIGAN, same occupation, left October 4, as did Fireman L. ORGANILLA.

Glad to see Telegrapher ED KEENA back to work after an illness of a couple of weeks. JOHN GORDON, same, is on vacation, but didn't say where he was headed. Good idea. That's where I want to go, too!

P. SORENSON and JACK MCPHERSON, checkers at WP mole, are both back to work after sustaining serious injuries recently. Better carry a rabbit's foot, fellas!

TONY DAY, chief yard clerk, just returned from vacation and is back to work. Tony took the Missus to the mountains for a rest and to get away from the noise and din of the city. LOIS MORGENROTH, assistant chief yard clerk, will return soon from her vacation.

ELEANOR HARRIGAN is a wonderful and pleasant addition to the Oakland yard office as train desk clerk. We now have four women at Oakland yard and the odds are now not so great. Eleanor is the spouse of ROBERT HARRIGAN, our new assistant agent at the passenger depot. Welcome to both!

SACRAMENTO SHOPS

Ray Fender

MARCELLA KAHL, our girl "Friday," has taken an extended leave of absence from her job as shop clerk to await the arrival, about December 1, of her fourth child. If a son, he will have three fine brothers! Filling in her place temporarily is BETTY LATINO.

Every department is undergoing its fall "face lifting" and everything seems to be getting a coat of paint. The buildings and grounds really look nice, thanks to DAVE SARBACH's able direction, but he should have furnished us with sun glasses to combat the glare.

Carman A. J. BUTTERIES finally took



Shirley Dolores Jones and Richard LeRoy Blomquist, Metalsmith S/C Navy Air Force, were married in San Leandro Sept. 19. Ceremony was attended by nearly 250 guests. Shirley is daughter of Freeman E. Jones, upholsterer at WP's Oakland coach yard.

the leap and is now a married man. We had almost given up hope, as it looked as if he was to be a confirmed bachelor. Good luck, Tony!

M. S. HUNT, sheet metal apprentice, has resigned to go into the Army Air Force.

We are sorry to report that BILL PLUMMER, machinist, died at Portola Hospital on September 5.

Seems that quite a number of our shop supervisors belong to a Toastmasters' Club, and some of them are becoming accomplished speakers. In competition at a recent meeting, one of our men missed taking first place by one vote. We understand that if the votes had been cast only for being the best speaker he would have won, but extra consideration is given to anyone having difficulty with his speech, which fairly allowed his opponent to win.



"Can I have the day off, Boss? I'm not feelin' so good."

MARCELLA wishes to express her appreciation to the following who, in the past have helped her gather news for her column: H. GILLESPIE, sheet metal; M. VELASICH, machinist; BILL PARKER, laborer; A. CAPALBO, electrician; E. BROMELL, boilermaker; and C. C. BENNETT, blacksmith.

WINNEMUCCA

Doris Cavanagh

November marks our first anniversary as "remote control" correspondent for Winnemucca, rarely being at the station as relief clerk. We hope you have enjoyed the column. We're always looking for news, so any assistance from the gang at Winnemucca will be most appreciated.

First Trick Operator BILL STEPHENSON is acting as agent after the transfer of CARL GRAUVOGEL to Loyalton.

Wearing huge dark glasses due to an infected eye, BILL BROWN looked more like a hardtop racer than a yard clerk or spare-time hardrock miner.

Sickness kept Switch Engineer ED BAKER away from his cab for more than a month.

Brakeman LARRY ROBERT (who dislikes his Sugardaddy nickname) spent a wonderful time in San Francisco feasting on lobster and Italian dinners recently.

JOE HEFFERON has replaced Time-keeper DONALD MILES on Western Division Extra Gang 35.

Believe it or not, ADOLPH is both engineer and fireman on a freight diesel. Engineer ADOLPH LOSER and Fireman ADOLPH DEONIER are paired in the blueprint pool. Mrs. Deonier is making a game recovery from an injured back.

