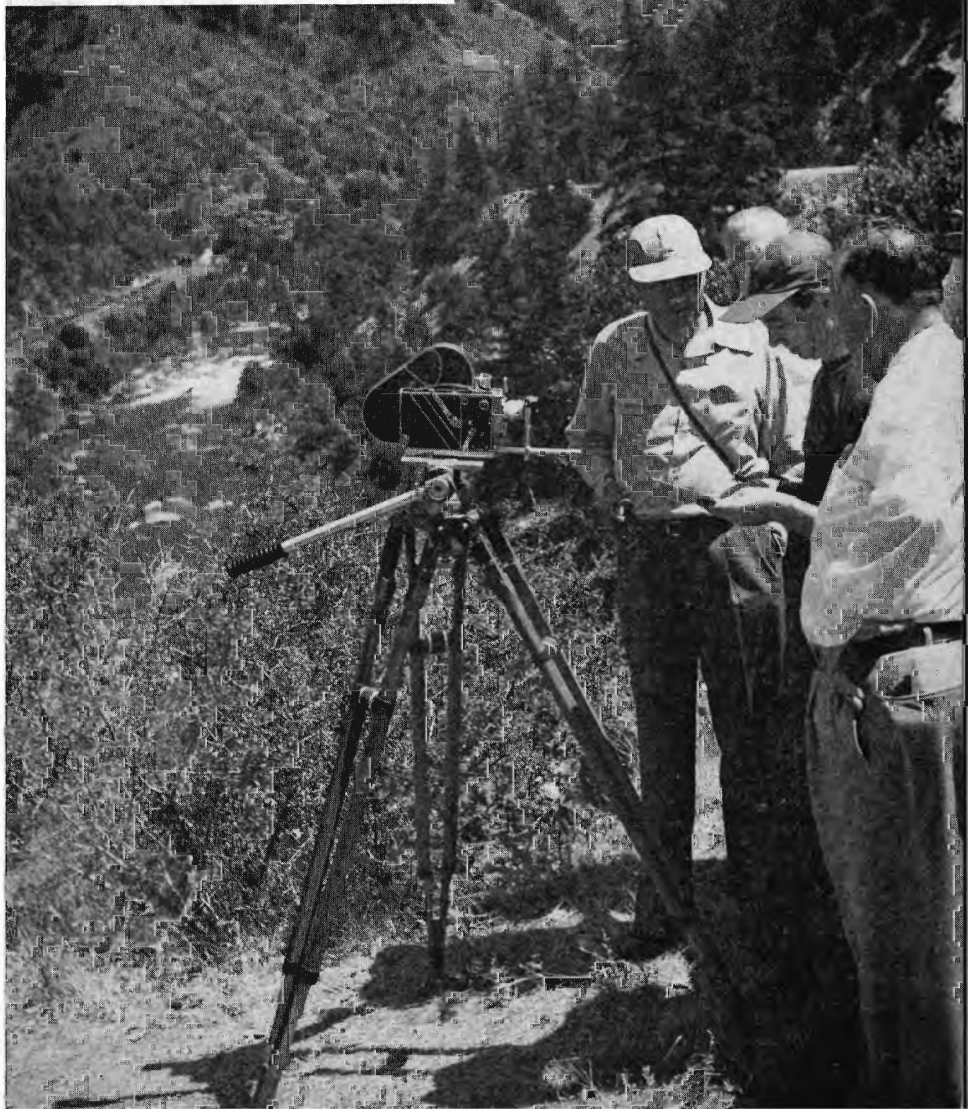
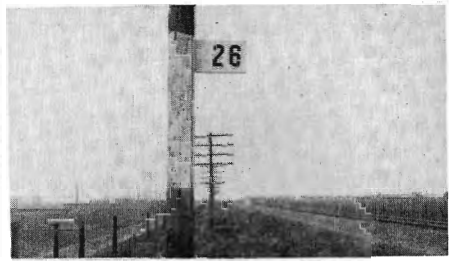


WESTERN PACIFIC
Mileposts
SEPTEMBER 1951



WESTERN PACIFIC Mileposts



Vol. III, No. 2

SEPTEMBER, 1951

Milepost No. 26

Department of Public Relations
WESTERN PACIFIC RAILROAD

SACRAMENTO NORTHERN RAILWAY **TIDEWATER SOUTHERN RAILWAY**
526 Mission Street, San Francisco 5
Lee "Flash" Sherwood, Editor Arthur Lloyd, Jr., Associate Editor
Member American Railway Magazine Editors' Association
Member Northern California Industrial Editors' Association

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MILEPOSTS

"DESTINATION, AMERICA"

After more than 12 months of preparation, WP's newest motion picture was released on October 1. The 25-minute documentary color and sound film was produced to show how our railroad serves American industry and agriculture. Covering every phase of WP operation, nothing was "staged." Camera crews and writers rode cabs of diesel locomotives, followed speeding trains across the Nevada desert and the Utah salt flats, and risked life and limb fighting turbulent air currents while hovering in a helicopter a few hundred feet above a WP freight

winding through the Feather River Canyon.

You'll learn, too, how WP's high-speed communication system enables freight representatives in every section of the country to give shippers quick, on-the-spot reports of freight in transit; how WP's transportation experts work with shippers on special freight handling problems; how the dispatcher in Sacramento guides trains over the entire Western Division by traffic control system, and you'll tour the WP shops at Sacramento and yards at Salt Lake City.

(Continued on Page 5)



Seated around the table, H. E. Poulterer, vice-president traffic; F. B. Whitman, president; and Rig Richards, who takes the lead in "Destination, America," receive last-minute instructions from Caryl Coleman, Photo & Sound (kneeling), assisted by G. H. Kneiss, assistant to president—public relations. Ready with the camera is Chuck Eymann, Photo & Sound cameraman. Photo by Photo & Sound.

MILEPOSTS



... Mr. Railroader

His dad is a shoe clerk, and doesn't earn too much, not when you consider he has a wife and three other growing sons besides Joey to support.

Joey is seven, and somehow he has always been a frail little boy. When the other kids were out playing ball in the back of the house, or skating or bicycling, Joey would rarely join in the fun. Most of the time he preferred to sit on the back steps, just watching, or reading or whittling. Quiet things, Joey liked. But then the kids never called him a sissy, because Joey was smart. He knew how to take care of himself with the other kids. He could fight when he had to, and he could do a lot of things that the other boys couldn't. He could make wonderful figures out of soap, and he caught on fast to things at school. The other fellows thought he was a swell little guy, and no one

picked on him because he didn't play as strenuously as his brothers and their pals.

Then Joey got sick. Really sick. The doctors said he had a kidney ailment that had been a long time developing. Now it was serious. Four months in the hospital for little Joey and it cost his dad over 700 dollars.

Joey got well, for a while that is. Then it recurred again, and this time it means perhaps a longer stint in the hospital. Joey's dad didn't earn that much. His savings were wiped out the first time. The other kids in the family had to eat, and be clothed. But Joey's life had to be saved too.

There was only one answer. But it worked. Part-pay care at Children's Hospital, a Community Chest agency, saw Joey's dad through this dark financial crisis. Joey was given the care he needed. Joey's life was saved.

Children's Hospital is one of eight Community Chest agencies in San Francisco providing free and part-pay clinic and hospital care for those unable to pay full costs.

* * *

It was an awful moment when the man stood pathetically in her kitchen trying to find the words to tell her that her husband, Jim, had been killed. She knew before he spoke. She knew by the way he twisted his hat in his hands, and his eyes averted hers. She knew Jim was dead.

It was a personal tragedy to her emotionally. She loved her husband and they had been happy beyond belief. But she had more immediate concerns than her own grief. She had six small children who had to be cared for. There was a little money from Jim's insurance, but it would not go far. She

would have to work, and she could not afford a full-time baby-sitter for her little ones.

But there was an even more imminent problem. Jim was killed two months before her new baby would be born. Plans would have to be made for her confinement in the hospital. Time after that to see to the job.

Contacting her Community Chest headquarters, she was referred to the Catholic Social Service, a Chest agency. A homemaker was sent out to care for the children while she was in the hospital. The Visiting Nurse's Service helped out when the baby came and she was back home. Later, when she looked for and obtained a job with which to support her little family, the Chest came to the rescue again, with day care and education through one of its child-care agencies.

* * *

Hundreds of little children like Joey and mothers like Jim's wife, need help right in your own community.

The familiar Red Feather is a little larger this year, and the drive beginning October 15 must raise 27 per cent more than last year because of higher operating costs. A Minute-A-Day of pay is asked of under \$6,000-a-year workers—more from persons with incomes over \$6,000.

Western Pacific employees have always made very fine Community Chest showings. This year, those less fortunate than you, need your help more than ever!

The apple is well known historically, but it took the grapefruit to get into the public's eye.

—American Eagle Fun Mill.

"Destination, America" . . .

(Continued from Page 3)

One of the "highlights" of "Destination, America," is the non-stop "meet" of an eastbound manifest freight and a westbound Vista-Dome California Zephyr in the Feather River Canyon, covered by four cameras.

More than 12,000 feet of 16-millimeter color film was used and finally edited to 1,100 feet. To record the actual sounds associated with railroad operations, portable equipment was used in the diesels, at the shops, and along the right of way. Some scenes were photographed from open flat cars; others from cabooses; and one from a small open door in the very front of a speeding locomotive! One unexpected delay was caused by a gnat storm during the shooting of a night scene at Niles.

