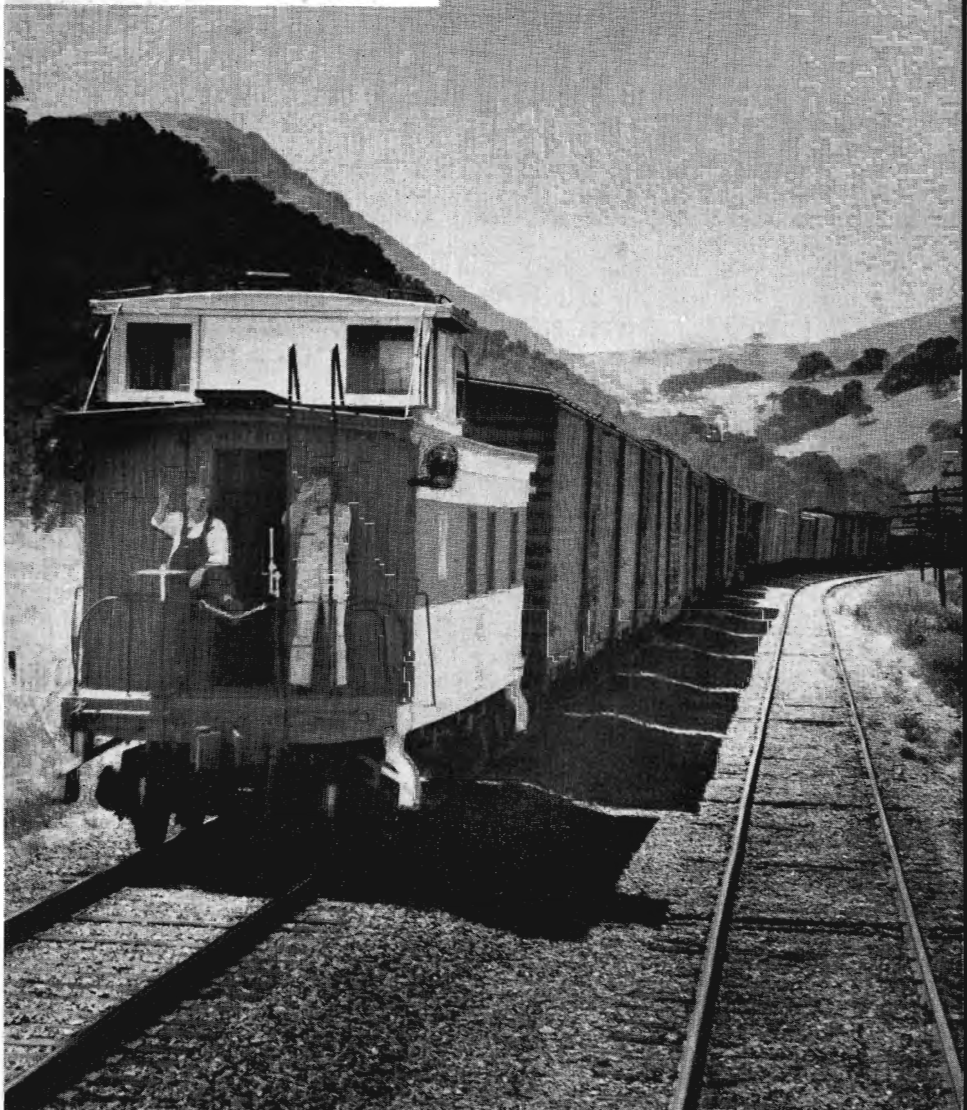
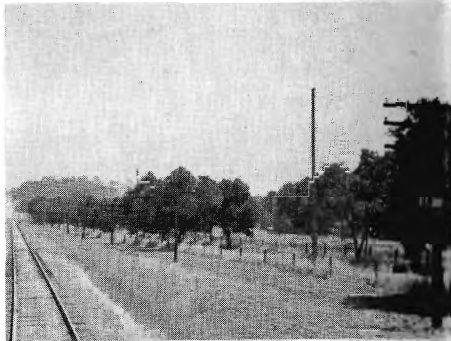


WESTERN PACIFIC
Mileposts

SEPTEMBER 1952



WESTERN PACIFIC Mileposts



Vol. IV, No. 2

SEPTEMBER, 1952

*Milepost No. 38

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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* Milepost No. 38: Midway between Sunol and Pleasanton, the roadbed leaves the rolling hills, soon to pass large fields of nursery-grown flowers and rich farming land.



United Crusade

The United Crusade was established to reduce the number of health and welfare appeals and to make it easier and more convenient for the donor to do his full share in supporting vital community services.

United Crusade means that 85 organizations, including 74 agencies of the Community Chest, the United Defense Fund (with 32 affiliates including USO), the Red Cross, the four major national health organizations (Cancer, Heart, Cerebral Palsy and Arthritis and Rheumatism) will now hold ONE CAMPAIGN, once a year together, instead of seven uncoordinated drives.

Results of federated campaigns in other cities show that an orderly, unified, and intensive drive brings in more money at less cost for all participating agencies.

You, as donor, will be asked to give just ONCE, instead of seven times. When you give once for all, you are joining a United Crusade against disease, disaster, misfortune and the special problems of youth, old age, divorced and widowed mothers, racial minorities, immigrants and forced war-time movements of people. Your gift will combat these problems with medical, hospital, clinic and home-nursing care, legal aid, counseling, defense programs, and housing assistance.

In San Francisco, United Crusade's campaign will open October first, with a goal of \$5,708,500 for all the combined

causes. In the East Bay, the goal is \$2,797,833, making a combined goal in the neighborhood of nine million dollars for the area.

Other United Crusade drives set for October will take place at Richmond, Fresno, Marysville, Sacramento and Stockton.

Your pledge may be handled through a voluntary payroll deduction or some other form of voluntary installment giving, and that is one of the reasons why the emphasis in this campaign is on giving where you work. There will be no residential solicitation in San Francisco by the United Crusade, although there will be one in the East Bay. The sticker which will be given to each donor for posting in his home is designed to provide him with immunity from further solicitation by any of the member affiliates of the United Crusade.

According to WP President Whitman, who is campaign chairman of the San Francisco Federated Fund, "the goal we are going to seek is one which we know is absolutely required. We realize it is a challenge, but it just means that everyone is going to have to work harder than ever to make this first, great, combined fund-raising campaign of the United Crusade a success. Through the plan of giving ONCE FOR ALL, enough for all, at your place of work, we know it can and will be done."

One of the most cogent and comprehensive statements of the railroad problem appears in an article, "What's Right With the Railroads," in the September issue of TRAINS & TRAVEL, by David P. Morgan. We recommend it for your reading.

MID-YEAR FINANCIAL REPORT

Following is a statement of the Company's operating results for the first half of 1952, compared with the same period for 1951:

	6 Months Ended June 30		+ Increase	Per Cent
	1952	1951	—Decrease	Change
Freight revenues.....	\$22,714,395	\$24,822,387	—\$2,107,992	— 8.49
Passenger train revenues.....	1,560,273	1,501,098	+ 59,175	+ 3.94
All other revenues.....	614,666	550,366	+ 64,300	+11.68
Total Revenues.....	\$24,889,334	\$26,873,851	—\$1,984,517	— 7.38
Deduct operating expenses.....	\$18,331,310	\$17,618,301	+\$ 713,009	+ 4.05
Deduct tax accruals.....	3,437,328	4,921,000	— 1,483,672	—30.15
Deduct equip. & jt. fac. rents....	354,597	433,862	— 79,265	—18.27
Total Expense Deductions.....	\$22,123,235	\$22,973,163	—\$ 849,928	— 3.70
NET RAILWAY OPERATING INCOME	\$ 2,766,099	\$ 3,900,688	—\$1,134,589	—29.09
Add other income, rents, etc.....	\$ 369,131	\$ 657,872	—\$ 288,741	—43.89
Deduct misc. rents and charges	291,604	24,503	+ 267,101	+
AVAILABLE FOR FIXED CHARGES	\$ 2,843,626	\$ 4,534,057	—\$1,690,431	—37.28
Deduct fixed charges.....	\$ 500,704	\$ 607,529	—\$ 106,825	—17.58
Deduct sinking fund, etc.....	110,000	110,000
NET INCOME BALANCE.....	\$ 2,232,922	\$ 3,816,528	—\$1,583,606	—41.49

AUGUST HAD ITS PROBLEMS

The flow of traffic over Western Pacific during the month of August went from one extreme to another, the high point being reached during the early part of the month when Santa Fe traffic was diverted to our line following the earthquake of July 21 which closed the line over Tehachapi between Bakersfield and Mojave, and added to our own heavy movements.

Santa Fe perishables were moving via WP within four hours following the

quake and the greater proportion of Santa Fe traffic from the San Francisco Bay Area and the San Joaquin Valley was re-routed via Western Pacific and Rio Grande in both directions between Stockton, California and Pueblo, Colorado. North-South traffic via the "Inside Gateway" went both directions via two diversions, one over the normal route to Stockton thence Santa Fe to Oakland and SP to Southern California for Santa Fe delivery; the other via

WP to Salt Lake City, UP to Daggett and Santa Fe to destination. Daily traffic increased about 200 cars eastbound from the Santa Fe at Stockton, of which 150 were perishables and approximately 150 loads and 100 empty reefers westbound, over and above normal WP perishable movements.

On August 3, Western Pacific handled 1,440 cars through Roper Yard at Salt Lake City with eight eastbound and eight westbound trains which, according to the records, exceeded the biggest day in WP history up to that time—November 3, 1944, when a total of 665 cars passed through the yard during World War II.

On August 1 Western Pacific had 25 steam locomotives on its roster, many of which had been inactive for more than a year. These were rushed back into service, and few diesels were seen between Oroville and Oakland during this period. In addition, five 6,000 h.p. AT&SF road freight diesels were borrowed for use Oroville to Bieber and between Oroville and Salt Lake City.

Our steam power included:

2-8-0's—21, 26, 27, 30, 33, 35, 40, 63 and 65.

0-6-0's—152, 164, 165 and 166.

2-8-2's—308, 309, 323, 326, 329, 331, 334 and 336.

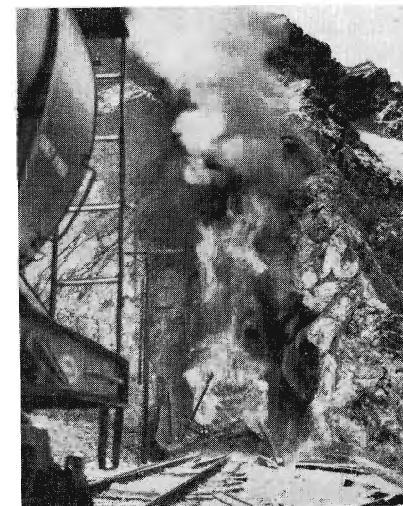
4-8-4's—483 and 486.