Late vacationers were Section Foremen HOWARD McMAHON, Gerlach, and VIC GARZA, Prouto; Motorcar Maintainer AL TONKIN; Conductor HUGH EDMUNDS; Brakeman JIM HERRON; and Engineers A. LOSER and MAZOO HAWKINS, who visited the Pacific Northwest and Missouri, respectively.

NEW YORK

Alan Hudson

With apologies to Dragnet . . .

This is the City. The stories you are about to read are true and taken from the files of Western Pacific. The names are not changed and any resemblance with persons living or dead is purely authentic.

I'm BOB MORACE, working out of the New York office, temporarily assigned to the MILEPOSTS detachment this month while ALAN HUDSON enjoys his vacation. My job is to get the facts. I'm a steno.

Time: 10 a. m. LOST AND FOUND DEPARTMENT . . . After missing for two weeks, JACK EDWARDS turned up at 9 a. m. this morning. After continu-



"I don't know who owns it, but the constant ticking gets on my nerves!"

ous grilling, he finally confessed he was on vacation and had a gay ol' time. That's all we want—the facts.

Time: 1 p. m. LOST AND FOUND DEPARTMENT . . . Case No. 1102. "Who's Got My Hat?" This concerns the visit of R. E. LARSON to New York who experienced a most dreadful event—he was wearing another man's hat! The story goes: When Roy hurriedly left Mr. WHITE's office for a luncheon engagement with a client, he mistakenly took Mr. White's hat instead, since both hats looked alike. Unaware of this mishap, the rhubarb didn't come until he was leaving the restaurant. Well! When the hat-check girl handed him his hat and he politely mentioned that the hat was not his, all I can say, folks, is, you take it from there. However, this case was solved in less than a day and Larson will not soon forget his trip to New York.

The stories you have just heard are true. When Alan returns from his vacation, you will learn the latest results of these reports.

MODESTO

Dora Monroe

An unusual, and we believe interesting, new note was brought to our attention by "LINK" HUPP, Turlock agent. On September 18, 1952, Turlock Fruit Co. loaded car PFE 75818 with melons for an Eastern market. On September 18, 1953, Turlock Fruit Company loaded melons in the same car for the same Eastern market!

The new-car fever is spreading—this time to Turlock. Bill Clerk BILL STEWARD is sporting a flashy Fordomatic Ford. We're all waiting to see who will be next!

We're happy to report that Modesto Section Foreman LES FLINDERS' wife is now home from the hospital and is much improved.

Another annual deer hunting expedition by BOB THOMSON, Manteca agent, had its complications when Bob discovered, upon bagging his deer, that he had lost his deer tags! However, the episode ended happily, as Bob somehow managed to bring back his buck.

Congratulations to MARTIN JOHNSON, who now possesses a ten-year service pin.

SACRAMENTO FREIGHT STATION

Nancy De Riso

Head Cashier FRED PETERS and wife, Ruth, spent two weeks vacationing in and around Charity Valley, just fishing and resting. Understand they caught some nice eating Rainbow and German Brown trout—eight to ten inches long.

Assistant Cashier JOE BETTENCOURT together with wife, Fay, and daughter,



"About these new crossies you built this house with, Mrs. Jones . . ."

Robin, enjoyed a wonderful vacation visiting relatives in Steveston, Canada. They also attended the Pacific Exhibition (similar to our State Fair) in Vancouver, and Joe also tried his hand at salmon fishing.

Demurrage Clerk RICHARD FINLEY didn't shoot a deer, but he drove two beautiful three-pointers to his pals and they both scored hits while hunting at Paynes Creek.

Where does BEN MAIER, head demurrage clerk, get his beautiful tan and those real zorch looking bow ties?

JIM SUTHERLAND enjoyed gardening and resting on his vacation and it seems to agree with him.

Warehouse Foreman KENNETH VAN SKIKE and wife, Arlene, with their sons visited Russian River, Santa Rosa, and

San Francisco. Best of all was speed boating at Clear Lake.