"Destination, America," is a dramatic, on-line motion picture report of a great railroad at work.

The film is available for group showings to shippers, lodges, schools, and other organizations upon request. Application should be made to the Public Relations Department, 526 Mission Street, San Francisco 5, California (YUkon 2 - 2100). Bookings will be made in the order in which applications are received.

A mild little man walked into the income tax inspector's office, sat down and beamed on everyone.

"What can we do for you?" asked the inspector.

"Nothing, thank you," replied the little man, "I just wanted to meet the people I'm working for."

—Great Northern Goat.

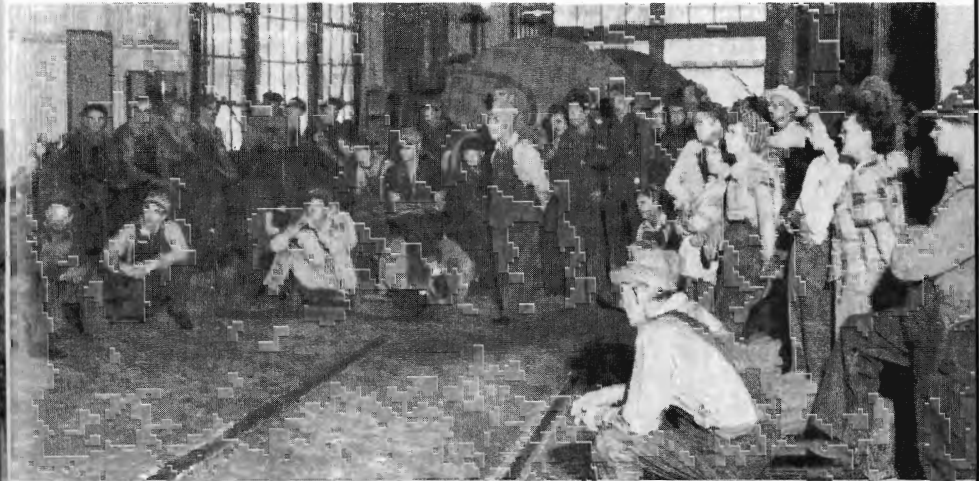
IN THE GOOD OLD DAYS



IN hand at the Ferry Building to assist with operation of Western Pacific's first passenger train on August 22, 1910, were: J. W. Mulhern, superintendent western division; E. L. Lomax, passenger traffic manager; W. J. Shotwell, assistant general freight agent; H. M. Adams, freight traffic manager; and Fred Herr, general passenger agent. Others in photo not identified.

Don't Be HALF Safe!

By Walter C. Brunberg



Employees at Oroville roundhouse gather between shifts to hear a Safety First talk by Machinist Charles Orr. A firm believer in safety first on the job and at home, Charley feels that much can be accomplished toward on-the-job safety through the exchange of ideas as expressed by employees at these meetings.

The various divisions of the mechanical department located on line have put into practice a plan which it is believed will be beneficial in bringing about improved Safety First practices on the railroad. The plan provides that talks given at the regular monthly meetings be prepared and presented by members of the various shops and crafts, rather than by supervisors or officers of the company, so that the men on the job may, through expressing their own ideas and experiences, bring closer to home the practice of Safety First.

Following brief introductions by R. T. Ronan, roundhouse foreman at Oroville, and a few words by Walter C. Brunberg, coordinator training and safety, Charles Y. Orr, machinist, ad-

ressed his fellow employees as follows:

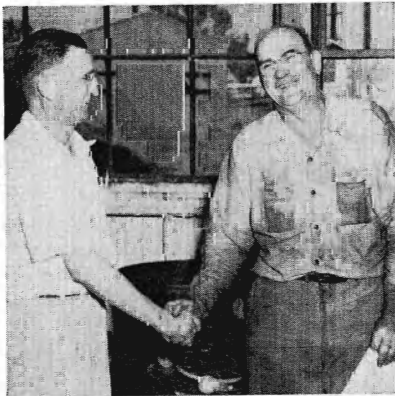
"From an infant we are taught that which are dangers, leaving us to assume that all things not pointed out to us as dangerous, are safe. This is not true, as so often an apparent safe appearing condition proves to be otherwise. Therefore, it is necessary not only for the word "safe" to be part of our vocabulary, but also for us to be alert and aware of unsafe hazards. We must distinguish, therefore, between two similar words with direct opposite meanings—Careful and Careless.

"A careful man is a safe man. He is not only careful for himself but also for others. Self preservation is considered the first law of nature. Is it not reasonable that we should aid our

fellow man in this respect? Safety, with its teaching and practices by both employee and employer is not new, but new techniques and practices have developed along with facilities to make possible the better performance record now as compared to 40 or 50 years ago. The use of safety goggles is one of the greatest assets in the saving of eyesight. This is only one of many safety practices that exist today, not only in railroad work but in other industries as well, and made possible at no small expense to the employers.

"I recently attended a Utah State Safety First Convention. The entire mezzanine floor was filled with stands and booths, all filled with literature and specimens of goggles, safety shoes and various other safety devices. The railroad section, the mining section, the domestic section, and many others were represented. Such displays do a great deal toward stressing the need for our constant use of safety first equipment on hazardous occupations.

"It is not only necessary that indi-



Foreman R. T. Ronan congratulates Orr for his presentation of an interesting talk and interest in the safety of his fellow employees.

viduals practice safety for their own protection, but it is an obligation which we all owe those subject to great financial expense to make possible this program.

"All of us who are destined to work for a livelihood should look forward to the time when we are retired or pensioned so that we may enjoy our final years intact and free of handicaps. In order that it be this way, let us cooperate and use, in appreciation, the time, efforts and expense which our company has given.

"I would like to call your attention to our accidents for the year 1951, up to and including August 31. Of 20 non-reportable injuries, four occurred in August. In reviewing reports month by month for this year, I find that the month of March is the only month in which we had no injuries. I think we should strive and be able to repeat the performance of March with a little extra effort for the balance of the year.

"In closing, I will repeat that a cautious, careful man is a safe man, and that any unsafe condition or practice that we observe should be called to the attention of the management, not only to protect ourself but all fellow men."

* * *

Mr. Orr was born in Cooperstown, Illinois, on September 14, 1898, and received his early training with the C.C.C. & St. L. (now of the New York Central System), Missouri Pacific and Union Pacific railroads. He worked for an iron works from 1945 to 1948, and came to Western Pacific July 11, 1948. He resides in Oroville with his wife, one son and one daughter.

AFTER the accident, it's easy to tell how it could have been avoided. The safe guy figures that out before he starts his job!

Meet Your General Chairmen

(This is the sixth of a series of articles about representatives of the various railroad labor organizations serving Western Pacific employees. Personalities of other representatives will appear in future issues of Mileposts.)

You may wonder just what connection a boatman has with a railroad, but let us remind you that Western Pacific has a fleet of two tugboats and three barges operating on San Francisco Bay, as well as the Sacramento Northern's ferry "Ramon." Of the 50 employees in WP's marine department, about thirty are members of the Inlandboatmen's Union of the Pacific — deckmen, bargemen, firemen and oilers. The remaining employees are masters, mates and pilots, and engineers, who retain membership in the National Organization of Masters, Mates and Pilots, and the Marine Engineers Beneficial Association, respectively. Sacramento Northern crews are also members in the three associations, although fewer in number.

Secretary and business agent for the San Francisco Division of the Inlandboatmen's Union of the Pacific, and coastwise secretary-treasurer for that organization, is Roger L. Randall. Roger has been on and around boats for most of his 33 years, the majority of which has been in the Pacific Northwest near Portland, Oregon, the place of his birth. He combined working on the waterfront with efforts to secure an education and from 1936 through 1944 worked at various times as a coast-wise seaman, tugboatman and longshore lift-driver on Puget Sound, Columbia River and San Francisco Bay, attending school as time and finances permitted.

Following his marriage in 1940 to the former Ruth Byers, and with her help and encouragement, Roger graduated from Reed College in Portland in May, 1942, where he had majored in economics and was elected to Phi Beta Kappa. He spent part of 1942-1943 in graduate work in labor relations at Johns Hopkins University while again earning an extra buck or two on tugs in Chesapeake Bay.

In earlier years, Roger was a member of the National Maritime Union and Longshoremen's Union, but joined the IBU in San Francisco in 1941 while employed on the Martinez ferries. He later transferred to the Columbia River Division of that union where he served in 1944 and again in 1947-48 as division patrolman and organizer.

In addition to his trade union experience, he has worked for the Federal government, with the Regional War Labor Board in Seattle during 1943 and as a personnel officer with the Bonneville Power Administration in Portland from 1945 to 1947. He came to the Bay Area in September, 1948, to do research work and writing for the Institute of Industrial Relations at the University of California, and has published several studies and articles on labor relations.

In July of 1949, Randall was appointed by the IBU president to the position of Coastwise representative, assigned to assist the San Francisco Division in organizing and negotiations, and remained in that capacity until his appointment to his present position on February 1, 1950.

Rogers enjoys camping and fishing, but finds that spending time with his four sons, Michael, 9, Dennis, 7, Ralph, 3½, and Ronald, 2, leaves little time for other hobbies.