2-6-6-2's—203 and 208. (208 was actually on the scrap line one day and in service the next.)

The low point was experienced beginning at midnight on August 14, when a fire broke out in Tunnel 9, about 35 miles east of Oroville, with the result that all eastbound and westbound freight traffic was diverted over Southern Pacific lines between Marysville and Keddie, and the *California*

Zephyr over their lines between Sacramento and Winnemucca, Nevada.

The fire originated when timbers within the tunnel were ignited by sparks from a steam derrick being used to clear away six of eleven cars of canteloupes and canned goods derailed in the tunnel some 18 hours earlier. The fire burned for several days and the intense heat absorbed by the rock walls delayed the 150 Morrison - Knudson men, rushed to the scene from the Tehachapi quake area, more than 100 Western Pacific employees, Yuba City Fire Dept., McClelland Air Force Base, Forest Service and State Highway Patrol workers in entering the tunnel to make emergency repairs. Following the reopening of the line on August 23, work continued during near-normal train operations repairing and relining the tunnel at an estimated cost of nearly a half million dollars.



—Photo courtesy Sacramento Bee

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:

Joseph J. Alheit, agent-telegrapher, Sulphur, Nevada.

**Edward P. Burke*, B&B foreman, Keddie, California.

Grover C. Graupner, Central California Traction motorman, Stockton.

William G. Harvey, section foreman, East Arboga, California.

John B. Jolly, telegrapher - towerman, Niles California.

**James B. Laney*, conductor, Stockton.

George M. Magann, Alameda Belt Line engineman, Alameda, California.

Charles S. Quillen, telegrapher, Portola.

**Tiery C. Wright*, Sacramento Northern motorman-conductor, Sacramento.

**Charles A. Yost*, machinist helper, Wendover, Utah.

* Left service prior to retirement.

The name of Walter L. Chadwick, Jr., stenographer - clerk, Sacramento, was included on Page 13 of the August issue with those reported as having retired from Western Pacific. This was in error, as Mr. Chadwick has since returned to his desk in the office of Superintendent of Western Division.

It is with deep regret that we report the disability retirement of Arthur D. Thatcher, chief special agent and claim agent, who left Western Pacific service August 31 for a much needed rest at the suggestion of his physician following many months of diagnosis and treatment and a recent operation on

his back for an illness as yet undetermined.

Thatcher was born at Los Angeles on January 10, 1906, and his interest in police work began in 1925 while attending high school, during which time he literally "devoured" a home study course in finger printing. He furthered this ambition with a part-time job on the Colton police force, a suburb of Los Angeles, during his last year of high school, and spent another year with that law enforcement force before coming to Western Pacific.

Art became a Western Pacific patrolman in November of 1927, working at Stockton under chief special agent W. R. Groom, retired. Five months later, he was transferred to an assignment at the WP Mole in Oakland, and only two months later was made assistant special agent with headquarters in San Francisco.

He was promoted to special agent on December 1, 1928, and when the chief special agent's department assumed the responsibility of claim adjustments (unrelated to the freight claim department), was appointed special agent and claim adjuster on September 6, 1935, which position he held until August 1, 1942, when he was made assistant chief special agent and claim agent. Thatcher replaced W. R. Groom as chief special agent and general claim agent when the latter retired on August 1, 1947.

During his nearly 25 years with Western Pacific, Art had many fasci-

nating and dangerous experiences apprehending both small and big-time criminals for burglaries, sabotage, thefts, safe blowing, bad check passing and various other crimes, particularly during the early 1930's. One such case involved the "rope ladder gang" who dropped over the sides of box cars by rope ladder, broke the car seal, and pilfered boxes of cigarettes which were thrown from the moving train and later picked up by truck. It was also during this year that the "copper wire thieves" were running rampant cutting down copper trolley wires on the Sacramento Northern, who Thatcher traced to San Francisco with their ultimate capture and recovery of the material.

During 1936 Thatcher was largely responsible for the capture of a dangerous itinerant wanted by police and later hanged at San Quentin prison for the stabbing to death of a Western Pacific patrolman.

In 1949, Thatcher was made a life member of the California Peace Officers Association, following twenty years membership, and other affiliations include memberships in the International Footprint Association, International Association of Chiefs of Police, Inc., Chief Special Agents Association of San Francisco, of which he is a director, Nevada and Utah Peace Officers associations, National Detective Association, Pacific Coast International Association of Law Enforcement Officials, Bay County Peace Officers Association, and the Pacific Railway Club.

On August 12, this year, Art and his wife, Catherine, celebrated their twenty-second wedding anniversary at their home, 77 Cumberland Street, San Francisco. They have two children, Arthur D. Thatcher, Jr., 20, a corporal

in the Marine Corps, and Jeanette L. Thatcher, 18, a corporal in the U. S. Women's Air Force.

Like the postman who enjoys a hike on his day off, Art enjoys reading several of the popular "detective type" comic strips, and although fond of all sports, he claims he would rather watch "Dragnet" or "Crime Busters" than see a good wrestling match on TV.

"OLD-TIMERS CLUB"

Many of our Western Pacific pensioners and other "old-timers" have written MILEPOSTS from time to time telling of their past and present experiences, and expressing a desire to renew and retain acquaintances made during the many years they were active with the company. Many others have expressed their interest in Western Pacific and its progress to employees with whom they have come in contact during visits along the line and at their former places of employment.

A committee has been formed to investigate the possibility of forming a Western Pacific "Old-Timers Club," and before plans are furthered, the committee would like to receive any suggestions or opinions those eligible for participation in the club might have to offer. The club would be composed only of those who have retired from the company and those employees having twenty or more years of service.

Replies concerning the formation of a Western Pacific "Old-Timers Club" should be addressed to Frank J. Raewolf, Western Pacific Railroad Company, 526 Mission Street, San Francisco 5, California.



MILEPOSTS



IN GOLD

Western Pacific congratulates the following employees to whom Service Pin Awards were issued during the months of July and August, 1952:

40-YEAR PIN		
Elmer A. Manier.....	Retired Agent.....	Western Division
35-YEAR PINS		
G. H. Baker.....	Chief Clerk.....	Purchasing Dept.
Joseph E. Boden.....	Machinist.....	Mechanical Dept.
Edwin C. Lambert.....	Locomotive Engineer.....	Eastern Division
William L. Moore.....	Clerk.....	Western Division
30-YEAR PIN		
Paul E. Rutherford.....	Conductor.....	Eastern Division
25-YEAR PINS		
William C. Brown.....	Machinist Helper.....	Mechanical Dept.
Ray W. Coleman.....	Lease Clerk.....	Engineering Dept.
Floyd M. Copeland.....	Telegrapher.....	Western Division
Leah Lathrop.....	Clerk.....	Western Division
Albert C. LeQuellec.....	Boilermaker.....	Mechanical Dept.
E. H. Lindquist.....	Traffic Representative.....	Oakland
Fred Shuster.....	Stationary Engineer.....	Mechanical Dept.
Benita M. Sibley.....	Clerk.....	Auditing Dept.
David E. Somers.....	Clerk.....	Western Division
W. F. West.....	Traffic Representative.....	Los Angeles
John G. Wright.....	Section Foreman.....	Eastern Division
20-YEAR PINS		
Oliver W. Evans.....	Telegrapher.....	Eastern Division
John M. Keith.....	Section Foreman.....	Eastern Division
Frank M. Leyva.....	Section Foreman.....	Eastern Division
Willard C. Zent.....	Roadmaster.....	Eastern Division
15-YEAR PINS		
Edward Basl.....	Extra Gang Laborer.....	Eastern Division
Charles R. Griffin.....	Telegrapher.....	Western Division
Walter H. Harper.....	Clerk.....	Western Division
Warren L. Hersch.....	Section Foreman.....	Western Division
Alexander Hopkins.....	Waiter.....	Dining Car Dept.
James M. Jenista.....	Section Foreman.....	Eastern Division
Crawford Lewis.....	Locomotive Engineer.....	Eastern Division
Otto T. Marler.....	Stationary Engineer.....	Mechanical Dept.
George McDearmid.....	Rate Analyst.....	Traffic Department
George D. Nye.....	Machinist.....	Mechanical Dept.
Joseph C. Parker.....	Conductor.....	Eastern Division
Barty Q. Perkins.....	Conductor.....	Eastern Division
William I. Robertson.....	Electrician Helper.....	Mechanical Dept.
Glass C. Rogers.....	Conductor.....	Eastern Division
Paul W. Russell.....	Locomotive Engineer.....	Eastern Division
John M. Rustan.....	Clerk.....	Western Division
Gloria Thirkettle.....	Clerk.....	Auditing Dept.
Muril Q. Waugh.....	Machinist.....	Mechanical Dept.
Raymond T. Woodward.....	Conductor.....	Eastern Division
10-YEAR PINS		
Pete Alberro.....	Carman.....	Mechanical Dept.
Patsy Alimonti.....	Machinist Helper.....	Mechanical Dept.
Eugene M. Brockett.....	Carman.....	Mechanical Dept.
Frances V. Connor.....	Clerk.....	Auditor Equip. Serv.
Orval F. Dack.....	Locomotive Engineer.....	Western Division
Lowell G. Davis.....	Fireman.....	Eastern Division
Fred W. Egelson.....	Clerk.....	Eastern Division
Margery Glatt.....	Clerk.....	Signal Department

Lawrence M. Hays.....	Conductor.....	Eastern Division
John Jessiman.....	Section Foreman.....	Western Division
Anthony Latino.....	Carman.....	Mechanical Dept.
Milton L. McNally.....	Switching Foreman.....	Eastern Division
John Mirosevich.....	Laborer.....	Mechanical Dept.
John Mlakar.....	General Icing Foreman.....	Eastern Division
John L. Murphy.....	Clerk.....	Eastern Division
Evan L. Nielson.....	Telegrapher.....	Eastern Division
Carl A. Pacini.....	Janitor.....	Eastern Division
Henry Petty.....	Janitor.....	Eastern Division
Daniel C. Pitts.....	Carman.....	Mechanical Dept.
Robert C. Rankin.....	Conductor.....	Eastern Division
Edward F. Reynolds.....	Brakeman.....	Western Division
William E. Rogers.....	Carman Helper.....	Mechanical Dept.
John Schremser.....	Laborer.....	Mechanical Dept.
William E. Tatum.....	Blacksmith Helper.....	Mechanical Dept.
Pleas T. Thomas.....	Machinist Helper.....	Mechanical Dept.
Keith G. Wilcox.....	Accountant.....	Mechanical Dept.
Charles B. Wilson.....	Laborer.....	Mechanical Dept.
Robert L. Wirthlin.....	Conductor.....	Eastern Division

The Western Pacific employee who recently lost his service pin may recover same by writing C. L. Droit, corporate secretary, 526 Mission Street, San Francisco, identifying and advising where the pin was lost.