Lieut. L. M. Nervig, skipper on the USS LST 1123, recently returned from Korea and visited with his parents, Accountant L. O. NERVIG and wife.

KEDDIE

Elsie Hagen

Someone must have warned the deer in advance as, so far, very few have been brought in by hunters this season.

Roadmaster and Mrs. CHET BARRY have announced the engagement of their daughter, Hazel, to Dennis McMenamy, of Oakland. No marriage plans yet, as Hazel has several months of nurse's training to finish and Dennis is attending Naval Reserve School.

Brakeman "BLACKIE" ADAMS and his wife are in Chicago, his father having passed away recently.

BOB McILVEEN's father visited Keddie for a few weeks from Napa County.

Train Desk Clerk BATES is a very proud father, his wife having presented him with a lovely baby boy, born on September 21. Kenneth James, weight 7 pounds 15 ounces.

Two of our young girls were married last week—Lois Morton, niece of Brakeman and Mrs. CLAUDE TRIPP, and Frances Anderson, daughter of Conductor and Mrs. ANDY STENE, formerly of Keddie and now living in Stockton. The girls married brothers, Sidney and Henri Moser, and will make their home in Quincy.

Roadmaster and Mrs. CHET BARRY recently attended a convention in Chicago and Yardmaster CHARLEY SELF and his wife vacationed in Los Angeles. HERB WOMACK, brakeman, expects to be in Chicago about a month and Conductor BILL STUBBLEFIELD plans on a little deer hunting during his vacation. Conductor BAUST is visiting in Eureka with relatives and friends. Engineer and Mrs. HAROLD BASHFORD enjoyed deer hunting around Weed, and Mrs. ELSIE HAGEN and granddaughter, Pamela, spent a week in Provo, Utah, with grandmother and family.

Robert Hanley, son of Agent HANLEY, is attending college in San Jose, and John Geil, son of Mr. and Mrs. WAYNE GEIL, and Dan Krause, son of Mr. and Mrs. JOHN KRAUSE, are at college in Chico. Joan Nugent, daughter of Mr. and Mrs. TOM GRIFFIN, chose Sacramento for her college career.

With Tunnel 1 completed, the construction workers and their families have moved on to Chilcoot for the tunnel work there.

SAN FRANCISCO

Rita Connolly, William Dutcher, Molly Fagan, Lawrence Gerring, Howard Jaeger, Gwen Monds, Mary Nichols, Maurice Notter, Carl Rath, Bill Royal, Dudley Thickens, Frank Tufo.

From the Post Street ticket office we learn that MAX STOUGHTON and his wife spent a free two-week all-expense vacation at the Wawona Hotel in Yosemite Park and had the use of a new Nash car while there. All Mrs. Stoughton did to win the trip was sign a ticket and drop it in the box at Hales Department Store. A word to the wise!

JACK BERSCHENS and his wife, and BERNADETTE McHUGH spent their August vacations by taking advantage of Great Northern's all-expense (except meals) Educational Tour to Glacier Park, open to railroad employees.

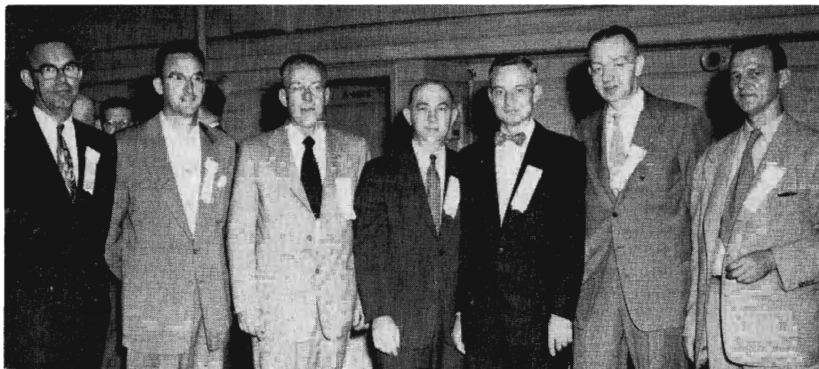
CLAIRE POSTEL and her husband left the end of September for a river boat vacation on the Rogue River in Oregon.