* * *

Captain Joseph A. Gannon, secretary and business manager for Local 40, National Organization of Masters, Mates and Pilots (AFL), and national vice-president of that organization, was born in San Francisco, June 5, 1904.

Moving to Richmond in 1906 he



Joseph Jerome, Joseph Gannon and Roger Randall

sailed as an off-shore seaman on Standard Oil tankers during 1920 and 1921, and on May 22, 1922 started as a deckhand on the Richmond ferries, working his way up to mate and eventually to captain in 1928. Captain Gannon joined the MM&P in June of 1925 and was before that a member of the Ferryboatmen's Union. In 1945 he went into the restaurant business in San Francisco, but returned to the boats in 1947. He was appointed to fill an unexpired term as secretary of No. 40 in September, 1947, and was subsequently re-elected three times.

Gannon married Helen Hoy of San Quentin, California (he claims she was not an inmate) in June of 1929. His outside activities include baseball and dancing, and membership in the Elks Club of Richmond.

Joseph Jerome, business agent for the Marine Engineers Beneficial Association No. 97, supervises all labor relations for marine engineers assigned to inland water duties on San Francisco Bay, under the jurisdiction of Randolph Meriwether, secretary-treasurer and business manager for the association.

Born at Oakland on April 23, 1889, Joe joined the association in 1923 and worked as a tug boat operator for many years. He holds a chief engineers license good on any waters, and for any tonnage. Elected by the membership every two years, he has held his present position for the past 20 years, and is also a district deputy for the Pacific Coast, National Marine Engineers Beneficial Association.

While serving with the intelligence department of the U. S. Army for approximately six years, Jerome received the U. S. Army's Distinguished Service Cross, the British Army's Distinguished Conduct Medal, and the French Croix de Guerre during World War I.

He makes his home in San Francisco.

* * *

In their relations with the Western Pacific management, Messrs. Randall, Gannon and Jerome, on behalf of their respective unions, operate in very close unity and have maintained joint settlement of grievances for many years. In their opinion, this healthy cooperation among their unions (which is a tradition with them in their dealings with other employers on the Bay as well) has facilitated the building of a stable relationship with the company as well.

Female elevator operator in car alone with a Marine: "Going up—Going up, please—anybody else going up?" "Please, will somebody else go up?"
—Railway Employees Journal.

Dear Editor:



Received my copy of the August MILEPOSTS and wish to thank you for keeping my name on the list.

It's nice to be remembered and to be able to read about some of the people I knew and their activities along the line of the WP.

According to the July issue of *Railway Carmen's Journal*, C. W. "Walt" Enke's death benefit was paid between April 30 and May 31, 1951. His name has not yet appeared in MILEPOSTS. Walt worked for the WP for at least 25 years that I know of. He was an air-brake test-rack operator, car inspector and on the Elko wrecking crew. His many years of faithful service on the WP deserves to be mentioned in your publication.

T. B. Aldridge
2275 So. Lincoln Street
Denver 10, Colorado

Thanks to reader Aldridge for the sad news of the death of retired *Carmen Walt Enke*, of which we had not been informed. However, we did include Mr. Enke's name among those retired from the company in the June issue.

* * *

Just a few lines to let you know that I haven't received my MILEPOSTS for August and I would like to have one. I would rather get a paddling than miss my MILEPOSTS magazine!

Lee C. Hurlburt
Box 122
Occidental, California

We're sorry about the delay in getting out the August issue, but vacation and holidays "big holed" our produc-

tion for a few days. If you still haven't received your copy it will be sent immediately. We're too old to give any paddlings now!

* * *

I am very pleased to have obtained your address from a friend of mine who communicates you. I had been seeking for the address since long. I should like to be a member and to have or receive papers from you for the studies in your company works, known as Cow Boys.

If you know how I like the said Cow Boy, this letter will not pass two weeks before the reply. My age is twenty-six years; June 11, 1926.

I should like to obtain "seven in one," "7 in one" accompanying the papers you shall send. Thanking you for your faithful and favourable reply. How glorious! Keep fit. Yours faithfully.

Mr. E. O. Biose
Youth Trading Co., Ltd.
18, Upper Igun Street
Benin City, Nigeria, Africa

Why an editor gets gray. No comment!



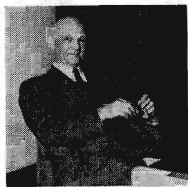
"I'm SO excited—this is my first trip to town!"

MILEPOSTS IN AFRICA

(This is the second of a condensed series of articles written by E. W. Englebright, retired assistant to the president, while en route to and following his arrival at Mozambique, Africa, where he is associated with a group of engineers and consultants studying the possibilities of railway transportation in that area for the Portuguese Government. Engaged by the Knappen, Tippets Abbott Engineering Company of New York and San Francisco, Mr. Englebright left San Francisco July 13.)

* * *

Shepherd's Hotel, Cairo, July 23, 1951.



Well, your old co-worker is stuck fast, so far, in Cairo and until this AM had nothing definite in way of departure. Balance of party left for Nairobi Thursday midnight, but owing to error by TWA in Lisbon, I had no space on BOAC and had to remain here.

I am sitting in my room in nothing but a pair of shorts and with the big swinging blinds and French doors closed against the mid-day heat (about like Sacramento). I would guess it is about 95-100° in here now. I take about five or six showers daily. Breakfast about 8, nap at noon (everything closed up 1 to 3 p. m.), tea or beer and sandwich about 4, dinner on open terrace about 9, all of which conforms to custom here.

This morning in sheer desperation I reserved space for Nairobi out Thursday, 26th, on Ethiopian Airlines (an American outfit), with overnight stay at Addis Abbaba. Have not heard whether balance of party got beyond Nairobi and don't propose to cable or radio to find out—at \$6 per 22-word NL message to Nairobi, \$3 to San Francisco!

Took trip Saturday with my dragoman (a real gentleman) to ancient city of Memphis—oldest known—about 3200 B. C., and saw the stepped pyramid of Sakkarah (about 2780 B. C.), oldest yet discovered and earliest large stone structure in the world. It was surrounded originally by a stone temple of imposing dimensions about 1650 feet by 850 feet of limestone—now partly restored.

I cannot take time to write about my visit to the excavated house of Mera—a “mayor”—or his prime minister or his doctor and describe the amazing flat wall carvings showing details of their lives 5,000 years ago. Men on stools milking cows, sowing grain, killing steers or cows, baking bread, making wine. Pictures, flowers with perfect locusts, moths, frogs, lizards, etc. One large wall carving in Mera's house shows him seated on bed eating from a tray while his slender spouse sits at other end playing on a stringed lyra of some sort. Servants in background. That looks like a good idea—may suggest trial by Alice E. for my retirement days! We are not much different in our daily family lives than then! Amazing preservation of the colors is beyond belief. Saw the doctor's stone operating table—pictures of him vaccinating humans and animals, although why, no one knows.

In Mera's entertainment room was a statue of himself and offside rooms where the dancing girls made ready. Room panels show dancing men and women. Some looked like “be-boppers” kicking and flinging each other around. Happy days for the visitors!

Could write on it for hours but hand won't stand up.

Sunday went to visit the huge railway station here—part stub end and part through. Saw some French 4-6-2 type locomotives. Had my dragoman Mohamet Aly, with me, *fortunately!* Took some pictures of track—a wreck train. Talked to the “fireman” of the passenger loco who spoke some English—showed him and the grizzled gray-beared “driver” (a very aloof person) my CZ calendar and with signs, English, some French and a few gestures, got along famously. Later, saw a funny looking switch engine bringing in some cars, so took a photo. Bang! and was I in trouble. A policeman came up—then eight or ten bystanders to circle around. My dragoman broke into a torrent of Arabic—boy, was he telling that cop what a bum *he* was. Nuts, says the cop in Arabic, and the fight was on. So finally we all—about six of us—went to the police office in the station. Mohamet Aly told the Egyptian I was a railroad engineer going to Mozambique and all about it and the officer smiled and explained that railroads were secure, etc., and said “sorry.” We passed out past the glum cop who had brought us in expecting to get a medal of honor, no less!

Cairo is a multi-lingual city. Arabic and French predominate. Then English, Nubian, Indian and only heaven knows what else. I find myself lapsing into simple French with taxis, porters, waiters, etc. It all seems quite natural.

Travelers in Europe, Asia, etc., normally are requested to deliver their passports to hotel receptionist on checking in and hotel is responsible for daily report to police as to iden-

tity of guests. When we came in at 3 a. m. Wednesday morning, no one asked me for a passport, nor since. Last night I noticed a sign over the reception desk about turning in the passport and filing my police report of arrival, etc. This morning, I inquired about it. *Sacre nom de nom!* What a buzzing. The night clerk was in real trouble—his second offense. Eventually, after much telephoning, a receptionist and I started out for the Central Police Bureau. There a polite young man listened to our story—wrote out a long report in Arabic (right to left), I signed, my passport was stamped some more, and we left. Ho hum! What next? We will be on the topside when in Mozambique because each of us bears an imposing document from the Director General of overseas territories directing that we be afforded full liberty of movement and all necessary assistance. Amberg said we would probably have a “brass band” escort. I am going to miss the reception.

This money changing and a new kind every day or so is wearing. You try to cut loose so as not to have any to carry away. Lord only knows how I will fare in Addis Abbaba! Will have to have South Africa English next and then Escudos in Mozambique.