With deep regret we report the death of the following employees and annuitants:

William E. R. Eales, who last worked for the company September 30, 1948, as machinist, died on July 2, 1952.

Arthur V. Golithon, machinist helper, who retired from the company on October 15, 1947, died on July 13, 1952. Mr. Golithon is survived by his widow, Mrs. Lillian Golithon, of Stockton.

Earle R. Gray, switchman, died recently, the date of which is unknown. Mr. Gray entered service in May of this year, and is survived by his widow, Mrs. Alyce E. Gray, of Kansas City, Mo.

Ernest R. Harroun, machinist, died on July 21, 1952. Mr. Harroun entered company service on December 1, 1950, and is survived by his father, Mr. Lester R. Harroun.

Arthur J. Hogan, yard clerk, died at his home on July 15, 1952, following a long illness. Mr. Hogan, a native of Wisconsin, entered company service in February, 1944, and last worked for the

company in December, 1951. He is survived by his widow, Mrs. Mayme Hogan, of Stockton, a brother and two sisters.

Charles A. Larash, telegrapher, died on June 9, 1952. Mr. Larash entered company service in May, 1917, and last worked for the company on December 20, 1946.

John R. Murray, boilermaker, who retired from service on April 14, 1945, died on July 31, 1952.

Victoriano D. Rada, sheet metal worker helper, who retired from company service on February 29, 1948, died on August 1, 1952, at Oroville.

Harry E. Redlingshafer, clerk, died on August 8, 1952. Mr. Redlingshafer entered Western Pacific service on August 1, 1946, and is survived by his brother, Mr. Edward T. Redlingshafer, of Des Moines, Iowa.

PROMOTIONS AND TRANSFERS

William F. Boebert has been appointed chief special agent and general claim agent effective September 1, succeeding Arthur D. Thatcher, who left the company under disability retirement.

Bill was born at Woodburn, Oregon, on December 4, 1902, and began his railroad career with the Oregon, Washington Railroad and Navigation Company, a narrow gauge (now part of Union Pacific) in 1920, working as section laborer, round-house engine watchman, brakeman and agent along the line between Megler and Nahcotta, Washington. He came to Western Pacific on January 10, 1935, as a patrolman at Oakland, was transferred to Sacramento, and was then promoted to train rider in March, 1936, with headquarters at Portola. Following a transfer to Elko in March, 1939, he was next promoted to position of division special agent and claim agent on March 20, 1946, and made assistant chief special and claim agent October 1, 1947.

Boebert makes his home in Albany, where he is committeeman in charge of hiking and overnight camping for Troop 42, Boy Scouts of America. He is an ardent fisherman and likes Plumas County best of all, other than surf fishing with his son, William Earl, 12. He also assists his son with model airplane building and flying. Like a lot of young "old-timers," Bill recently for-

got he was nearly fifty and as this goes to press he is limping around the office, the result of a "charley-horse" received while chasing a "pop" fly during a ball game being played while waiting for a hall to be vacated for his folk dancing group.

Aside from these numerous activities, he finds time to be active in the Nevada Peace Officers' Association, California Peace Officers' Association, Marin Dads' Club, Elko Lodge No. 15, F. and A. M., and the Royal Arch Masons' Chapter 11, of Elko, in which he holds memberships.

Elmer H. Carleton has been promoted to succeed William F. Boebert as assistant chief special agent and claim agent, effective September 1.

Carleton was born in Honolulu, T. H., in 1915, and after graduation from Alameda High School in 1936, entered an engineering class at Heald's Engineering College, which was followed by employment with the Key System in Oakland.

Elmer entered WP's special agent's department in 1940, as patrolman, working at Oakland, San Francisco, Stockton, Keddie and Portola. He was promoted to position of assistant special agent in February of 1943, and after two months in that capacity enlisted for service in World War II, becoming a technical sergeant in the 25th Infantry Division. He was wounded at

Luzon, P. I., during service in the Pacific, and returned to Western Pacific in 1946 with headquarters at Oakland.

He went to Elko on October 1, 1947, as district special agent and claim agent with jurisdiction between Sulphur and Salt Lake City, including the Tooele Branch, which position he held at the time of his present promotion.

He hopes to find a home in the East Bay for his wife and five-year-old daughter, and if time will permit, would like to take part in the new bowling league being established at Oakland. Like most WP employees who have lived in Nevada or the Feather River regions, he will hardly pass up a good opportunity to do a little fishing.

Elmer is a member of the Elko Lodge No. 15, F. and A. M., and the Nevada Peace Officers' Association.

Effective July 1, A. L. Herbert was appointed assistant signal engineer, a promotion from the position of TCS engineer having been abolished.

Herbert was born May 25, 1908, at Somerset, Pa., and was graduated from the Waite High School, Toledo, Ohio, in 1926. He entered railroad service as an assistant signalman on the Toledo Division for the Pennsylvania Railroad, assigned to drafting case wiring plans, and was promoted to telegraph and signal maintainer in November, 1930. During the following thirteen years, Al held various positions including that of signal foreman while working as assigned on the Western Region in Michigan, Ohio and Illinois, and in September, 1943, resigned to enter the service of the Western Pacific. After serving as signalman at Keddie, he was appointed signal draftsman in

October, 1943, and transferred to San Francisco. He was appointed acting signal supervisor and returned to Keddie in February, 1945, where he remained until July, after which he returned to general office as signal draftsman. His next promotion was in September, 1947, when he was appointed circuit engineer, and in July, 1951, he took over the position of CTC engineer, which he held at the time of his most recent assignment.

Herbert lives in San Rafael with his wife, the former Frances Duffy, whom he met while she was employed as secretary to the signal engineer, and married in 1948.

Al claims he has taken up fishing, and as soon as he finds a way to get his gardening done with a minimum of time and effort, intends to further the former activity.

He is a member of Brainard Lodge No. 336, F. and A. M., Fremont, Ohio.

Several promotions and transfers have been made in the traffic department as the result of the appointment of Peter Citron to position of foreign freight agent, and Byron Larson to position as office manager, reported in the June issue.

David H. Copenhagen succeeded Larson as chief of rate bureau, following a series of positions which began in July, 1932, following schooling received at Oakland, where he moved from Portland, Oregon, a few years after his birth on September 19, 1915. From file clerk, he entered the rate



room and in 1939 was sent to Oakland as manifest clerk. He returned to the rate room at San Francisco in 1940, and during that same year was made rate quotation clerk in the general agent's office. Back to Oakland in 1941 he served as chief clerk in the general agent's office there until 1945, when he was made traffic solicitor. Following this experience, he again returned to San Francisco as chief clerk in the general agent's office, which position he held during 1946 and 1947, when he was made supervisor of the solicitation bureau (now chief sales and service) under W. G. Curtiss, assistant freight traffic manager. He began his present position June 1, 1952.

Dave lives in Menlo Park with his wife, Margaret, and three sons, David, 9½, Richard, 7½, and Bruce, 2. While he has been playing top-notch tennis for many years, he has never entered a tennis tournament other than the recent WP matches held in May, from which he emerged singles champ. When not playing tennis or swimming, he and his wife have managed to earn a number two rating in mixed doubles badminton circles for Northern California. He is at present the Northern California Badminton Association's president.

Copenhagen is a member of the Pacific Traffic Association.

Tom Howard succeeded David Copenhagen June 1, as chief—sales and service.

Born at Council Bluffs, Iowa, "a few

years ago," Tom was educated at St. Joseph's Academy, followed by a year's business school training at Hammill-Boyles Business College, there. He entered the business world in 1923 as a stenographer in the general freight department of the Union Pacific Railroad at Omaha, leaving there to become general clerk in the general agent's office of the Baltimore & Ohio. He was advanced to chief clerk in 1925 and became traffic representative in 1928 and city freight agent at Milwaukee the following year. He left the B&O in 1932 to enter banking with the Reconstruction Finance Corporation, in Omaha.

Howard joined Western Pacific in 1934 as chief clerk at the Omaha traffic office and in 1939 was transferred to Pocatello, Idaho, as traveling freight and passenger agent. He returned to Omaha in 1940, traveling the states of Iowa and Nebraska, and in January, 1949, came to San Francisco as traffic representative, which position he held at the time of his recent appointment.

One daughter, Joyce, lives at home with Tom and his wife, and another daughter, Mrs. Shirley Berg, lives in Omaha.

Tom is a member of the Knights of Columbus in Omaha, the San Francisco Traffic Club, and the Transportation Club of San Francisco.

Frank S. Murphy has been appointed traffic representative at San Francisco, succeeding Tom Howard, promoted.

Frank was born into a Western Pacific family at Stockton, November 3,

1908, the son of the late Edward C. Murphy, then a conductor of a construction train installing the crossing at Third and Washington Streets, Oakland. Mr. Murphy retired in September, 1943, after 36 years as conductor on the railroad.

The family moved to Oroville in 1913, and one of Frank's earliest memories of the WP was while aboard the Scenic Limited on a run to Winnemucca. While delayed on a siding for a meet, the train brakeman ran down a cotton-tail across the Nevada desert for the conductor's young son.

Frank went to work for WP as a crew caller in July, 1925, while attending Oroville Union High School. Following graduation in 1926 he bid on a baggage job at Oakland, and until 1937 held numerous jobs from trucker to bill clerk at Oakland and at San Francisco. He transferred to the assistant freight and passenger accounts office in 1937, progressed through various positions, and in December, 1945, was appointed to the freight traffic's rate department. Frank has been engaged in sales work in that department since 1948. He graduated from the Golden Gate College's traffic school in 1931, and is a member of the Pacific Traffic Association and the San Francisco Traffic Club.

Frank and his wife, Kathleen, medical department stenographer-clerk, live in San Francisco with two daughters, Maureen, 18, and Patricia, 15. A brother, Edward D. Murphy, is scale inspector at Oakland.

Frank admits to one hobby—his home, which he keeps in a continual state of remodeling.

James A. McNamara succeeded Frank Murphy to position as assistant chief—sales and service, effective July 1.