BOB GONSALVES spent his two weeks moving from San Mateo into a new home at Mountain View.

Mrs. CARRIE GRAVITT is the newest member in the signal office, having succeeded Mrs. FRANCES LITTLEFIELD as secretary to Signal Engineer TEGELER. Mrs. Gravitt has a son, Billy, two and one-half years. Mrs. Littlefield left with her Air Force husband of two months for duty at El Paso.

GRACIE GAYNOR, T & T operator, has just purchased a new TV set and, as usual, is having trouble with her eyes. At close range the picture is fuzzy. Gracie gets around this by looking from the kitchen into a mirror in the living room and says the picture looks real clear. Try it some time!

JOE BOOTHROYD, mail clerk, made a big date with BARNEY GUZENSKE, line-



Ralph T. Ott, chief rate analyst, third from left, was photographed with R. J. Hingsbergen, AT&SF; George V. Houseman, SP; J. Lohrfink, NYC; C. B. Salmon, B&O; Ben Y. Vaughn, and H. J. Clody, New York City Trunk Lines, while attending the convention of the American Association of Passenger Rate Men at Montreal.
—Canadian National Railways photo.

man at Portola, to go deer hunting. Will announce results of the expedition later. Stan Bailey, Portola Reporter, please note.

RUTH POGUE, new T&T operator from Sacramento, bid in the swing relief job. T&T operator WILCOX, 4 p.m. to midnight, bid in wire chief position at Elko and is temporarily relieving on third wire chief position at San Francisco.

DON BAERD, T&T mechanic and football fan, says these newspaper football pools are a snap. Don is for the '49'ers and "Cal" and CARL RATH says he will have to go along with him, being an ol' Cal rooter by choice.

BILL MANNING, T&T operator on general agent's leased wires, has returned from the Army. Glad to have you back, Bill!

T&T Operator E. E. KOWSKE is away on a well-earned vacation.

GEORGE DALTON, late night T&T operator, is "boning" up for wire chief's examination. Good luck, George!

JOHN COUPIN, general agent, is recuperating at home and if the "doc" approves he hopes to be able to return to work shortly for a few hours each day.

DAN COSTELLO, commercial agent, is back on the job after his long illness. Still taking things easy, but it seems good to have Dan back.

MARY KETTENHOFEN, assistant statistical clerk in the general agent's office, just returned from an enjoyable trip to Oregon.

HARRY STARK and LEO BAKER, traffic representatives, are on the *United Crusade* drive and are doing a fine job for this worthy cause.

MRS. LILLIAN BULGARELLI, stenographer-clerk in the chief special agent and general claim agent office, bid adieu to her WP friends on October 15 to await the arrival of her first child. Lillian first worked for the late COLONEL MASON, then with the Sacramento Northern, before transferring to her present position, which concluded eight years with the company. Lillian

was also happy to announce that her husband received notice in September that he is now licensed to practice medicine.

A second son arrived at the home of Bridge Engineer ART CARLSON on October 13 to the delight of father, mother, and four-year-old Richard. While the young fellow's name had not been decided as we went to press, Art informed us that he was the caboose in the Carlson family.

BONNIE FLEISHELL left Western Pacific as sales and service clerk on October 9 to accept a position with Transcontinental Transport. Bonnie had been with the company since August 27, 1949, and we wish her our best in her new position.