Well, time for another shower. My hand is done anyway. Where Bulletin No. 3 will come from, can't say. This is a very long way from the Feather River Canyon!

(To be continued)

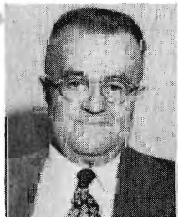
“Did you ever hear anything so wonderful?” asked the daughter, as the radio ground out the last notes of the latest bit of jazz.

“Only once,” replied the father, “when a truck loaded with empty tin cans hit a freight car full of live ducks!”

—D&RGW Green Light.

PROMOTIONS AND TRANSFERS

Roland L. Gohmert has been appointed freight claim agent, effective September 1, 1951, after having served as assistant freight claim agent and understudy to Thomas B. Barry, retired freight claim agent, since coming to Western Pacific in November of 1947.



Born in Yorktown, Texas, March 2, 1891, and after graduating from high school at the age of 15, Roland moved to Palestine, Texas, to accept employment with the International and Great Northern Railroad (now Missouri Pacific) on January 1, 1906. After one year in the local freight and yard offices for that railroad, he enrolled and completed a course of bookkeeping and stenography at Tyler Commercial College at Tyler, Texas. During the last six weeks of that attendance, he acted as relief court reporter in the Federal Courts of Western Louisiana.

After a short go at bookkeeping and stenography for a wholesale grocery concern, he returned to railroading as stenographer in the purchasing department of the San Antonio & Arkansas Pass Railroad (now part of SP system) on May 8, 1908, and transferred to the freight claim department of that railroad as loss and damage investigator on October 31, 1910. January 1, 1912, found him in the position as loss and damage investigator with the SP at New Orleans, followed by similar positions with the MKT&T at Dallas, and the Pere Marquette at Detroit.

He returned to San Antonio in April of 1913 as chief clerk in the freight claim department of the San Antonio, Uvalde & Gulf Railway, now part of the Missouri Pacific, and in January of 1918 was appointed assistant general freight agent and later freight claim agent for that road. With the consolidation of the SAU&G and MP, headquarters were moved to Houston, and Gohmert was appointed assistant superintendent of freight loss and damage claims.

Not satisfied to live in Houston, he resigned to enter the blueprint and engineering supply business in San Antonio in April of 1926, where he remained until accepting a position as special representative of the Association of American Railroads in Chicago in December, 1933, with assignment to the Southwest and Western area, including the Pacific Coast. On November 30, 1938, he was appointed chief examiner freight claim revenue bureau, a newly created branch of the AAR. He left there to accept employment with the Western Pacific in November of 1947 as assistant freight claim agent and understudy to Thomas B. Barry, recently retired freight claim agent.

An excellent story teller, Roland enjoys the laugh which follows. Baseball, football and bowling are his favorite sports, but Gohmert says, "steak and potatoes are good, too, when you can get them."

He lives with Mrs. Gohmert in Burlingame, has three children and ten

1941: You went broke, so you ate hamburger for a week.
1951: You ate hamburger for a week, so you went broke.
—S. F. Federal Reserve Bank 12-L News.

grandchildren — the latter are his hobby.

With the appointment of R. L. Gohmert as freight claim agent, William F. Paden assumed his duties as assistant claim agent on September 1, 1951.

Bill was born at Chicago on July 10, 1912, and after a two-year study of pre-dental subjects, discontinued because of a need for full time employment, he entered railroad service as office messenger in the



freight claim department of the Chicago and Eastern Railroad on September 26, 1932. Following advancement, culminating in appointment to position as traveling freight claim agent from which he resigned in September of 1945, he came to Western Pacific as an adjuster in the freight claim department, specializing in the adjustment of perishable claims and those filed by freight forwarder companies.

For several years, while attending school and for some time after beginning a railroad career, Bill conducted a ten-piece dance orchestra in and around Chicago. In recent years he has become active in Cub Scout and Boy Scout committee work.

Paden is a past master of Tracy Lodge, A.F.&A.M. of Chicago, and en-

The Pullman conductor asked a passenger who was retiring if he'd like the porter to call him in the morning.

"No, thanks," the man said, "I'm awake every morning at six."

"In that case," said the conductor, "would you mind calling the porter!"

—Central of Georgia Magazine.

joys camping and fishing as recreation. Besides a very capable wife, Bill has a son, 13 years, and a daughter, eight.

Bright and early on the morning of June 17, 1947, Gordon Ingle walked into Western Pacific's accounting department in answer to a newspaper advertisement. After a 10-minute concert on one of the department's typewriters, he was accepted for employment and assigned to position as stenographer-clerk under Henry C. Wendt, and worked with, as Gordon says, "a very wonderful guy named Dale Wightman, who retired in July of 1948." It was while there Gordon received a very broad picture of railroad accounting.



He transferred to position of stenographer-accountant in the Engineering Department on December 15, 1947, where he claims to have received a very liberal education under Carl Germann, assistant chief clerk. Following promotion to the accountant's position in that department, he was appointed chief pass clerk on July 1, 1951, in the office of vice-president and general manager.

Gordon will be 28 years old on December 11, 1951, and will celebrate his third year of married life on October 10, having met and married Nancy Towne, a stenographer in general agent Coupin's office.

Gordon is a Captain in the California Wing Headquarters of the Civil Air Patrol, serving as commandant of some 4,000 cadets who serve under his su-

pervision. He enjoys building HO gauge model trains and airplanes.

With the need for signing his name hundreds of times each month, Gordon says he is thankful his name isn't Aloysius G. Kirkpatrick, or some other name of similar dimensions.

With the retirement of Robert F. Barrett on June 30 this year, Andrew P. Murphy has been appointed agent at San Francisco.

Andy is a San Franciscan by birth, which took place January 18, 1904. Following graduation from Crocker Grammar School at Daly City in 1919, he went to work for the Santa Fe as messenger and junior clerk and continued his education by attending evening high school.



Leo Sillineri, Andy Murphy, J. J. McInerney.

He resigned from the Santa Fe in August of 1921 and entered service with the Western Pacific on January 16 of the following year as messenger. Advanced to various clerical positions in the local freight office he was appointed assistant agent at the waterfront office on Chestnut Street on September 16, 1945, where he remained until his present assignment.

Murphy has his own home at 1407 Irving Street in San Francisco, where he resides with his wife, Eleanor.

J. J. McInerney has been appointed assistant agent at San Francisco, with headquarters at Eighth and Brannan

streets freight house. He assumed his new duties on July 1.

Mac joined the railroad on May 7, 1937, as a yard clerk and car desk clerk. On December 14, 1941, he was assigned to the Army at Fort Mason to assist in training new personnel in the handling and releasing of cars for overseas shipment. On January 18, 1942, the Army requested his leave of absence from the railroad and he assumed the position of traffic manager.

Commissioned a first lieutenant in the U. S. Army on November 2, 1942, he served in the Philippines and in Japan with the Transportation Corps. Mac returned to the States on May 6, 1946, as a Lieutenant Colonel, at which time he reverted to inactive status, and returned to WP as assistant accountant, then accountant, cashier, and to his present appointment.

Leo L. Sillineri, appointed assistant agent at WP's waterfront office on Chestnut Street in San Francisco, was born and raised in the "cow hollow" district, now San Francisco's beautiful Marina District. After attending Galileo High School, he went to work for the WP when 16 years old, serving as messenger under assistant agent, H. H. Rotermund, now retired. During his 27 years with the company he has worked on all the clerk jobs at the waterfront office and took over his present assignment on July 1.

Fond of all sports, Leo passed up a chance to play pro ball with the San Francisco Seals, which he learned while sand-lotting on week-ends with such now famous stars as Crosetti, Lodigiani, the DiMaggio's and others.

A good-looking bachelor, Leo spends much of his free time in sports.

MILEPOSTS



IN GOLD

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

40-YEAR PINS		
Charles L. Davis.....	Clerk.....	Western Division
Frank W. Whiting.....	Traffic Representative.....	San Francisco
30-YEAR PINS		
Henry C. Dyke.....	Marine Captain.....	Western Division
Turner G. Winton.....	Marine Oiler.....	Western Division
25-YEAR PINS		
Virgil H. Edwards.....	Trainmaster.....	Western Division
John H. Parks.....	Carman.....	Mechanical Dept.
15-YEAR PINS		
Vernie R. Ackeret.....	Carman.....	Mechanical Dept.
William Benz.....	Machinist.....	Mechanical Dept.
Robert L. Bliss.....	Boilermaker.....	Mechanical Dept.
C. A. Capaul.....	Store Helper.....	Store Dept.
Floyd P. Carpenter.....	Conductor.....	Western Division
Daniel J. Irwin.....	Chief Clerk to Superintendent.....	Western Division
George W. Napoli.....	Boilermaker.....	Mechanical Dept.
Charles W. Owen.....	Conductor.....	Eastern Division
Miss Florence Pearce.....	Clerk.....	Aud. Disb. Dept.
John W. Porter.....	Conductor.....	Western Division
10-YEAR PINS		
Joe Armendariz.....	Laborer.....	Western Division
Chester F. Barnes.....	Locomotive Engineer.....	Eastern Division
Reinhard L. Carskadon.....	Locomotive Engineer.....	Eastern Division
George W. Daniell.....	Locomotive Engineer.....	Eastern Division
Helen Decker.....	Clerk.....	Traffic Dept.
Harold W. Fife.....	Conductor.....	Eastern Division
John G. Ford.....	Clerk.....	Eastern Division
Russell M. Martin.....	Conductor.....	Western Division
John T. McLaughlin.....	Conductor.....	Eastern Division
Mrs. Claybe L. Neubourg.....	Clerk.....	Transportation
James C. Nicholson.....	Locomotive Engineer.....	Eastern Division
Lamar Porter.....	Conductor.....	Eastern Division
William Rayac.....	Track Laborer.....	Eastern Division
Peter Rosenkrants.....	Conductor.....	Eastern Division
Raymond E. VonHarten.....	Dispatcher.....	Eastern Division