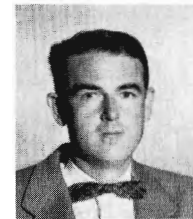
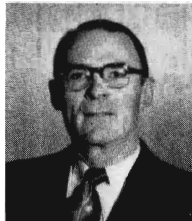
Al, which he prefers to be called because of three Jameses in the family, was born at Oakland on July 30, 1914, attended Oakland High School, and graduated from the University of California in 1936. He began his working career on November 1 of that year as a

junior clerk in Western Pacific's traffic department at San Francisco, and soon transferred to the general agent's office, where he worked as file clerk, rate quotation clerk and traffic representative. In November, 1945, he was sent to the general agent's office at Oakland as chief clerk, which position he held for one year before becoming a traffic representative for that office. His next step was to his present position.

Al is a member of the Oakland Traffic Club and the Oakland World Trade Association, lives in Oakland with his wife and two sons, Jim, 9, and Tim, 6, and enjoys swimming and gardening.

Frank E. Schmalenberger replaced Al McNamara as traffic representative at Oakland, effective July 1, with the latter's promotion to San Francisco.

January 11, 1921, was an important day in the Schmalenberger household at Oakland, and railroading was farthest from anyone's mind on that birth date and even in Frank's mind eighteen



years later when he finished high school and went to work for a custom house broker in San Francisco. But



a lot of changes can happen to a young fellow in two years and in April, 1941, Frank decided railroad-ing was for him and he went to work in the traffic department's file room, progressed through the rate room and took on the responsibility as head clerk in the local rate department and later head clerk on the transit desk. He was appointed traffic representative in the general agent's office in San Francisco in 1949, which position he held until receiving his present assignment.

Frank is a member of the Oakland Traffic Club and the Oakland Chamber of Commerce, lives in El Cerrito with his wife and one son, Douglas, two years old August 27. While his family and gardening take up considerable of his spare time, he plays some golf and plans to enter the new bowling league at Oakland.

Succeeding Frank Schmalenberger, Fred W. Brandes was promoted from chief clerk to traffic representative for the general agent's office, effective July 1.

Fred was born at Salt Lake City on July 2, 1916. Following his education and a move to California, he started his Western Pacific service on July 13, 1936, working at the San Francisco freight station and in numerous freight station clerical positions at Portola, Reno, San Francisco waterfront office, Oakland, Modesto (Tidewater Southern), and San Jose. He served with the

Army Air Force December 5, 1941, to December 7, 1945, as flight engineer



on B-29's for the Southwest Pacific 21st Bomber Command, 20th Air Force. Returning to Western Pacific, he was promoted to rate clerk in the freight traffic department

on August 16, 1950, and on November 1, 1951, was appointed chief clerk in the general agent's office at San Francisco, which position he held at the time of his present appointment.

Fred married the former Anne F. Jones on May 5, 1943, and the family now includes a son, Mark Frederick, age 4, who live in Redwood City.

He is a member of the San Francisco Traffic Club, and includes music, woodwork, mechanics and sports among his hobbies.

Howard W. Jaeger was promoted to chief clerk in the general agent's office, San Francisco, effective July 16, 1952.

His service with Western Pacific began in the auditor's office on September 1, 1935, as office boy. After several promotions he left for military service May 28, 1943, and during the following two and one-half years served with the Army Transportation Corps in the



European theater of operations with the 6th Traffic Regulation Group, from which he emerged with several decorations and citations. After returning to West-

ern Pacific, he was promoted from transit clerk in the auditor's office to division clerk in the traffic department on September 1, 1951, which position he held at the time of his recent appointment.

Howard was born at Tacoma, Washington, August 27, 1910. He married Savanna Williams on November 23, 1946, and their family now includes two children, Keith Grady, 4, and DeAnna

Jean, 1. Their home is in Concord, where Howard spends a great deal of his free hours in gardening and home maintenance, and acting as "chef supreme" in the operation of his pride and joy, the barbecue pit.

He is ex-Second Vice Commander, American Legion Post No. 117, and a member of the San Francisco Traffic Club and the Pacific Traffic Association.

Don't Be HALF Safe!

By PAUL H. JENNER

All of us in modern industry are today constantly being reminded of safety—by posters, by magazines, by the boss, and, regretfully, by accidents. I often wonder if the average worker doesn't sometimes ask himself, "Why all this business about safety? I know how to keep from being injured and I'm certainly not going to have an accident intentionally."

Managements agree that the majority of employees *know* how to keep from being injured, and that they do not *intend* to have an accident—yet accidents continue to happen. Why?

Is it because the average worker really *doesn't* know how to keep from being injured? Hardly. He was taught safety by his parents from childhood, he learned more about accident prevention while attending school, and he probably learned still more about the matter through personal experiences as he grew older, left school and entered the business world. Certainly, the average worker became more cautious as he grew older and refrained from "taking chances" as he



Illustration courtesy of The Travelers Insurance Company.

had when a youth, yet the accident toll among older persons is high.

No one in his right mind purposely tries to injure himself. Fear of being hurt eliminates that factor to some extent, although the fear of being injured may not be present in his mind as long as he *thinks* he is safe. It is after having experienced an accident, or after having seen someone else injured, that fear makes us more cautious.

Think back a moment to an accident you may have had, or to one that occurred to someone you know or with whom you worked. Didn't you or the fellow injured say: "I *thought* the ground was level where I stepped from the train," or "I *thought* the machine was being safely operated." Whatever the job may have been, you *thought* you were doing it safely, but were you *sure*?

Getting back to those posters, the magazines, the boss, and the accidents. We will benefit from those reminders only if we heed their warnings. If they prevent just one accident or save just one life, they have accomplished their purpose. Yes, "all that business about safety" can save *your* life. What you forget for a moment, you may remember for a lifetime.

WHY TAKE A CHANCE?

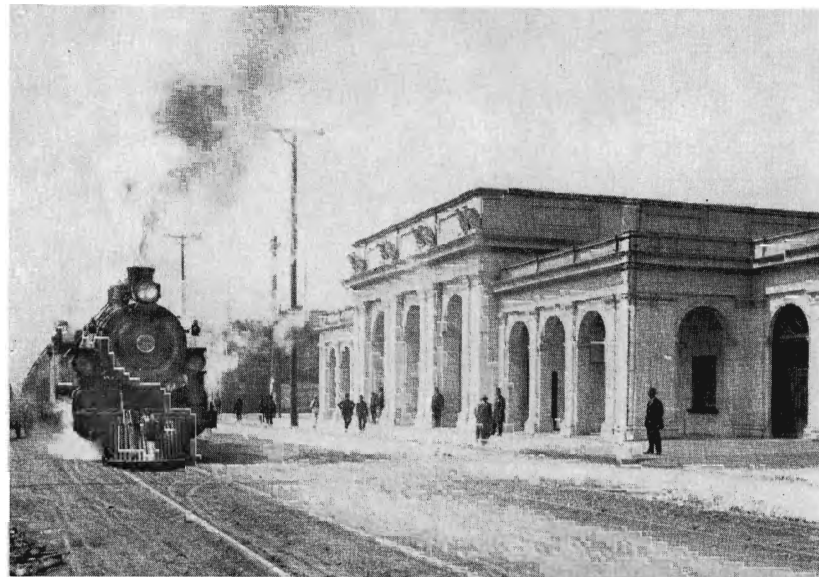


Lt. Gen. Lee Chong Chau, ROKA, of Seoul, Korea, boarded the *California Zephyr* at Oakland, Sunday, August 24, en route to Fort Leavenworth, Kansas, where he will receive U. S. Army training during the next year. General Lee was very much impressed with his first visit to this country, and particularly enjoyed his ride aboard the famous train and a visit to the cab of the diesel engine, where he was photographed with Engineer M. Ragusa. General Lee's grandfather introduced the first railroads in Korea.



The westbound *California Zephyr* that day carried the red, white, green, and black flags of Iraq in honor of His Majesty, King Faisal II, his uncle, His Royal Highness Prince Abdul Ilah, and their party. The King and his party were welcomed at Oakland by Mayor Clifford Rishell and a group of Iraqi students from the University of California. In the picture from left, Mayor Rishell, the Prince Regent, King Faisal II, and two representatives of the State Department, who accompanied the party.

IN THE GOOD OLD DAYS



WHAT BECAME OF THE EAGLES?

*I*n 1910 locomotives were all steam, many streets were unpaved, policemen dressed like Keystone Cops, and eight majestic eagles adorned the cornice of Western Pacific's brand new passenger depot at Third and Washington Streets, Oakland.

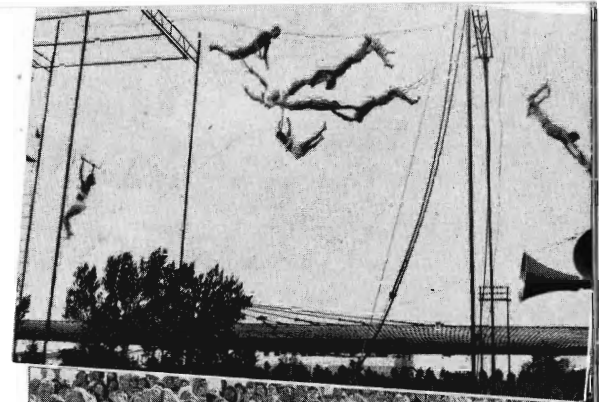
*T*oday steam engines are scarce and cops wear helmets nowhere except in London. But what happened to those eight eagles? They're gone—and no one seems to remember when, why or where. Do you?

There were 1,110 bundles of teen-age energy aboard the Fourth Annual WP-Shrine Circus 21-car special this year with just one thought in mind—"Boy! A train ride and a circus all for nuthin'!"

The first group hustled aboard at Winnemucca early on August 6 and the rest scrambled on at points along the line in northwestern Nevada and at Herlong, California. Before reaching Reno around noon, they had consumed quantities of pop, box lunches and other food required by teen-age diets to fortify them for the ordeal of the Greatest Show on Earth.

They were still going strong homeward bound and managed to consume more food and three huge birthday cakes provided by the railroad for three small-fry celebrating their birthdays, before stretching out that evening for a few dreams they wouldn't trade for a box-car full of story-book dolls and last year's comic books.

—Pictures by Glenn's Camera Shop, Winnemucca.