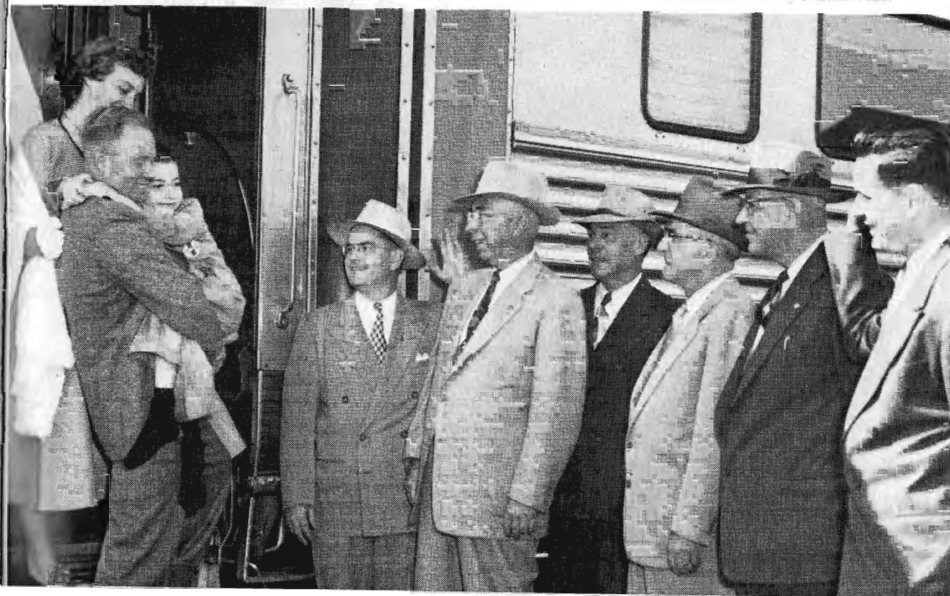
PORTOLA

Phyllis Laughlin

J. M. "MICKEY" MAGUIRE made his last trip as conductor on the Gerlach local September 26 after 27 years' service with Western Pacific. Mickey entered train service in 1909, spending ten years in passenger service. The remainder of his railroad career was spent on work trains and locals. His service on the Pacific Coast also includes switching for the Southern Pacific at Roseville. Plans for the future include a rest and then a trip to Mexico.

We are glad to welcome back from the sick list DR. W. S. BROSS, Portola Hospital; and H. F. HALL, agent. On

Teddy Jones, age 7, contracted leukemia while camping near Mount Lassen last June, and is now living on borrowed blood. Teddy had seen the California Zephyr many times while going to and from camp and wanted a ride on the train more than anything else. He got his wish on September 29, when Western Pacific gave Teddy and his mother and stepfather, Mr. and Mrs. Thomas Warwick, a ride to Sacramento and return. On hand at Oakland Pier to wish him a happy ride were W. B. Wolverton and E. E. Gleason, from Sacramento Shops; Bill Wilkinson and Grant Evans, Oakland; Les Henry, Stockton; and Arthur Lloyd, San Francisco, who accompanied the family on the trip. Mrs. Warwick wrote Western Pacific: "I'm sure you made his last days happier than anyone else could with that wonderful train ride."



our sick list at this time are MRS. GLADYS RUSE, trainmaster's clerk, RICHARD APPLGATE, fireman, and CLARENCE ROWE, roundhouse clerk. MRS. ERMA RAY is working as trainmaster's clerk until Gladys returns.

Deer season is in full swing. During the first two days of the season, 461 deer were brought in by jubilant hunters. Others have been less fortunate, but they still have high hopes of filling their freezers before the season is over.

We enjoyed meeting MRS. ALICE ANGUILO, the former Alice Marr until her recent marriage, who is secretary to C. E. ELLIOTT, division engineer at Sacramento. Mrs. Anguilo drove to Portola and returned by *California Zephyr*.

A familiar face to enter the Agent's office was RAY SWARTSFAGE, from



Left to right are Brakeman Ed Miller, Jr.; Brakeman Ray Powell; Conductor Maguire; and Brakeman Nick Laughlin, crew of the Gerlach local who rode with "Mickey" on his last trip before retiring.

Thornton, who was in town on business. Ray formerly worked in the telegraph office here.

Welcome back again, MRS. AVA MOORE, third trick telegrapher, who is working the temporary assignment of MRS. THELMA ROBERTSON.