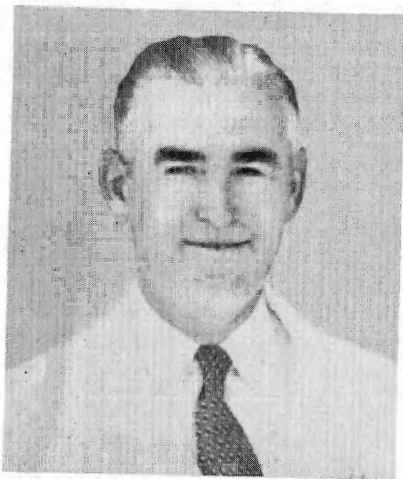
ONE MILLIONTH AUTO DEATH

Some time in December, the National Safety Council says, the millionth American citizen will die in an auto traffic accident. It has taken 50 years for the automobile to kill its first million victims. The council warns, however, that unless national apathy can be cracked, the two-millionth victim will fall within the next 30 years. This is a pretty somber warning and one

which should be considered carefully by every railroad man and woman who drives a car.

*Wouldn't life be lots more happy
If the good that's in us all
Were the only things about us
That folks bothered to recall?
Wouldn't life be lots more happy
If we praised the good we see?
For there's such a lot of goodness
In the worst of you and me!*

—Author unknown.



Dr. James C. Coulter

Dr. James C. Coulter

The sudden death of Dr. James C. Coulter on August 23 was a shock and great loss to Western Pacific employees and the entire community of Portola, where he was division surgeon in charge of the company's hospital.

Death came while Dr. Coulter was attending a surgeon's convention in Reno. Rushed to St. Mary's Hospital from the guest house where he and Mrs. Coulter were staying, he died shortly after arrival.

A few weeks before, Dr. and Mrs. Coulter were met at Bend, Oregon, by Mrs. Coulter's parents of Los Angeles, while on what was planned to have been an extended vacation to the Northwest and Canada. Ill for some time, Dr. Coulter returned to San Francisco, returned to Portola and then went to Reno for a brief visit.

Dr. Coulter was born in Coopers-town, New York, March 20, 1907, and attended the University of California medical school. He entered service at the WP Hospital in Portola as assistant division surgeon, September 6, 1934. He served with the U. S. Army during World War II and was discharged in 1945 with the rank of major. During his residence in Portola, Dr. Coulter was always active in community activities and was one of the foremost proponents of the Portola community swimming pool. At the time of his death, he was a vice president of the Rotary Club.

Besides his widow, Mrs. Aimee Coulter, Dr. Coulter leaves six children, James William, Joan Virmar, Bobbie Julius, John Richard, Kenneth J. and Nancy Jane Coulter, and his mother, Mrs. Margaret Coulter of San Francisco.

Fred Partain

Fred Elmer Partain, AL3, USNR, age 25, was killed in the crash of a heavy bomber while on a low altitude bombing mission off Whidbey Island in Puget Sound, August 6, 1951, serving with Patrol Squadron 871 on board U. S. Naval Air Station, Seattle, Washington.

Fred was born in Dunsmuir, California, January 10, 1926, the son of Conductor and Mrs. Elmer L. Partain and attended grammar school at Westwood, Portola and Stockton. He graduated from Stockton High School and Stockton Junior College.

Proficient in skiing and snow sports,

Fred later turned to semi-pro baseball in and around Stockton, and was regular second baseman on the 1942 Karl Ross Junior Legion Team that won the Northern California semi-finals. He was a members of the Columbia Park Boys Club of San Francisco and the Tri-Y Club of Stockton.

During his last year of high school, Fred worked as crew caller for the WP at Stockton Yard, and after completing high school joined the Naval Air Force. He attended radio and gunnery schools at Memphis, Tennessee and Deland, Florida, and took flight training as an air crewman at Jacksonville, Florida. While there, he suffered severe burns and injuries in the crash of a dive bomber that took the life of his pilot.

On being sent to active duty, he was stationed aboard the U.S.S. *Enterprise*, then attached to the 58th Task Force, and flew many missions in the Pacific, Asiatic and Philippine Theaters and in the China Sea. He was in the air over Truk, Iwo Jima and Okinawa where the *Enterprise* was finally knocked out of the war. Following his discharge in May of 1946, he was held in the inactive reserve.

While attending Stockton Junior College he met lovely Bonita June Keiser. Married following their graduation, they made their home in Stockton where Fred worked for a time at the Bank of America, and later entered the San Joaquin County Sheriff's force as a deputy, where he remained as patrolman until recalled to active service March 1, 1951. His wife expects their first child next October.

Fred held a presidential unit citation for service on the *Enterprise*, the Asiatic Pacific Ribbon with two stars, and the Philippine Ribbon with one star.



Fred E. Partain

Retired engineer George Douglas passed away July 2, 1951, in the Veterans' Hospital at Salt Lake City. Mr. Douglas entered company service April 22, 1924, and retired March 16, 1943.

Peter Heupt, formerly a Western Pacific employee at Keddie, died at Quincy August 11 at the age of 84. Born in Ceinsheem, Germany, October 30, 1866, he had resided in Plumas County for the last 30 years.

Harley J. Marsh, locomotive engineer for the Oakland Terminal Railway, died August 24, 1951. Mr. Marsh entered service on August 20, 1946. He is survived by his wife, Mrs. Carrie Marsh, of San Francisco.

Anton Petroski, brakeman, died August 27, 1951. Mr. Petroski entered company service in November of 1945, and is survived by a brother, Adam M. Petroski, of Steger, Illinois.

Robert B. Taylor, section laborer on the Sacramento Northern, died April 9, 1951, according to advice just received. Mr. Taylor entered company service in September of 1947.

Pablo Velazquez, an extra gang laborer, died July 31, 1951. Records indicate Mr. Velazquez entered service on April 14, 1950. Only living relative of the deceased is a

blood aunt, Mrs. Calletana Ramirez, of Los Angeles.

Gustaf A. Zackerson, locomotive engineer on the eastern division, died August 29, 1951. Mr. Zackerson entered service of the company on June 17, 1924. He is survived by a daughter, Mrs. Fern M. Parker, of Salt Lake City.

WP WILL REMEMBER . . .

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

Now retired, after serving Western Pacific well, are:

Theodore E. Fister, Carman, Sacramento.

Frank Forte, porter-waiter, Oakland.

John D. Karras, Sacramento Northern section foreman, Vacaville Junction.

Ray S. Manson, Sacramento Northern carman, Chico.

Hans Morstang, carman, Portola.

Charles H. Nelson, conductor, Winnemucca.

Lars N. Ness, stationary engineer, Keddie.

Carl G. Nyberg, B&B carpenter, Western Division.

Lucille E. Peterson, ticket clerk and telegrapher, Oroville.

Louis Ryerson, switchman, San Francisco.

John G. Veliotes, section gang foreman, Sacramento.

Salesman: "I've been trying all week to see you; may I have an appointment?"

General Freight Agent: "Make a date with my secretary."

Salesman: "I did, and we had a swell time, but I still want to see you."

PACIFIC RAILWAY CLUB

Claude Minard, director of the California Railroad Association, addressed the Pacific Railway Club meeting at Los Angeles October 4 on the subject "Railways and Highways."

* * *

Members of the Pacific Railway Club have been invited to participate in the eleventh Annual Golf Tournament and Outing sponsored by the Railway Supply Industry, to be held at Sonoma Mission Inn, Boyes Springs, Sonoma County, on October 13. A special program has been planned for the ladies as well. Activities will begin at 9:00 a. m. and terminate with dancing following dinner at 7:15 p. m.

* * *

Southern California will again be host to PRC members when Santa Fe's Tom Blickle will present a speaker on a mechanical subject for the meeting to be held at San Bernardino on October 25.

42 YEARS WITH WP

JOHN G. VELIOTES, section foreman at Sacramento, retired from company service August 31, after 42 years of loyal and faithful service.

Born at Didema, Greece, January 2, 1889, Mr. Veliotes attended university at Athens, Greece. Prior to coming to Sacramento, John spent 27 years as section foreman at San Jose, and previous to that time worked on various sections and gangs on the western division.

He is taking a much earned rest on his ranch at Dixon, where he plans to conduct his business from an armchair.

"Was your girl pleased with the bathing suit you gave her?"

"Yeah. You should have seen her beam when she put it on!"



Mileposts welcomes four new correspondents to its staff this month. Al Coady, Oakland Terminal Railway; Clarisse Doherty, Sacramento; Virginia Rustan, Stockton, and Frank Tufo, general office accounting department. Clarisse and Virginia replace Fred Kreuger and Gene Trace, respectively, who have had to resign because of other duties.

Your MILEPOSTS correspondents are eager to represent your department, and will appreciate your cooperation in providing them with news of happenings in your department.