Caboosing

SACRAMENTO

Clarisse Doherty

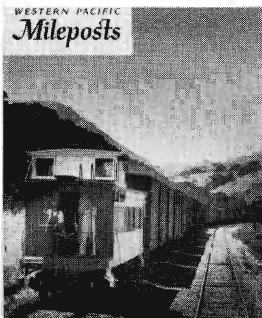
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Fred Kruger before me brought you
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And I've tried and am doing my
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Believe me, it's a most pleasant avoca-
tion
And as SEPTEMBER ushers in the
fall,
Many thanks for the interest and co-
operation
Given me by one and all.*

Welcome BEATRICE GRAYBILL, stenographer-clerk, relieving in Signal Supervisor L. B. CARTER's office.

Stenographer-clerk WALTER L. CHADWICK is back at his desk since returning from leave of absence with some interesting stories to relate about

SEPTEMBER COVER

*CFS-2 holds the
main line near
Sunol for an east-
bound passenger
special.*



his visits to Edinburgh, Scotland; Dublin and Belfast, Ireland; London, England; Paris, France; and his return trip on the ocean liner *Ile de France*.

Three Thousand Four Hundred dollars an ounce for special Begonia seed! It's hard to believe, but MIKE FISHER, head maintenance clerk, says it's so. While visiting the Vetterle & Reinelt Begonia Gardens with his wife, Alice, they viewed a most beautiful and colorful array of Begonias, ranging in color from a deep maroon to a bright orange. They heartily recommend that all flower enthusiasts visit these gardens.

While on gardening, Dispatcher and Mrs. W. A. CLEMENTS are becoming botanical experts. They have one of the most beautiful gardens in Sacramento, specializing in Iris. Of course, they combine practicability with beauty, and also have some choice vegetables on their grounds.

TV or not TV. Husbands take note. If you want a TV set and the Mrs. objects, take a lesson from Sonny, husband of ELSIE GONSALVES, stenographer-clerk. When Elsie returned home from work one evening, Sonny was in the process of installing an antenna he had purchased "at a bargain." Meeting with some complaint, he did some tall talking about "the bargain" and how terrible it would be to have to dismantle it from the roof, with the result that a TV set now enhances their living room and the Mrs. is now almost as

MILEPOSTS

happy as Sonny about the whole thing.

Leave it to the boys—PBX-typist-clerk ELEANOR MUSILLANT's six-year old son Jimmy caused her to lose a day's pay recently. When the little fellow complained of not feeling well one morning, with one side of his face quite swollen, Eleanor became alarmed and returned him to bed. Worried about an epidemic of mumps, she checked in on Jimmy a couple of hours later and to her surprise found the swelling had disappeared and he was feeling fine—the "mumps" was nothing but a candy ball stuck in the side of Jimmy's cheek!

Transportation Clerk MAXINE NAISBITT's three-year old Val likes money so well he wanted to know why Mommy and Daddy didn't buy some more and bring it home to him. Maxine tried to explain that one had to work and earn money, but little Val still isn't convinced of the fact. Any suggestions?

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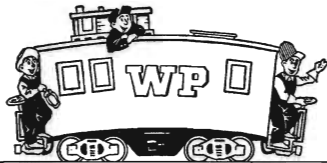
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Caboosing

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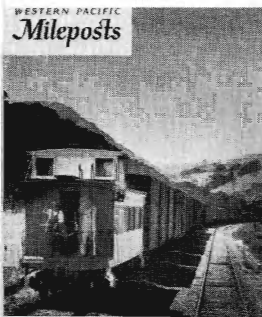
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Thought for the day: "No need to worry about finding your station in life—sooner or later somebody's bound to tell you where to get off."

STOCKTON

Virginia Rustan

Stockton yard office force are enjoying happier days now that the newly installed cooling system is in operation.

Welcome to BURL HAMILTON, switchman. His wife, Florence, is also a railroader, being affiliated with the Southern Pacific's clerical force at Stockton.

MARY LEACH spent a quiet vacation at home accomplishing delayed odds and ends.

BILL MOSS is the new relief clerk at Lathrop Joint Agency, having transferred from Tracy.

VIC MONTANELLE, check clerk, took advantage of his vacation and added a new roof to his home.

Recent house guests of the GENE TRACES were Mrs. Bessie Bole and Mr. and Mrs. Ralph Bole, mother and in-laws of Mrs. Trace, from their home in Indiana.

ERNE DAVIS, demurrage clerk, and his family have returned home from their vacation spent at the coast.

The ROBERT L. HARRIGANS, Bob and Eleanor, are proudly announcing the engagements of two of their sons. Robert J., a student at St. Louis University, and Louis, now serving in the Navy.

Sincere sympathy is extended to the family of ARTHUR J. HOGAN, yard clerk, who passed away following a long illness.

Engineer O. E. LYLES reports that some eighty-five pleasure seekers from practically all WP employee crafts had a wonderful time on the moonlight

boat ride August 9, sponsored by the Brotherhood of Locomotive Engineers, Division 733, Stockton. Because of the rush of business many employees had to miss the ride when the good ship *Treasure Island* steamed away. Pot luck lunch and dancing highlighted the entertainment. Having some funds left over from the sale of tickets, the Engineers donated it to the Sea Scouts to help the cause of replacing their stolen boat.

A fourteen-section standard Pullman will leave Stockton February 8, bound for the *Mardi Gras* at New Orleans, with a 24-hour layover at El Paso for a bus trip to Carlsbad Caverns and lunch underground and a visit to Juarez, Mexico. Five days at New Orleans will include a steamboat ride on the Mississippi and a bus over to the Mississippi coast town of Biloxi, stopping at Beauvoir for a visit to the old Jefferson Davis home, a sacred shrine of the Old South. The return trip will be made leaving New Orleans on February 18. According to Engineer O. E. LYLES, originator of the trip, those presently signed include SN Engineer and Mrs. F. D. VINCENT; TS Engineer and Mrs. FRANK EDGERTON; Roundhouse Foreman and Mrs. C. B. KIRKPATRICK; Master Mechanic and Mrs. LEO MORRIS; Engineers JOE RADCLIFF, H. R. ALLEN, GEORGE RUTHERFORD, R. C. KENNEDY, JOHN SYPPER, WALLACE BERG, R. L. SMALL, and O. E. LYLES and their wives. There are two sections still open, and all are subject to revisal pending any possible cancellations. The group will carry a lot of WP good will from California and they intend to sell a lot of future *California Zephyr* and Western Pacific fast freight service while in the old Southland. The 13-day trip may be made for about \$300 per couple,

and a get-acquainted dinner will be held at Stockton later to further plans for the success of the trip.

CHICAGO

Jim Baker

Another successful WP picnic was held August 16 at beautiful Bemis Woods, a forest preserve near Chicago. Over seventy members of this office and their families enjoyed a full day of fun. Games, contests, prizes for the kiddies, refreshments and food galore



One lone male seems little interested in the kiddies' race, as three of his feminine competitors look for last minute advice, another toes the mark, and "little sister" jumps the gun.

kept everyone fully occupied from arrival until the last ones departed long after dark, tired, but looking forward to another picnic next year.

Congratulations to General Agent WENG on the way he handled the job as MC and official starter for the kiddies' races, with the aid of a cap pistol.

A highlight of the day was the trouncing of CHARLIE MATHENY's "Swallows" by KEN RANK's "Martins" in a softball game by a score of seven to three. The "ump," Bossman ART LUND, performed his duties very well!

BOYD SELLS went back to California with one of our radios as a gate prize, although the ticket had BY LARSON's name. Being neutral we don't know if Boyd purchased the ticket at the request of By, as we were told, but maybe they can share it in the office. Other out-of-towners at the picnic included Messrs. ROPER, COPENHAGEN and SELLS from GO; Mr. and Mrs. R. B. RITCHIE, from Minneapolis; and Mr. and Mrs. C. R. MATHENY and little daughter, Mary Jane, from Milwaukee.

DAVE COPENHAGEN was on his first official visit here in his new capacity and we're wondering how he liked the Windy City? He made a big hit with the kiddies at the picnic, taking over for his former colleague, BY LARSON.

Most recent vacationers were JOHNNY RIEGEL, JIM WARREN, ROSE LUPE and JAKE EPHRAIM.

We're still recuperating from the hottest two months in the history of this city. We have all tried to convince our boss, ART LUND, that the weather is "unusual," but he says that that word seems to be thrown around pretty freely these days.

OAKLAND

Hazel Petersen

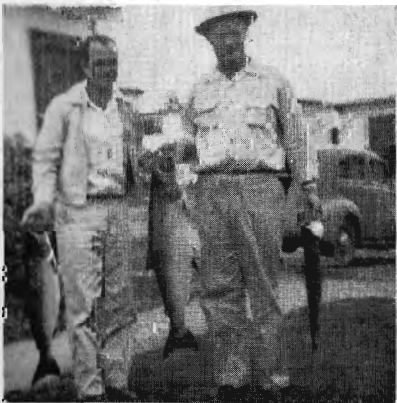
Agent and Mrs. JIM DILLON received a very lovely surprise recently when their daughter, Sister Margaret Mary, of the Order of the Daughters of Charity, visited them for three days after being away from home for fourteen years. She is being transferred to San Juan, Puerto Rico, to take up her teaching duties there. Sister Margaret Mary has been teaching grammar and high school for the past fourteen years in St. Louis, LaSalle, Chicago, Indianapolis, and, while at Dallas, was coach and manager of the football team for



Fred C. S. Bagge, Vice-President Poulterer.

Said Fred: "I shall be grateful if through the medium of MILEPOSTS you will allow me to thank the many Western Pacific friends who gave me such a wonderful luncheon at the Athens Club, Oakland, on August 6, and presented me with a handsome Lord Elgin wrist watch from the many people I have worked for and with over the years. (Fred retired as freight traffic representative, Oakland, last February.) Both are deeply appreciated and I only hope that during the years of my retirement I can in some measure return the many kindnesses shown me."

Oakland Car Inspector W. E. "Red" McCain, right, holds a 26-pound salmon, caught while fishing with a friend at Eureka during his recent vacation.



five years. She also had a choral group on radio and TV for the past two years. Her sister, Sister Mary Alice, has been teaching handicapped children at St. Mary's Orphanage in St. Louis for the same order for the past four years, but is now being transferred to Mobile, Alabama, where she hopes to catch a glimpse of Mobile Bay, so she will not miss San Francisco so much. Both Sisters have a B.A. Degree and Teaching Certificates. Jim is quite proud of his two daughters, and we certainly wish them well in their helpful work.

GEORGE RAAB, assistant agent, and HANS JORGENSEN, assistant cashier, are both on vacation from the freight station. "SLIM" HENNEMAN, yard clerk, just returned from same and said goodbye to FRANK LAWELL, yard clerk, who was just leaving.

