

WESTERN PACIFIC
Mileposts
APRIL 1957



Mileposts

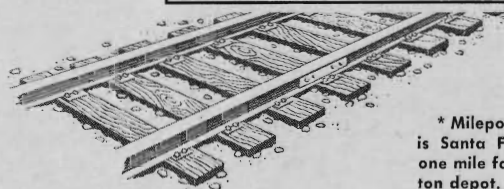
WESTERN PACIFIC

Vol. VIII, No. 9

APRIL, 1957

*Milepost No. 93

Department of Public Relations
WESTERN PACIFIC RAILROAD
 SACRAMENTO NORTHERN RY.
 TIDEWATER SOUTHERN RY.
 526 Mission Street
 San Francisco 5, California
 Lee "Flash" Sherwood, Editor
 A. L. Lloyd, Associate Editor



* Milepost 93: Just beyond is Santa Fe crossing; about one mile farther, WP's Stockton depot.

FEATURES

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COVER: Vice-president H. C. Munson addresses the audience during ceremonies marking completion of the new trackage connecting Western Pacific and the Oakland Terminal Railway.



MILEPOSTS

Like other railroad trends "Gold Spike" driving Goes Modern

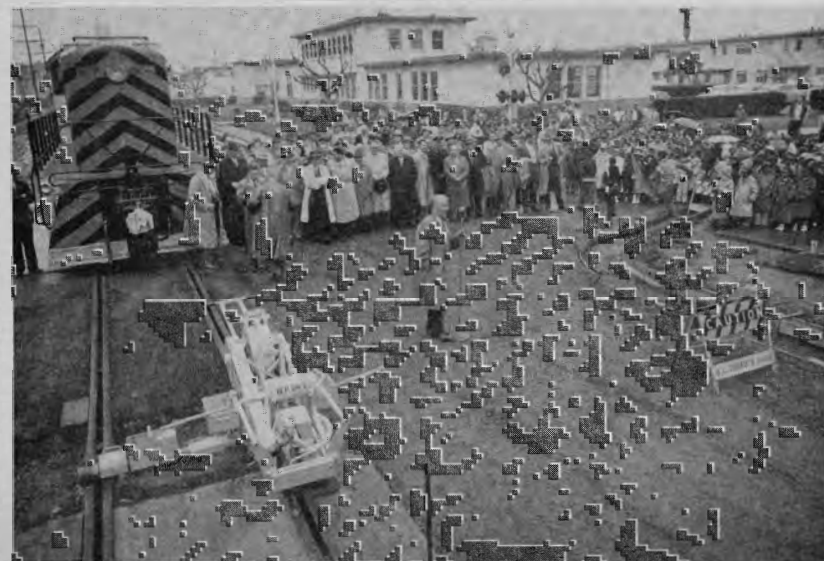
It has been the custom when completing a new railroad to drive into place a "gold spike" with the aid of a highly-polished spike maul in the hands of some notable person. But Western Pacific has, in keeping with the modern trend, gone modern. The old spike maul—except for special purposes—has gone the way of 85-lb. rails.

In marking completion of the new trackage connecting Western Pacific and the Oakland Terminal Railway (owned jointly by WP and SFe) on March 1, Oakland's Mayor Clifford Rishell forsook the maul for a new automatic spike driver. The "gold spike" went into place with a minimum of effort, and the Mayor went home without blisters.



Clifford Rishell, mayor of Oakland, drives home a "gold spike" with the aid of a modern spike driving machine. Vice-president Munson watches.

The Mayor addresses the audience before driving home the spike. A spike maul stands in contrast to the spike driving machine before a WP switcher.





The Cole School choir furnished music for the program.

The new track, which provides a direct connection between the WP, the Port of Oakland, Oakland Army Base and industries served by the OT, was built at a cost of half a million dollars. It extends from Third to Twelfth streets, mostly on Union.