Oakland Terminal

Engineer HARRY LINGO just returned from a month's trip which included Havana, Cuba. Harry says he enjoyed it so much he'll do it again some time.

PERCY LAUVER, demurrage clerk, headed north to Western Canada to take in those spots he missed on his last trip.

Best of luck to ED BLACKBURN, relief clerk, when he moves into his new home. Don't forget and start home to the old place, Ed.

Having acquired the property of the Yerba Buena Yard, we on the OT are looking forward to a new office building for which plans have already been formulated.

Sacramento Store

Home, Catalina Island and Victoria and Vancouver were the chosen vaca-

tion spots for NINO PONCIONI, JOSE and Mrs. CHAVEZ, and Mr. and Mrs. C. E. BROCKETT, respectively.

THURMAN and Mrs. MOZINGO returned recently from visiting in Kansas. Although flood waters had receded, they reported it was a pitiful sight to see.

Through the efforts of ANN FRENCH, our solicitor, \$23 was collected from employees for Red Cross aid to flood victims.

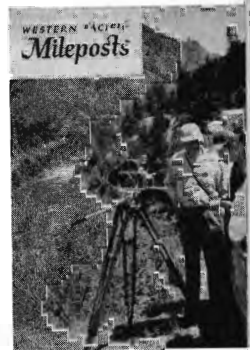
RALPH PHINNEY is back after spending his vacation taking care of odd jobs around home and time off for a trip to Santa Cruz and Monterey.

Understand that even if VITO PONCIONI is retiring from WP, he will keep on working—on his small dairy ranch, that is!

A prayer was offered in Milwaukee recently in the name of SGT. JACK F. GILLETTE, symbolizing all Sacramento area men who died in the Korean campaign. Jack was the grandson of HARRY

SEPTEMBER COVER

Waiting to shoot a California Zephyr-WP freight on-schedule meet in the Feather River Canyon. Don Hatfield, president, Photo & Sound Co., rechecks the script of "Destination, America" with G. H. Kneiss, public relations; Lou Humason, Photo & Sound representative (behind Hatfield); and G. W. Curtis, superintendent, western division. Story on Pages 3 and 5. Photo by Photo & Sound.



MESSER, and brother of ROBERT and RICHARD GILLETTE, all employees at Sacramento Store Department. The prayer will be part of the annual service of Disabled American Veterans 30th National Convention.

NORMAN VIZINA and family are domiciled at Route 1, Box 5472-F, Sacramento. Norman recently transferred from Stockton and is welcomed to our midst.



"How in 'ell did you get on this line, dear?"

Wendover

LT. COL. GOLDIE GARDNER, here from Abingdon, England, established six international and ten national automobile speed records on the Bonneville Salt Flats August 20.

Vacationing last month were: Brake-man GEORGE WOODWARD and family at Yellowstone National Park; JACK GODWIN, telegrapher at Wells, turned rancher for two weeks and is back to work to rest up; Clerk ESTHER WITT, visiting her sister near St. Louis; and Switchman WALT UMSHLER visiting relatives in Nebraska.

Congratulations to Mr. and Mrs. JIM HEFFEROAN on the arrival of a baby

boy! Another brakeman in the family, Jim?

Surprise of the month—J. C. "JIMMIE" DAVIS and wife, Mary Lou, blew in from Spokane, Washington, driving a Ford Crestliner (more support for the LEES in the Ford-Chevy debate). Jimmy has been on military leave from switching for the past year and has covered lots of territory between bases in the States and on to Japan, where he and his crew flew in 38 missions over Korea. Released from service and presently visiting both his and Mary Lou's family in Shawnee, Oklahoma, we hope to see them back soon.

Our small but efficient fire department deserves credit for their work during the recent freight house fire in keeping the flames from spreading to the nearby air base though the freight house was completely destroyed. W. R. DAVIS, cook on B & B Gang 1, put on adequate clothing and grabbed a pair of clean socks from his dresser and left, leaving about \$95 in a drawer near the socks. He's now known as "the clean sock kid." Funny what one will do in an emergency.

MRS. ANNABELLE ALBRECHT, Wendover telegrapher, spent a couple of days in Gerlach recently visiting Mrs. Harry Watson, Maude McGinnis and Mrs. Leona Quinn Holmes and other friends. She returned to Wendover just in time to be visited by Mr. and Mrs. H. I. Neeley; and son, who were on their way back to Gerlach from a vacation in Kentucky and Colorado. Mr. Neeley is works manager for the U. S. Gypsum Company at Gerlach.

Telegrapher LU ELLIS and wife enjoyed a brief visit recently from Lou's brother, of Alameda.

New York City

ART POTVIN can't convince daughter Wanda that the "WP" letters before all those numbers on the box cars Daddy works for, mean Western Pacific and not the young lady's initials. While on the ridiculous, if this family were blessed with additional offspring, named let us say, Ulysses, Nicolaus and Sam, they could be a real railroady family and might even come under the direct supervision of the I. C. C.

JOE MASON is joining the host of people who seem to be mass-migrating from the environs of New York City in order to contemplate a little greenery when day is done. The sociologists tell us there is something significant about it, but Joe just wants to enjoy a home out on the North Shore of Long Island, so is looking at blueprints, specifications, etc., these days.

Humorously enough, the U. S. mails being what they are, the local Rio Grande office gets their copy of Mileposts before any of us do and they often give us a preview of our own magazine. (Editor's note: They can't do that to us—we'll ship their copies by truck! Glad to hear they read 'em, though.)

Perhaps we were premature in reporting that all was quiet on the baseball front between our loyal employee and Frank the "Shoeshine Boy." But tension reigns again. Another hazard rears its ugly head in the fact that Cleveland may cop and then instead of a two-way murder, the rest of us may witness a double suicide with ART POTVIN hitting himself on the head with Tariff 1-S and Frank swallowing a lethal dose of shoe black.

Keddie

Yardmaster JIM O'CONNOR of Winnemucca spent over a week in Keddie replacing CHARLEY SELF while he was attending the yardmasters' convention in Milwaukee.

JACK SULLIVAN, former manager of the Keddie Hotel passed away July 29 following a heart attack at his former home in Mountain View. Jack managed the hotel for four years and just recently sold out because of ill health. He is survived by his wife, Helen, a sister and a brother.

Vacationers during July and August were Conductor BILL STUBBLEFIELD and Engineer CARL HAGEN—"just rested." JACK DECOSTA, engineer, spent time fishing in the vicinity of Orleans and Bluff Creek and Roadmaster CHET BARRY and family fished at Orleans also. WILMER CHAPMAN, fireman, drove to Oregon, then south to Vallejo and Santa Cruz with wife and daughter, Joan, and ED DUNN, brakeman, and family spent several weeks visiting the DON SEGURS in Oregon.

We're glad to report that Engineer JACK SHANNON's wife is now home and getting along fine following her operation in Washoe Hospital at Reno.

GRASON McDONALD, former brakeman, and later a deputy sheriff here, was lost in a recent fishing boat accident off Crescent City where he and his wife had been living for the past years.

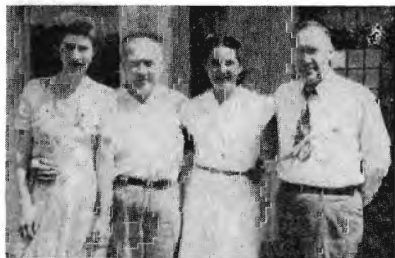
A little praise for the women of Keddie who carried home "trainloads" of prizes from the Plumas County Fair. A really fine display of exhibits for such a small community!

Roadmaster CHET BARRY's daughter, Hazel, spent three weeks at home, on

leave from nurses training at San Francisco's St. Mary's Hospital.

DICK BEAM, brakeman, spent most of a week in August in San Francisco for medical work on one of his eyes.

Engineer CARL HAGEN is recovering from an operation performed September 4 in Westwood Hospital.



Mr. and Mrs. Ed Hensley, Phyllis Rockwell, and Earl Fonda, photographed by Miss Bettger, operator, of Lodi, while "shooting the breeze" outside Portola station.

Sacramento Shops

Quite a crop of new railroaders arrived last month with sons born to Carmen D. ALBERTSON and CLAUDE GALLAGHER, Machinist JOHN DAWSON, Sheet Metal Worker M. E. MITTS—and, to top the list, twin sons to Carman C. GERHARDT!

Carman TED FISTER retired on August 31, and "toastmaster" JOE STOUT, car foreman, presented Ted with a very handsome wristwatch on behalf of "the gang" at a little ceremony in the Coach Shop.

Three new car foremen have been appointed at the shops: L. J. MACIEL in the mill; R. E. FENDER and J. L. GIBSON to assist on the rip track. Now watch production roll under "Old Mac" and his six assistants!

Machinist MARION VELASICH is trying his hand at foreman's duties, too. He replaces BILL FOSHA, erecting shop

foreman, who has taken over LES CLAPHAM's job as diesel shop foreman during Les' vacation. Understand Les is taking a much needed vacation just loafing around the house.