The Marine Department is operating without CHARLIE CHRISTIANSEN, marine fireman; HENRY DYKE, captain; IVAN JOHNSON, deckhand; ARNE ANDREASEN, and JAMES ENGSTROM, mates; ROBERT TAFT, chief engineer; ARTHUR HAYES, fireman; and JOHN KIRK, bargeman, who are all either just going, just returning, or just enjoying.

Received a card from New York City and another from Washington, D. C., signed by KARL HENRICH. Guess he is having a fine time, but wish he had asked us to go along.

CHARLES SULLIVAN, retired storekeeper, reports that he is moving to 717 No. 78th Street, Seattle, and will take his first plane trip on the way there accompanied by Mrs. Sullivan. He invites his old friends to drop him a postcard and wants to be sure to receive MILEPOSTS so he may continue reading about his old friends.

ROBERT VICK-ROY is relieving ELMER ZINN at the Oakland passenger depot

for a couple of weeks while Elmer relaxes. Bob was a former ticket clerk—and we understand a capable one—for Union Pacific at the Union Station in Colorado. We hope he will like us well enough to stay awhile.

Talk about a proud man! That's grandfather—and again, mind you—GRANT EVANS, trainmaster. Celia Mary, born July 25, weighed in at 7 pounds 15 ounces. Father is AL EVANS, secretary to assistant to general manager, who has said that if Celia's hair remains as dark as it is now he will have three of a kind—Celia, a brunette; Kathy, a five-year old redhead; and Betty, a two-year old blonde. Nice family!

Speaking of Grant Evans, and we were, his recent session at Stockton was just what the doctor ordered to help him recuperate from pneumonia after being released from Alameda Hospital. Grant was sent to his old stamping grounds to help relieve the congestion created by rerouted Santa Fe freight over our lines.

WINNEMUCCA

Doris Cavanagh

Rumor has it that Agent CARL GRAUVOGEL is interested in diamond rings!

HANK MENTABERRY, freight cashier, insists that a Chevrolet is THE car. Sometimes he trades models, but never the make to get a "sharper" body.

The old body of retired section foreman SAM COLETTI is already beginning to squeak with the soft life, so he says.

Who lifts his hat higher to the gals than Yard Clerk MIKE MICHAELS?

LES NOBLE, water service department, for once had too much water while repairing pipes at the Winne-

mucca section house to be occupied by ROY BINGHAM.

His helper, PAUL ECHEVERRIA, said he did such a good job putting up window screens on one side of the station that he was asked to do the other side, too!

Overheard WALLACE BRADLEY, car foreman, telling a fellow needler that no one around the station worked more than he did. The one that really tends to business is Lineman HANK HARRINGTON, in all seriousness.

AL SCHUETTER, extra gang 31 foreman, Antelope, proved himself one of the friendly kind when three little Mexican laborers were victims of circumstance.

Very versatile is MARVIN VENABLE. First he is spotted on the board as a hostler, then serves as relief yard clerk, but before getting any shut-eye, he's out on a run as an emergency fireman.

The refresher girl, MARY CAMACK, has the knack of being able to run home on short notice and return with enough food to supply the demand.

AL TONKIN wonders why he no sooner gets the motor cars fixed for some of the sections than they go bust again.

Conductor HARRY GUMM told everybody else about the Sam Colletti retirement party, but failed to get there himself.

Seems everybody has been on vacation, is going, or just returned.

No matter what the day brings, JUAN TREVINO, in charge of Section 24, during the foreman change, always comes up smiling. Were there more Juans!

End of the ride. Maybe storm clouds are gathering at the station. Just WHERE did I leave my umbrella?

LOS ANGELES

Frank Sell

Western Pacific engine 259 may be on the scrap pile for all we in the Los Angeles office know, but it certainly rolled again last month during the earthquakes in our fair city. We have been using a picture of this old engine, which hangs in the boss's office, as a seismograph. When the picture starts swinging or when we come into the office in the morning and see the engine "going up hill," we know we are having or have had a quake. (Otherwise, of course, we would never know it!)

DORIS and WILBUR WEST returned from a two-weeks' vacation spent roughing it in the wilds of Idaho and Montana. Their fishing expedition was a huge success and they have pictures to prove it. Doris has quite a story to tell about getting stalled in a row boat on the Snake River with no oarlocks and the wind blowing in the wrong direction. *Perils of Pauline* . . . we've got DORIS' DILEMMA!

BILL MICHAELSON, our new stenographer, evidently plans on staying awhile, having just bought a house in the West Los Angeles area. He didn't move in until September, but relatives in Canada had already negotiated last month to come and visit him. Those Canadians are just like everyone else—don't want to miss a chance to come to the Land of Milk and Honey.

Can't understand it. What with all our beautiful beaches and coastline in Southern California, everyone's going to the mountains this year. BILL COOK and family, and Bossman CHARLIE FISCHER and his family both spent a week in the high Sierra near Mount Baldy. Conversely, ED MILLFELT, "the old man of the mountain," spent his vacation at Soboba Hot Springs.

KEDDIE

Elsie Hagen

Our little town has been buzzing with activity lately, first due to the earthquake in Southern California resulting in a great number of additional trains running up and down the Canyon, some with strange engines. Then the misfortune of our tunnel fire which resulted in considerable activity among our crews in detouring to Marysville via Klamath Falls, Oregon.

It was Vacation Time during July and August for Engineers JACK DECOSTA and HALE; Conductors ERICKSON, FERGUSON, CLYDE FISHER, W. STUBBLEFIELD, CLARK and BURROWS; Agent PETE HANLEY; Yardmaster BARNEY KENNY; and Section Foreman LAUREL FISHER.

HOWARD "BOOTY" HOLD, formerly a fireman on the WP, was married in Reno during August to Joyce Thompson of Portola.

Mr. and Mrs. ELMER SCHYWHART returned to Keddie for a visit with old friends. He is now employed at the Oroville round house.

We now have a new and very welcome Associated gasoline station here now, the old station having burned to the ground several years ago.

We have several of our men (the weaker sex) on the sick list. Engineer JACK SHANNON was confined to his home for over a week with pneumonia; JOHN MILLER, brakeman, spent over three weeks in the Industrial Hospital following a hear attack; Operator CHARLEY FORD also in the hospital with a heart condition; and Operator J. M. OWENS is on the sick list. All are reported to be on the road to recovery.

Operator RAYMOND BECKLEY's wife was called to East St. Louis, Illinois,

recently because of the illness of her son.

Engineer WILMER CHAPMAN and Conductor ED DUNN drove up to Oregon during the latter part of August to bring home their respective vacationing wives and children.

Ladies Night, given by the Feather River Shrine Club of Quincy, was well attended by Keddie members. Present at the buffet dinner at Paxton were Mr. and Mrs. GLEN METZDORF, Mr. and Mrs. R. L. SMALL, Mr. and Mrs. ROBERT STROUP, Mr. and Mrs. CHARLEY SELF, and Mr. and Mrs. E. L. McCANN, who were visiting here from Oroville.

Brakeman ALDEN THOMAS took his family to Santa Cruz for a week's vacation; and Conductor JAMES BURROWS, Mrs. BURROWS, roadmaster's clerk, and family traveled to Oregon.

Fireman RAY WILLIAMS and family moved to Stockton during August, following a similar move recently made by Brakeman F. DUNCAN and family.

Engineer CARL HAGEN and wife celebrated their 25th wedding anniversary July 30 at the Hideaway Lodge in Greenville, accompanied by their daughter and her husband, Mr. and Mrs. ROBERT STROUP.

Roadmaster CHET BARRY and family enjoyed a visit with his sister and family from Pasadena, and Mrs. Gene Hanson, her daughter and husband, from Stockton, spent several days here visiting Engineer HANSON and took in the Plumas County Fair at Quincy.

It was nice to see Engineer ABE COLBERG and his wife, from Stockton, during their visit here with Engineer DECOSTA and wife.

Summer is slipping by quickly and we are all hoping that our next winter won't be like the one we had last year.

TIDEWATER SOUTHERN

Dora Monroe

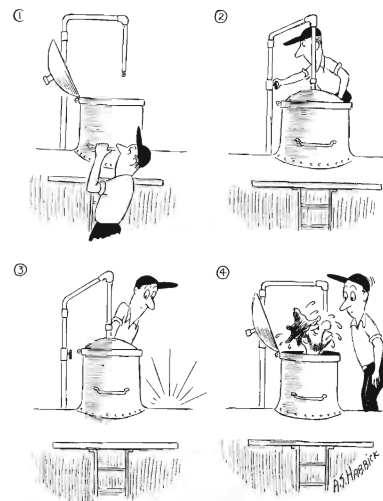
Vacations highlight the Tidewater Southern news this month, and we learn that A. G. TIBBETTS, agent at Escalon, enjoyed a too brief stay relaxing at a cottage on the ocean front at Santa Cruz.

J. L. RASOR, JR., bill clerk, Modesto, spent his vacation trout fishing where the trout were plentiful. Of course, that particular spot was not divulged, but who can blame him?

Roadmaster WILLIAM ST. JEOR, complete with house trailer, "roughed it" for two weeks camping amid the snowdrifts in the most northern section of California.

Engineer F. B. EDGERTON's trip to Northern California was a scenic one. He visited near Bieber, Lake Almanor, and the particularly outstanding trip to Lassen State Park, climaxed by travel through Yosemite en route home.

Superintendent J. E. KENADY's plans



to spend a few days of complete relaxation in Southern California were rather abruptly interrupted when he was awakened and tossed about by the recent earthquake there. It was a not soon to be forgotten experience, and Northern California never looked so good.

WILLIAM A. STEWART, bill clerk, Turlock, has joined our forces, coming from the Southern Pacific. Glad to have you with us, Bill.

We extend our sincere sympathy to Roadmaster ST. JEOR and family in the recent death of his son-in-law, who succumbed to polio.

SACRAMENTO STORE

Irene Burton

Mrs. Madison accompanied HENRY J. to Fresno August 2, 3 and 4, where he played saxophone as a member of the American Legion Band at their convention there.

EDWARD M. HAWKINS was elected Noble Grand of the Odd Fellows Eureka Lodge for the 1952-1953 term.

NINO PONCIONI returned from his trip to La Grange, where he attended diesel school, with the report that his trip was very impressive and that he met a grand group of "rails" from other roads.

One week at Santa Cruz, followed by a trip through Yosemite and over the Tioga Pass (where the snow was still fifteen feet deep), through Nevada and to Lake Tahoe, was enjoyed by GEORGE LUTJEMEIER.

It was nice to see EARL E. CHRISTIAN, storekeeper at Stockton, on his recent visit to Sacramento.

NORMAN and Mrs. VIZINA returned from Billings, Montana, where they were called due to the death of Mrs.