"HAP" MANIT returned from his deer hunting vacation, and ROBERT RONEY, clerk, is off on leave of absence.

ROBERT "BOBBIE" GREEN is improving after his auto accident and we are glad to hear the good news. Mrs. Green was driving the car at the time and was lucky to get off with a few bruises and scratches.

Telegrapher FERDINAND ROZIER, first telegrapher, is off on vacation and his place is being filled by DONALD D. FULLER.

A little belated is the announcement of the arrival of Michèle Catherine, who arrived at the L. R. QUIGLEY household recently, and will be a playmate for Patty.

A very proud grandfather is JOHN SYPHER, SR., over the arrival of Charles William at the home of Johnnie and Carol Sypher. Johnnie was formerly hostler helper for the WP.

Speaking of babies—EARL CHRISTIAN, Stockton storekeeper, and Mrs. Christian welcomed a baby boy on September 28, and JACK MILLER, Portola storekeeper, celebrated a birthday that day. What is odd? Both storekeepers have sons named Dennis!

Through a contribution of \$10 to the UNITED CRUSADE, you can give one year's supply of tooth paste and toothbrushes to two children with no homes, some with no parents of their own . . . or, cod liver oil for a whole year to two undernourished children.

STOCKTON

Virginia Rustan

Sincere sympathy is extended to CONDUCTOR LE BEOUF and family upon the sudden death of his son, Ronald, 16 years of age. Ronald was vacationing with his mother when stricken with a rare malady. He was rushed to Mayo Clinic, where they discovered they were unable to help him and he passed away after returning to his home in Stockton.

Vacationers include GLADYS and ALTHEA EVANS, who enjoyed an extended

tour of the Eastern States. Another eastern traveler was CONDUCTOR DAMASKE, who recently returned from a three-week trip.

Lucky deer hunters include T. L. MONKS, blacksmith, who bagged a forked-horn at Leak Springs; JOE RADCLIFF, fireman, who got a four-pointer at Highland; and ED WIMMER, fireman, who brought down a three-pointer at Portola.

J. J. MCGRAW, roundhouse foreman, is boasting of his 13-pound striped bass recently caught at Rio Vista.



On behalf of all employees of Western Pacific and its affiliated companies, MILEPOSTS extends sincerest sympathy to the loved ones of the following whose death has been reported:

Mike G. Bouyoukles, Sacramento Northern retired laborer, died on July 3, 1953.

Frank M. Clark, who last worked for the company on January 29, 1943, as a fuel accountant and subsequently retired, died on August 28, 1953.

Joseph H. Donovan, retired machinist, died on July 9, 1953. Mr. Donovan entered company service on February 8, 1941, and last worked for the company on July 14, 1950.

Leo R. Greenwood, retired freight checker, died on July 28, 1953. Mr. Greenwood last worked for the company on December 15, 1945.

Louis B. Martin, retired traveling carpenter, died on August 13, 1953. Mr. Martin entered service in November 1928, and retired on August 30, 1938.

Ernest W. Nelson, retired engineer, died on August 1, 1953. Mr. Nelson entered company service on September 12, 1926, and last worked for the company on July 31, 1951.

William L. Plummer, machinist, died on September 4, 1953. Mr. Plummer entered company service on January 5, 1943. He is survived by his mother, Mrs. Lillian Plummer of Sacramento.

Stanley R. Proffitt, who last worked for the company as purchasing agent and retired on June 30, 1948, died on September 27, 1953.



Champs again! Back row, left to right: Miro Jiral, Jack Schenk and son, Bob Shilling, Monte Latino. Front row, from left: Hy O'Rullian, Vince Latino, Sam Latino, Tony Latino, Jim Nally. In front is Aaron O'Rullian, bat boy. Absent were: Dick Sybrandy, Al Stadler, George Nye, and Bill Simpson.

Champs Again

Western Pacific's softball team at Sacramento Shops once again swept the field in the Sacramento Softball League and emerged with their fifth straight championship. To top it off they also ended the season as champions of the Western Pacific Softball League.