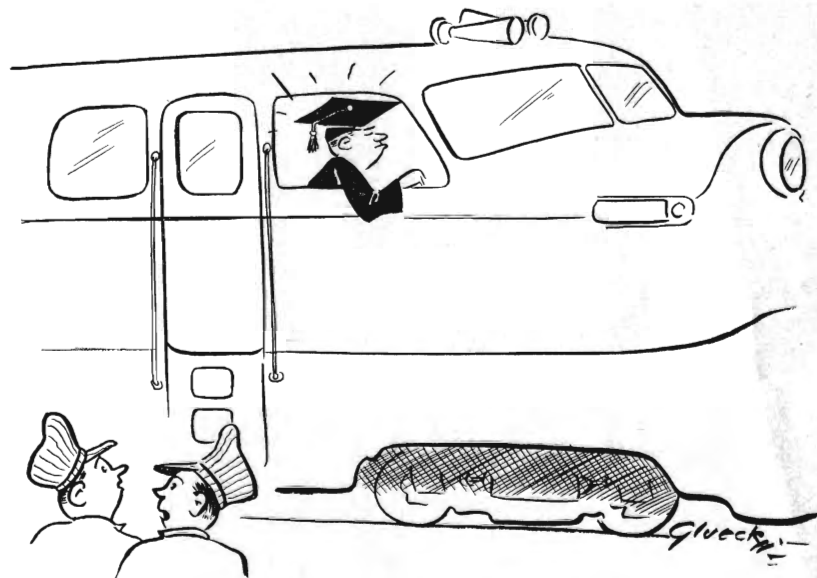
E. E. GLEASON extends his many thanks to employees at Sacramento Shops for their generous contributions to the recent Red Cross flood disaster drive, and to the foremen of the various shops and crafts for their untiring efforts in making the drive so successful.

Oroville

Janitor SAM LAMBROS was released from the Oroville-Curran Hospital last month following surgery and is getting along fine which everyone is happy to hear. It was likewise good to see retired Switchman HERB GRUMMETT around the depot recently, having recovered from an illness which kept him in the hospital for some time.

We also hope that quick recoveries are made by Zephyr Brakeman A. E. JONES, now a patient at Oroville Curran Hospital for treatment, and Zephyr Engineer H. A. RANDALL, taken to San Francisco for possible surgery. Mr. and Mrs. Jones have just completed a new home in Oroville which should speed his recovery.

Vacationing were BOB WALLIS, Switchman, just returned from a trip to Salt Lake after a visit with his daughter, and Trainmaster McNALLY and wife, who had their son, JAMES, from Pacific Grove, and sons ROY and family and BOB of Portola, home for a visit. Switchman EARL BALMER is away too, and has been laying off on account of illness, but is improving. Conductor J. L. WILKINSON and family back from a nice fishing trip and the same for Car Foreman W. H. WALD and family who



"He got an honorary degree from the Diesel Correspondence School!"

traveled to the Bay Area and north along the Pacific Coast. General Diesel Supervisor JOHN F. FLYNN and family left August 15, and others away from the roundhouse and car department on vacation include M. E. EBBERT, J. R. DABBS, R. A. DROWN, C. G. GARVIS, A. C. LEQUELLEC, N. G. OWENS, O. L. DUGGER, W. W. BURGE, M. MATICH, D. P. EDWARDS and N. E. ROSS.

Carman NEIL L. HAGEN's son, Donald, 3C Sonarman, U.S.N., spent five days in Constantinople, Turkey, recently when his ship the USS *M. C. Fox* docked there.

Brakeman ALLEN CHRISTENSEN, now in the Armed Forces, is stationed at Eusak, Korea. His mailing address is Pvt. Allen Christensen, US 56057740,

AGHQ Personnel, Eusak, Korea, c/o Postmaster, San Francisco.

Relief CTC Signal Maintainer J. A. REDMOND and wife were driving up the canyon late on the night of July 28 when their car went over a grade near Caribou and 175 feet down into the river. The car was demolished but the Redmonds fortunately suffered only minor injuries.

Our condolences to Conductor E. L. PARTAIN and wife in the loss of their son, F. E. Partain of Stockton, in the crash of a Navy plane in Puget Sound.

Staff Sgt. ROBERT RICH, son of Mrs. E. L. McCann and stepson of Special Agent-Claim Agent E. L. McCann, is home for a 30-day leave following duty

(Continued on Page 27)



CHICAGO EMPLOYEES HOLD PICNIC

(1) Mrs. Lund, George Wenig and Bob Ritchie enjoy "a cool one." (2) Sixty (count 'em) employees and their families "watch the birdie." (3) Lookit that guy By Larson—imagine the nerve! (4) Charlie and Caroline Coffee, lovable twins of Charles and Mrs. Coffee. (5) Ken Rank waits for a fast one. (6) They're eatin' again, so help us! (7) Jim Baker, By Larson and Malcolm Roper turn their backs, an unidentified individual thumbs his nose and George Wenig gets physical support as "Sweeney's Sparrows" bring in three runs while trouncing Hal Nordberg's "Martins," 11 to 7, in one of the world's softball classics. (8) The boss and his charming wife.

It only lasted for one day, but the gang crowded weeks of fun between early morn' and twilight time at Carpentersville Park, near Chicago, on August 19. They ate, raced, played and loafed to their hearts' content, while the kids came through on schedule gorging themselves on ice cream and soda pop, occupying the swings and slides, and going home with their jeans full of minnows snagged from the park's gurgling brook.

Naturally, they had to invite a couple of GO employees who "just happened to be in town," and Malcolm Roper was one of the first to arrive, along with the boss, Art Lund. "Cowboy" By Larson captained one of the "little Rose Bowl teams" which lived up to western fame by going down to a 27 to 0 defeat against Charlie Matheny's "Chicagoans."

Thanks to Art Lund and other officials who made the picnic possible, and to Ken Rank and his able assistants whose planning made the outing such a success. We won't forget it for a long time!

Caboosing . . .

(Continued from Page 25)

in Korea. Bob enlisted in 1944, spent three years in Europe and was sent to Japan in 1949. Participated in the "iron triangle" battle in the Kumwah struggle and accumulated three battle stars, the purple heart and the bronze star.

We just learned that ELY BAIRD, father of roundhouse employee GRACE BAIRD, was accidentally killed while working on a well.

Sacramento

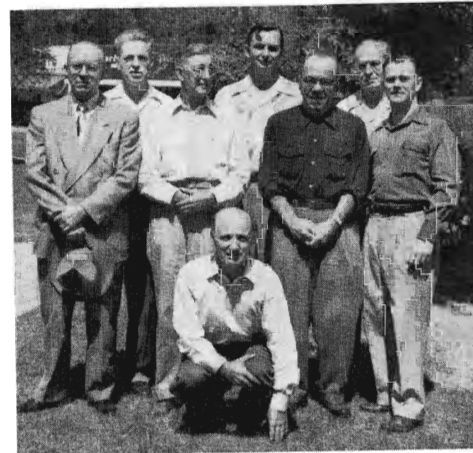
August 2, 1951, will long be remembered by employees in the superintendent's office . . . you've heard of Dan Cupid and Mr. Stork . . . well here's how it happened. In the morning's mail recently came the announcement of the marriage on July 29 at Riverside Hotel, Reno, of our chief clerk DANIEL J. IRWIN to Miss ANNE LEVY, stenographer in the signal department. They honeymooned at Yosemite and returned to work August 13, when they were presented with a gift from fellow employees. They now have the "Welcome" sign displayed in a beautiful new home at 380 E. Sandburg Drive.

Dan Cupid released another arrow from his bow August 22, when a box of candy was distributed announcing the engagement of LOIS KENNEY, voucher clerk, to FRANK O'LEARY, station time-keeper. Congratulations were in order and we all got a peek at the sparkler Lois is wearing on the ring finger of her left hand.

Then, just about noon, we received the news that EILEEN FROST had welcomed the birth of a son, Terry Charles, weighing 7 pounds one ounce. Eileen has been on leave of absence from her

duties as transportation clerk for several months. Best of everything to Terry, his daddy, Harvey, and mother Eileen!

Birthday greetings are extended to: M. E. LINDLEY, and LARRY CONTRI, August 2; AGNES WELCH, August 4; MAXINE NAISBITT, August 12; ANNE IRWIN, August 13; FRED KREUGER, September 24, and GENE GOODRUM, September 25.



These eight WP employees have a total of 137 years' service with the company. Grouped in front of the Sacramento station are (left to right) G. W. Naylor, chief dispatcher, 33 years; E. J. Hillier, chief dispatcher, 14 years; S. A. Inglis, relief dispatcher, 7 years; J. A. Wherland, dispatcher, 15 years; L. Contri, power co-ordinator, 24 years; F. M. Cope-land, relief operator and car distributor, 24 years; R. P. Clifford, relief chief dispatcher, 9 years; and (kneeling) P. J. Readinger, relief dispatcher, 11 years.

One for Ripley . . . VIRGIL D. KEARNS, section foreman at Counsman, recently celebrated his 25th wedding anniversary. Just imagine, he is only 42 years old, has three daughters and four grandchildren. Virgil first became a grandfather when just 36.

VAN DAVISON is having quite a time driving a new Seafoam Green Ford

after driving his old jalopy for a good number of years. The new car has such pep we may have to place a speed recorder on the car!

Thought for the day: "Patience is the ability to idle your motor when you feel like stripping your gears!"

San Francisco

REG DUNKLEY, traffic, spent a couple of weeks in the hospital last month and MARGARET SCHAEFER is back to work in traffic following a leave of absence.