Vizina's grandmother, with the return trip being made via Yellowstone.

KENNETH WILCOX is vacationing at Elko, where he hopes to make his fortune. We're betting on Elko!

CHARLES B. REID, assistant price clerk, is quite proud about his young son, Rickie Charles, born August 14, tipping the scales to 9 pounds 8 ounces.

Now we know why DALE ROBINSON went on a diet before leaving for duty with the National Guard at Hunter



Parker Robinson snapped this picture of Store 6 employees: Jim Hicks, Buddy McGarrity, Edward Hawkins (storekeeper), Earl Green, Dale Robinson and, kneeling, Carlos Prieto.

Liggett Reservation near King City. He's the camp cook!

HENRY J. MADISON, general storekeeper, has been appointed to the Membership and Attendance Committee of the Pacific Railway Club for the second year. Newest members to be signed by Henry are CHARLES H. MARCHAND, assistant to general storekeeper, and NINO J. PONCIONI, storekeeper at Sacramento. He has lots and lots of membership blanks should any of the store employees be interested in joining the club!

SACRAMENTO SHOPS

Marcella Kahl

We may start an argument, but . . . believe Blacksmith G. W. ROLLER was the first shop man to get his deer this season, an 80-pound forked horn. Blacksmith C. C. BENNETT went along with George and reports he caught his limit of TROUT. Carman AL GONSALVES also got his deer.

FRANCIS BENSON, carman, has returned from a leave of absence. He says his wheat is all harvested and that there will be no more farming for him—he's going to stick to railroading.

Millman M. GOMES is in the hospital again for another operation, as is Carman "NONI" RICHARDSON. Hope you'll be back soon, fellas!

We are completing a drop pit and extension to the main diesel pits at Sacramento Shops. This addition will enable us to change-out diesel locomotive trucks and wheels with greater speed and safety. Along with this improvement, we have received more mechanized equipment, such as new fork lifts, Krane Kars, and trucks, which help us greatly to go along with our "Handle It Once" program.

Carman CHARLIE RYDER retired August 15, after working for WP since August 13, 1928. He was presented with a rocking chair to put into his new home, which boasts a much larger lot and Charlie's reason for buying. Think he wants to try a little gardening now that he's retired.

Nurse EDNA SPRATT's son has just returned from Korea, and reports that while shopping for gifts in Japan, he was waited on by a Japanese girl with whom he had gone to school. Small world!

ELKO

Nevada Michelson

Master Mechanic and Mrs. BILL PARRY report a delightful vacation visiting at their former home in Denver. They were fortunate in being able to attend the D&RGW and UP picnic, also "Frontier Days" at Cheyenne.

Conductor and Mrs. FRANK HOWELL spent their vacation fishing north through Idaho and into Canada, returning by way of Glacier National Park.

FLORENCE "SCOTTY" DUNCAN has returned from Denver and reports little change in her mother's condition following a serious illness. While there, "Scotty" heard Jeannette McDonald sing at the Red Rock outdoor amphitheater.

CAROLINE WOLF, unable to go to Alaska as planned because of the maritime strike, spent several days visiting in Seattle with her niece, a Navy nurse. Returning to Elko, she purchased a new Chevrolet and is now scaring our citizens!

BETTY LOU ECHEGON, daughter of Engineer GENE ECHEGON, who has been doing vacation relief in the Elko office, was recently married to Raymond L. Anderson. They will make their home in Rapid City, South Dakota.

BETH LIND HACHQUET, daughter of the late Engineer ELMO LIND, is now assisting with vacation relief.

Our sincere congratulations to BILL BOEBERT and Ed CARLETON on their new appointment. (See Promotions and Transfers—Ed.) Both formerly of Elko, we wish them well, and hope the Carletons will be very happy in their new home.

At the Department Convention of the American Legion Auxiliary held at Carson City recently, JEAN BALDWIN was elected second department vice president.

Our sincerest thanks to all the 700 people who attended the first Eastern Division picnic, and particularly to those who so kindly assisted with last minute preparations and other details. We expect to profit by our mistakes and hope to make next year's picnic bigger and better. We should especially mention the wonderful assistance given us by Anita Marisguirena of the Pine Lodge, who loaned her kitchen for preparing food, which we were unable to do at Lamoille Grove because of wet grounds from a heavy rain the night before.



Congratulations to Patty Samon, PBX operator at Elko this summer, who was named Queen of the Elko County Fair last month, and in addition, won a University of Nevada \$4,000 scholarship awarded by Harold's Club, Reno. She graduated from Elko High with the class of '52, and was salutatorian of her class.

SALT LAKE CITY

Lee Marshall
J. C. Parker

Conductor BOB HEITKAMP and his family have moved from Winnemucca to Salt Lake where Bob is now working in the Salt Lake pool.

C. SERVIA and his family have moved from Portola to Salt Lake where he has bid in a turn on the Tooele Valley local. They bought a home high on the bench on the east side of town where the Mrs. can look out across the valley to see if the "local" is coming in that evening. Such supervision, however, is not so effective as in the old days when steam and smoke signals were visible.

The call of the open road must have been the reason for the new cars being driven by Conductors O. SPENCE THOMAS, D. W. SULLIVAN, GENE BEITEL and A. G. WOODWARD. Spence has already given his a break-in run up to Yellowstone and back.

Several vacationers have taken a "busman's holiday," Engineer J. J. BROWN and family traveling to New York, as did Conductor RAY THOMAS to attend the Elks Convention at the High Mogul from Salt Lake; RAY HANSEN and family made a turn to Denver; and Fireman BILL BOGUE and family went the other direction to San Diego, with a quick side trip to Tiajuana; while RALPH AIELLO went north to the Pacific Northwest and Canada. GENE BEITEL stayed in Utah but managed to get in a trip to the high Uintahs and reported several good catches which befits his status as a master fisherman.

On the positive side is recorded the birth of a daughter, Esther Carleen, on May 4, to Conductor and Mrs. S. C. WILSON.

On the negative side we record with

regret the passing of retired Conductor J. J. HEFFERON on June 28.

LEE MARSHALL is now in search of but one more member for a family basketball team about 1967. His third son, Ronald, was born August 11.

The Good Samaritanism of Western Pacific folk was again demonstrated on August 18 when report was received from Shafter that Art Bake, proprietor of Shafter General Store, was seriously ill. Conductor C. E. RENNER and Shafter Operator J. M. WHITEHURST participated in a good deed when Charlie carried two prescriptions out to Shafter on the *California Zephyr* and Whitehurst kindly remained up through the wee small hours to receive the medicine and deliver it to the stricken man.

PORTOLA

Phyllis Laughlin

Our Welcome Mat is out to Dr. W. S. BROSS, Mrs. Bross and baby daughter, Martha, and to Dr. C. W. BROWN, Mrs. Brown and children, who are serving on the Portola Hospital staff with Dr. ROY PETERS. Dr. Bross was formerly at St. Joseph's Hospital in San Francisco and Dr. Brown was formerly at St. Helena.

It was nice to see TOM LONDON, retired eastern division conductor, who dropped in for a visit with his old friends.

Two new clerks to add to the Portola roster are THOMAS MCKIBBON, baggageman-janitor, and ROBERT PETERSON, assigned to Relief No. 3.

We wish a speedy recovery for HAROLD YOUNT, clerk, who has been away again because of illness.

Vacation time found Roadmaster W. ZENT spending some time in Oroville with friends; Roadmaster's Clerk FRANCES MLAKAR at home resting and

catching up on sleep and housework; and CLARENCE ROWE, roundhouse clerk, in Oregon fishing and visiting with friends and relatives; KEITHA DACK, stenographer-clerk, perishable department, is being relieved while on vacation by Mrs. ERMA RAY; FRANCES MLAKAR by Mrs. EMMA LOU PETERSON, and Roadmaster ZENT by Roadmaster DAN LAUGHLIN.

JOHN KAUFMAN is a very, very proud Grandpa with his new granddaughter, Jolene Rae, the daughter of Mrs. Carol Folchi.

The WP Hospital has been a very busy place lately with fifteen or more WP employees there under doctors' care. MERLE SNOW, fireman, is now home after being a patient there, and Switchman PENDERGAST is at St. Joseph's Hospital in San Francisco.

ALICE CRESWELL, head nurse, is now being taken care of by fellow nurses, as she is also a patient, as are E. B. HILTON, LEON HANSON, PHILLIP ROBERTS, ROY RAYMOND, JOSE MUNIZ, C. BEYODA, BERT SIMMONS, ARTHUR LANGLOIS, M. L. PARSONS, FRANK CLARK, HOWARD FULLER and FRANK McCULLAH. Second Telegrapher MORSE is also on the ailing list, and to all of these employees we wish a very speedy recovery.

OROVILLE

Helen Small

Retired conductor and Mrs. GEORGE H. NEWMAN have returned from an extended trip in the East, visiting the New England States and parts of Canada. George said they had a wonderful trip all the way and have now visited every state in the Union. Their next jaunt will have to be to the Territories.

Roadmaster WILLARD D. ZENT and family, of Elko, spent their vacation here with relatives and we understand

Willard got in a bit of fishing but with the accent on resting.

W. H. WALD, car foreman, and family, spent some time at Fort Bragg and Eureka, and managed to get in some deep sea fishing.

Assistant Car Foreman WILLIAM MARSH and family stopped over at Washington, D. C., while en route to visit relatives in South Carolina.

HELEN R. SMALL, trainmaster's clerk, left for Iowa on Memorial Day to be with her father while submitting to two operations, which he overcame successfully, but is now suffering from heart trouble. Helen returned to Oroville accompanied by her nephew, Robert Lovig, and was on the job again August 1.

Because of being away we are a little late in announcing the birth of Dennis and David Joseph, twin sons of Mr. and Mrs. JOSEPH of Chilcoot, Mrs. Joseph being the daughter of Section Foreman and Mrs. R. J. HALL, of Craig.

A son was born to Switchman and Mrs. AL MŁAKAR on August 1 at Oroville Curran Hospital, where, on August 15, Randy Scott made an appearance for Yard Clerk and Mrs. S. E. McVEAN and their two other children, Mickey and Patty.

We're glad to report that Signalman PAUL DUFFY's wife, of Pulga, is getting along nicely after submitting to surgery.

Sickness has kept B. F. REPERT, train desk clerk, away from duty for several weeks and we hope to see him back soon.

Lineman F. O. HARVEY just returned from St. Joseph's Hospital in San Francisco after spending about two months there. He is improving and we are glad to see him home and walking around.