During the 1953 season the team averaged twelve runs per game, winning 19 games and losing only two.

Much of their success was due to the steady pitching of Vince Latino, assisted by Al Stadler, who received fine

fielding support from their teammates whenever their opponents were able to connect at the plate. They were also aided by a battery of heavy sluggers, who knocked out a team average of .394 for the season, to which they also contributed.

According to Sam Latino, team manager, the champs traveled nearly 2,000 miles to wrap up their victories, and they are the first Sacramento team in Western Pacific history to score such an outstanding record.

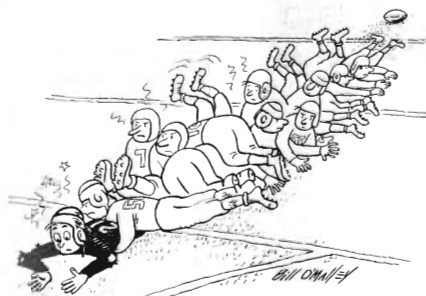
BASKETBALL

Western Pacific stepped up into Class "B" in entering the San Francisco Industrial Invitational Tournament which got under way in October.

As this goes to press, the railroaders will have played four games—Stock Exchange, U. S. Naval Shipyard at Hunters Point, W. P. Fuller & Company, and Crocker Bank.

The big game will be played at Kezar Stadium Friday evening, November 6, when WP tangles with their railroad rivals, the "Friendly" Southern Pacific quintet. The game gets under way at 8 p.m., and the team would like to see a lot of rooters out for this one to outperform their rival's rooting section.

The boys looked rather good in practice and should give the league some good competition. Coach John Suseoff announced the team members as follows: Don Wilson, Ron Quint, and John Summerfield, accounting; Mike Moran, Eighth and Brannan; Bill Martin and Wes Ferrell, treasurers; Cliff Gerstner, engineering; Bob Kostner, traffic; and Dick Bridges, personnel.



MORE CUPS FOR KAY

Kay Brodney, engineering department clerk, was recently presented with two more trophies won at the National Association of Angling and Casting Clubs tournament held at the Toledo Casting Club at Toledo, Ohio, on August 24, where she placed third in two events.

As a member of the California Women's Casting Club, she scored her wins in the ladies' dry fly accuracy and in the Skish combination fly event, competing against more than twenty top-flight National contestants.

Her record is even more remarkable in the fact that Kay went to the casting pool immediately after arrival in Toledo by train and began competition without the benefit of practice or wind tests.

Kay has her eye on first place next year, when the events will be held either in St. Louis or Long Beach, California.

FLASH!

WP's basketball team won their first two games and are now tied with Southern Pacific for first place.

James B. Hansen, interchange clerk at Stockton yard, a Western Pacific employee since June 13, 1951, is a candidate for re-election to the City Council, Stockton, from the fifth district. Jim was first elected to the City Council in 1949, will be opposed this year by William Daseler.



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RAILROAD LINES



Chicago & Eastern Illinois issues the "Speedrouter," third in a series of freight routing guides as tariff shortcuts for shippers.

. . .

New Haven's newest diner features open kitchen giving passengers full view of all food preparation and cooking.

. . .

Great Northern will begin \$700,000 centralized traffic control project early next spring between Delano and Willmar, Minn.

. . .

Norfolk & Western completes \$3.5 million five-mile relocation program for improved service between Lick Branch, W. Va., and North Fork.

. . .

All Missouri Pacific freight traffic between Twelfth Street and Lesperance Street yards in St. Louis now travels over new \$1¼ million highline route free of street crossings.

. . .

Santa Fe inaugurates its first revenue run with Trane-equipped mechanical temperature control refrigerator car between California and the East.

. . .

Baltimore & Ohio has three more RDC's for suburban service in the Pittsburgh area.

. . .

Texas & Pacific adding red reflectorized "danger" signs to standard cross-buck crossing signs.