August vacations were enjoyed by



Mary Quigley (nee O'Hara), secretary to freight claim agent since November, 1947, left on a leave of absence last month, but not alone. To help in caring for her expected heir, the employees in that office presented her with a baby stroller and, as a gag, a broken diaper pail and a small hammer to abate crying during the night.

LELA CARBONELL at Clear Lake; ELLEN YOUNG, to Salt Lake City; and FRED BRANDES, BOB SEARLES, JACK HYLAND and DAVE COPENHAGEN — destination unknown — all of traffic. GEORGE McDEARMID, traffic, returned from his vacation loaded down with cigars and candy to announce the arrival of "a boy."

WALLACE LOGAN, traffic, had no luck when deer season opened, but claims he just wanted to get toughened up for future hunts for the elusive buck.

BERNICE DUKE, comptometer operator-accounting, found "walking down Broadway in New York City quite different from the main street in her home town — Oakland." Spent most of her vacation by avoiding being knocked down by hurried pedestrians.

Sporting a new wristwatch, a gift from his pals in the accounting department, JULIUS LOGINOFF, file clerk, took off for Army duty August 17 after much hand shaking. But, wouldn't you know it—the guy walks in the office the following Monday morning a poor frustrated civilian. Time marches on!

Congratulations to the LARRY ST. CYRES! The Mrs., MILDRED, comptometer operator - accounting, announced the recent birth of a son, Bruce Eugene, tipping the scales at 7 pounds 4 ounces.

We hope that broken leg doesn't keep FLOYD YOCUM in St. Joseph's Hospital and away from signal maintaining at Spring Garden too long.

Welcome to GEORGE WINEGAR, new junior signal draftsman, from maintenance work at Gerlach. Understand he's quite a fisherman?

O. R. BEST, signal draftsman, visited his son and daughter in Windsor, Canada, during the end of August, and BILL PEARSON, signal estimator, loafed around his home in Alameda for two weeks.

Understand MAURICE NOTTER, signal, got hold of a 10-pound Chinook salmon outside the Golden Gate on August 26 and FRANK FERGUSON, auditor capital expenditures, caught three up to 35 pounds while trying out a new glass rod on August 12.

Congratulations to WINIFRED "FRED-DIE" BARTON, auditor of revenues department, on her marriage at Reno July 14 to Pete Cabezud, and to JOYCE McMILLIN who announced her engagement to James Williams on August 28.

Employees of the auditor revenues department were saddened to learn of the death of Mrs. Rosa Petersen on August 24, the mother of Mrs. EDITH BARE of that department.

(Continued on Page 31)

Trucking Interests Vote New Sweetness Policy



An editorial cartoon by Willard Combes, reproduced through the courtesy of *The Cleveland Press*, Cleveland, Ohio.

• SPORTS •



The Western Pacific Bowling League in Sacramento launched its fourth season Friday, September 28, at the new Sacramento Bowl. Six

teams have been entered in the league. They are:

TEAM NO. 1
Andy Crist, captain
Ellis Ashbury
Albert Stadler
Mickey Napoli
George Carson

TEAM NO. 3
Bob Wickham, captain
Art Kinnear
Gerry McCarthy
Dan Yniguez
Bill Branch

TEAM NO. 5
Art Mullin
Al Capalbo
Ray Bauer
Frank Sheets
Stan Benjamin

TEAM NO. 2
Roe Campbell, captain
Hy O'Rullian
R. L. Kimball
Benjamin Wilder

TEAM NO. 4
Art Bailey
Ed Lindly
Walt Warrell
Ed Hennessey
John Znider

TEAM NO. 6
Eugene Kunz
Mike Maggi
Martin Kaeser
Bob Rogers
Bert F. nchley

Andy Crist and R. L. Kimball were reelected president and secretary, respectively.

WP Goes On the Air

Western Pacific is sponsoring a 15-minute program at 5:30 p.m. each Saturday over station KNBC, featuring "Joe Gillespie and the News." The broadcasts began September 22 and will continue for an indefinite time. Tell your friends about it—and tune in each Saturday for the latest news!

Golfer: "This is a terrible course, caddie."
Caddie: "Whadda ya' mean—we left the golf course an hour ago!"
—Santa Fe Magazine.

For the third consecutive year WP proved its softball supremacy in Sacramento by winning the night softball championship. The rail-

roaders, managed by Jack Schenk, won 8 of their 10 games. Vince Latino's outstanding hurling was the deciding factor in most of the games. Vince pitched three 2-hit games and also contributed to the WP cause with his heavy hitting. Brothers Sam and Monte also came through with timely hits to score vital runs.

Each of the following champions will receive an individual baseball trophy for his successful efforts: Al Stadler, Vince Latino, Miro Jiral, Jack Schenk, Bob Cunha, Monte Latino, Sam Latino, Hy O'Rullian, Dick Silva, Earl Knovallin, Don Albertson, and Earl Mitts.

* * *

BASKETBALL

Schedules for the San Francisco Industrial Basketball Tournament were being worked up at this issue went to press, and Western Pacific was set for their first game with the California Physicians & Surgeons quintet at Kezar Pavilion on September 28.

According to Captain Cliff Gershner, the railroaders looked good in their practice sessions and should turn in a fine performance this season. Although entered in Class "C," the boys made a fine showing against a combination "A" and "C" aggregation flogged by Standard Oil, and while no scores were



kept, both teams found the basket frequently. With a couple of games under their belts, the rough spots should be ironed out into a smooth working aggregation.

Season tickets are now available for \$1.00 per copy, and Coach John Suseoff would like to see a good WP following at the games. Schedules will be released next issue, with one game scheduled for each of the approximately six weeks of the tournament.

Get up a party and come on out to Kezar. The teams promise to give you plenty of action.

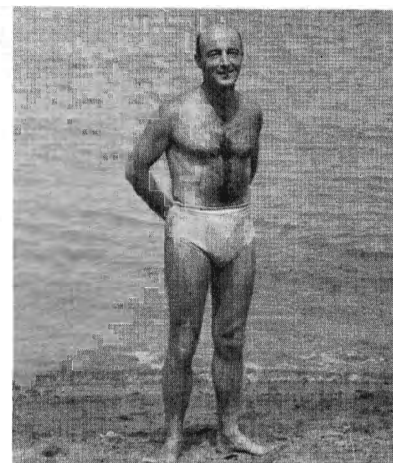
Caboosing . . .

(Continued from Page 28)

According to LOREN OGBURN, accounting, the only double victory scored in the recent "Miss America" contest at Atlantic City was by his cousin, 19-year-old Lu Long Ogburn, of Smithfield, North Carolina. Lu won the first bathing suit contest and the talent section for her piano rendition of "Malaguena." Miss Ogburn stands 5 feet 8¾ inches, weighs 134 pounds, has a 26-inch waist, 36-inch bust and 37-inch hips. She finished third in the finals, won by Kay Hutchins, 25-year-old "Miss Utah."

MRS. LEE SHAEFFER, retired purchasing department employee, entered St. Joseph's hospital September 6 for an undetermined length of stay. Visited by GERTRUDE SHOUT, buyer, Mrs. Shaeffer sent her best wishes and said she would be glad to see any of her old time WP friends.

C. A. "Doc" COMBS, former engineer of MW&S, was a visitor at general office in September. Says he would like to be working again and finds retirement rather dull.



Wally Irwin, engineering department draftsman since October 9, 1950, was the oldest member of the Dolphin Club to swim the Golden Gate channel for the first time, in their 34th annual event, September 9, four days before his 45th birthday. He took swimming lessons two years ago to learn the crawl stroke and finished the course in 1:05:10 without a pilot to guide him across and assist him in combating severe currents.

Los Angeles

KEITH JOHNSON, clerk, returned to his old stamping grounds in the Bay Area to spend part of his vacation. With the fog and all that there, boy! was he glad to get back to good old Southern California.

FRANK MURPHY, assistant chief sales and service, San Francisco, treated his lovely wife and two daughters to the best possible vacation by bringing them to L. A. Visited Walt Disney studios and TV shows and enjoyed their visit so much we had to force them to return home!

RALPH SCHMITT, formerly of the GO and now traffic manager for Purex Corporation here, has developed an interesting avocation under the banner "El Rancho Guirado Packing Company." He has built up quite an operation growing and shipping avocados in gift packages from his ranch home in Whittier.

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Railroad Lines

Pennsylvania's program to build new and rehabilitate 60,000 freight cars has been 90 per cent completed.

. . .

California-Nevada Railroad Historical Society revives the "Hangtown Express" in an historic excursion to the Mother Lode country November 4 via Southern Pacific and the Camino, Placerville and Lake Tahoe railroads.

. . .

The Export-Import Bank has announced the granting of two credits, totaling \$56 million, for use in rehabilitating the railroads of Mexico.

. . .

The railroads of the United States served approximately 37,446,000 meals in dining cars during 1950.

. . .

The Central of Georgia and Savannah & Atlanta officially joined hands August 22 when the Central acquired ownership of the S&A.

. . .

Minneapolis, St. Paul & Sault Ste. Marie Railroad has adopted its 63-year-old nickname—Soo Line—as official for all except legal business.

. . .

Effective August 26 a new uniform code of operating rules will govern all train operations on all railroads in the Dominion of Canada which come under the jurisdiction of the Board of Transport Commissioners.

. . .

Illinois Central marked the 25th anniversary of electrification of its Chicago suburban service on August 7.