We hope, too, that Mrs. W. M. FOSDICK, wife of PBX-Ticket Clerk, will soon be on the road to recovery following her long illness.

Welcome to JAMES J. McNALLY, son of assistant superintendent JOHN J. McNALLY and wife, who has again returned to the WP family as round-house clerk.

Other newcomers are: Brakemen GEORGE W. RIFE, WILBUR H. FULLER, EARL A. ANDERSON and L. A. BIZEAU. Welcome, fellows!

Machinist JOHN NELSON and family have returned from a wonderful vacation spent at Buck's Lake, and cards have been received from Lake Louise, Canada, telling of that beautiful vacationland from E. J. BRALEY, retired lineman, and J. R. BROWN and wife, engineer of Portola.

Machinist JAMES E. HARROUN, 31, met a tragic death a few weeks ago when he drowned while swimming in the Feather River. He is survived by his father, mother and three sisters.

V. H. NELSON, train desk clerk, and family enjoyed a vacation at Yosemite followed by a visit with relatives and friends at Portola.

A few other vacationists included C. E. HEINEMAN, who spent most of the time around home; Fireman WILLIAM TURNER and family took boat and equipment to Ft. Bragg for some fishing; which was also the vacation spot for Machinist O. C. SHEPARD.

Fishing must be good from reports received from JOHN HOCUM, machinist, and NORMAN OWENS, pipefitter, who got their limits of small-mouth bass; a limit of trout by JIM TURNER, machinist helper; and a limit of abalone for Carman T. E. CLIFTON at the coast.

Welcome to BILL GRAY and BOB

DABBS, who both began machinist apprenticeships at the Oroville round-house on July 28.

WILLIAM DASELER, boilermaker, has been away from work for some time with knee trouble and we all wish him a speedy return to work.

Gone are the two old Eucalyptus trees in front of the Oroville round-house, planted there in 1915 by Machinist O. C. SHEPARD and JOE GALLEN. The trees were considered to be a hazard by the safety committee due to their age.

J. GOMEZ is the new manager for the WP softball team, who recently won a victory over the Fire Department and appear to be on their way to a successful season.

SAN FRANCISCO

Rita Connolly, William Dutcher, Molly Fagan, Lawrence Gerring, Jim Mills, Maurice Notter, Carl Rath, Dudley Thickers, Frank Tufo.

ROY GIFFORD, signal draftsman, announced the birth of a daughter, Nanette Marie, on July 3.

Welcome to VIOLET FINGAL, new varitypist in the signal department. Violet was formerly with the State Department of Education, and is to be married October 5. Sorry, fellows.

JOHN GAVEY, signal department office engineer, spent a wonderful vacation with his wife and children in Humboldt County, fishing and swimming in the Van Dusen River.

After five years with Western Pacific, FRANCES CARBOLOTTI, secretary to F. A. TEGELER, signal engineer, is leaving to become a housewife.

J. R. BROWN, rate clerk at 8th and Brannan, was married at Carson City July 19 and the gang from the local freight office wish the happy couple the best of luck.

ERNEST WONG, yard clerk, is recuper-

ating at home after spending some time at St. Joseph's Hospital. We miss you at the freight office, Ernie, so get well quick.

EVERETT O'DEA, boat and transfer clerk at 25th Street, has also been ill for some time and is now at Veterans Hospital, Fort Miley. Hope to see your smiling face on the job soon, O'Dea!



Mr. and Mrs. Rudolph A. Engel

Friends at GO were pleasantly surprised to learn of the marriage of RUDOLPH A. ENGEL, elevator operator, and BETH DEATHERAGE, legal secretary, at Reno on July 23. The happy couple enjoyed a wedding dinner with friends at the Mapes Hotel and a trip to Tahoe, Lake Alpine, Melones Lake, and a visit with friends at Angels Camp before returning home. Following their return, they were presented with a check for the purchase of Sterling silver. To each of the more than 300 persons who signed the gift card, the Engels extend their deep appreciation.

W. E. VANSKIKE, chief clerk treasurer's office, is off on a trailer trip to the high Sierra; CARL FLAIG, cashier, spent his vacation at Lake Tahoe;

JANIE HYLAND and husband, JACK, chief rate analyst, were only too glad to get away from the heat at Boulder Dam and Las Vegas on a trip that brought them back to the Southern California Coast; TIM MORAN, paymaster, spent one week at home, no doubt getting things ready for the new addition to the family expected sometime in September; LILLIAN BALL, clerk, left the treasurer's department August 21 to await the arrival of the stork; MARY RATHBURN and husband, Charlie, left after Labor Day for a vacation water skiing at Clear Lake, and BOB AHLGRIM is looking forward to a week's fishing trip in a "fisherman's paradise" discovered while on a pack trip to the high Sierra last June.

CHARLIE TRYOR left August 18 for two weeks Army Reserve training at Long Beach; MAX STOUGHTON came back from a wonderful fishing trip in the Sierra; and BERNADETTE McHUGH spent one week of her vacation at Camp Mather with her younger brother, Jimmy. All are ticket clerks at the San Francisco City Ticket Office. DOROTHY STOREY, cashier-report clerk, in that office, replaced CLAIRE POSTEL now on leave of absence because of an operation during June.

Being a gentleman will get you nowhere says BOB GONSALVES, special passenger representative, CTO, and he should know. When politely rising from his theater seat to enable a customer to pass by, Bob's hand slipped from the arm and he fell against his side with the result that he returned to work one Monday morning in August with one cracked rib held in place with several rolls of sticky adhesive tape.

BARBARA SHEFFIELD, daughter of Treasurer ROY LARSON, has replaced

DOROTHY STOREY in the purchasing department.

CLYDE MOLL, price clerk, spent his two weeks at home working on the home, and CHARLIE VINCENT, supervisor duplicating bureau, returned from a vacation spent fishing at Clear Lake. As usual, no fish—just good stories. That's the story we heard, anyway.

BRUCE McNEILL, JR., junior assistant engineer, left this month to attend the AAR convention in Quebec and to visit the Union Switch and Signal plant at Swissvale, Pa., while his wife and small son visited her family at Mt. Olive, N. C.

RAY PHILLIPS, signal accountant, returned from a week's vacation loafing (?) around home.

JEAN McCULLOCH, transportation, spent a much deserved two weeks' vacation at Richardson's Springs, doing nothing but eat, sleep, rest and take early morning dips in the pool. Perfect!

The welcome mat was out for PARKER SWAIN, chief clerk transportation department, on his return to the office after an absence of two months due to an arm injury. Parker still wears a sling, but the break is healing rapidly. It wasn't his arm in a sling, however, that caused most of the conversation, but that new crew haircut!

JOSEPHINE BEIN, transportation, spent a week of her vacation at Colorado Springs and a few days at Denver when General Eisenhower was there, but the two never did get together.

"If I could only fill in the vacant spots, I'd have a super tan," moans RITA CONNOLLY, transportation, who spent a week's vacation at Lake Tahoe adding freckles to her collection.

Mrs. Harriet P. Tyler, attorney in WP's legal department, left for Washington, D. C., in July as an alternate delegate to the American Federation of Soroptimist Clubs, then sailed on the *Queen Mary* to attend the Soroptimist International Association convention at Copenhagen in August.



Cheerful CHARLIE FREEMAN, T&T engineer, spent his vacation on his filbert ranch in Washington, the same ranch that was so well "irrigated" by floods several years ago.

RAYMOND SANTIAGO, telegraph clerk, is now stationed at Ft. Ord, likes the life, but misses his friends around the building. We miss you, too, Ray!

HAL GARRIOTT, assistant system wire chief, spent his vacation traveling through most of Canada and reports having seen some beautiful scenery.

PHIL WYCHE, JR., telegraph clerk, reports that a couple of engines on the transport conked out while en route to Gowan Air National Guard Base at Boise, Idaho, and that they were all ready to join the bird gang, but made a safe emergency landing. Phil says they feed wonderfully up there and he doesn't have to go around swiping carrots, as he did from Telegraph Manager CARL RATH's lunch, which is about all Carl can eat on his latest acquired diet.

We're going to miss F. J. ROZIER, who transferred to SR, Sacramento telegraph office, leaving our first trick T&T operator position up for bid.

Relief Wire Chief ANTON JOVICK spent his vacation house hunting but says he had a lot of fun doing it.

JOAN MAVITY returned from her

leave of absence, spent in Petaluma. Says fried chicken costs as much there as it does in San Francisco, but being able to watch those STEAM engines on the NWP is worth the price of the chicken.

JIMMIE COTTER, system wire chief, back from vacation looking fit as a fiddle. Jim just set up the SF Sacramento-Oroville yard printer circuit for 51 Reports. The trains are getting in so fast from Salt Lake under the new schedule it's necessary to transmit the Roper Yard 51 Reports to Oroville so they will have advance train lineup. He is also working on a teletype at Marysville to be connected to the same circuit to SF and Sacramento during time circuit is not running reports.

FRANK THOMPSON, transportation, and his wife, Frances, spent a week at Yosemite sightseeing and photographing the High Sierra. As proof of his skill, here is one of his "prize" shots.



"High Sierra"

CLIFF NORDEN, assistant engineer, celebrated the arrival of another granddaughter August 13 and his own birth anniversary August 23 by purchasing a new DeSoto. Sharon Alice Carew is the first child of his youngest daughter, Jacqueline Carew, while his oldest daughter, Lorene Musso, has two children, John Philip, 17, and Anne, 15.

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Railroad Lines

Burlington Lines will inaugurate new dome-car Zephyr between Chicago and Kansas City after opening its new Brookfield cutoff.

• • •

California-Nevada Railroad Historical Society sponsoring rail fan trip October 19 to Sonora and Tuolumne via Santa Fe and Sierra railroads.

• • •

Wabash Railroad installed new "Domeliner" service on the City of Kansas City and the Blue Bird during July.

• • •

With nearly 1,300 trainphone units in service on trains and in wayside control towers between eastern seaboard and Chicago and St. Louis, and between other points, Pennsylvania Railroad now operates largest train communication system in the world.

• • •

Canadian Pacific places \$4 million order for construction of forty modern, lightweight steel passenger coaches for its Montreal-Lakeshore-Rigaud suburban service.

• • •

Baltimore & Ohio Railroad installing reflectorized crossbuck signs, visible at from 1,000 to 2,500 feet, at 1,100 West Virginia highway crossings.

• • •

Great Northern constructing 1,000 new steel box cars, fifty of which will be equipped for operation in passenger trains.

• • •

The last two of approximately 75 steam locomotives on New York Central's West Shore (River division) made their final run July 16; now replaced with 57 diesel-electric locomotives.