The nosing together of WP and OT diesels following the spike driving was the last look children of the Cole School will have of a railroad engine during school and playground hours, as by terms of the franchise granted by the Oakland City Council actual oper-

ation of the line will be restricted to nighttime hours.

The Cole School children, before whose doors on Union Street at Tenth the ceremonies took place, did, however, have a part in the program. The musical portion of the program was furnished by the school choir, while officers of the Junior Traffic Patrol handled the flag-raising ceremony.

On the day before the new line was opened, electric freight service in Cali-

Franklin Plumb, Santa Fe employee, took this picture of Oakland Terminal employees in January at the opening of a new OT office. They are: E. C. Blackburn, industry clerk; R. O. Gels-

vik, yardmaster; J. E. Cooper, relief clerk; H. L. Myhre, chief clerk; O. W. Morrison, superintendent; M. Durham, car clerk; and A. L. Coady, demurrage clerk and Mileposts correspondent.



From the collection of Vernon Sappers, is this photo of the first Oakland, Antioch & Eastern train taken at 40th and Shafter in Oakland on April 3, 1913. It was quite a celebration.

fornia came to an end. February 28 was the last day of operation for a section of the Sacramento Northern which began service back in 1913 as the Oakland, Antioch and Eastern. For many years it was a busy railroad, often running as many as 35 trains a day. Western Pacific bought the line in 1929. Just before World War II passenger service was abandoned and Western Pacific asked ICC permission to drop the service between 40th and Shafter

streets in Oakland and West Lafayette because of the costly and hazardous operation through miles of city streets and to replace it with the Union Street connection.

There was no fanfare in the passing of this service other than from groups of children and residents along the line who turned out at various locations to wave good-bye to their old neighbor. Another era of old-time railroading was ended.

The last Sacramento Northern train to operate from 40th and Shafter was photographed on Shafter Avenue by Eldon Lucy on February 28. The line now runs north from West Lafayette.



How We're Doing

Gross operating revenues for the month of February showed a 1.3% increase, or about \$53,000. Government traffic increased 8.7%, and commercial traffic increased 1%.

* * *

The project of relining of 1,025 lineal feet of Tunnel No. 1 with concrete was completed March 8. Another project, relining 1,015 additional lineal feet, began March 11. When completed, all but 161 lineal feet will be concrete lined. Concrete lining of Tunnel 24, started February 1, is better than 77% completed.

* * *

Based on price rises already made and further increases expected this year, it is estimated that WP's diesel fuel oil expense will be \$151,000 greater this year than last, or about a \$2,421,000 total diesel fuel oil bill for 1957.

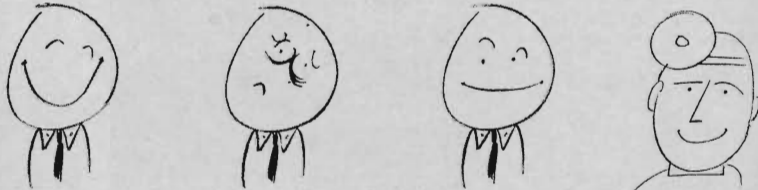
Based on anticipated purchases for the 1957 rail program, WP's cost for rail and fastenings will be increased about \$32,400 due to price increases.

* * *

California Zephyr load averaged 53.2% capacity in February, compared with an average load of 53.9% of capacity for February a year ago.

* * *

The remodeling and modernizing of our Elko depot and office building is scheduled to begin in July. When completed about the end of November, the \$125,000 project will provide better arrangement of office space, new heating and air-conditioning systems, modern lighting, and other general improvements.



if you're feeling very well or if you're feeling queerly if it's living you want most have a checkup yearly



AMERICAN CANCER SOCIETY

Many cancers can be cured if detected in time. That's why it's important for you to have a thorough checkup, including a chest X-ray for men and a pelvic examination for women, each and every year . . . no matter how well you may feel.

Nothing Fancy—But It Works!

You have probably heard many times the age-old maxim "you can't judge a book by the cover."

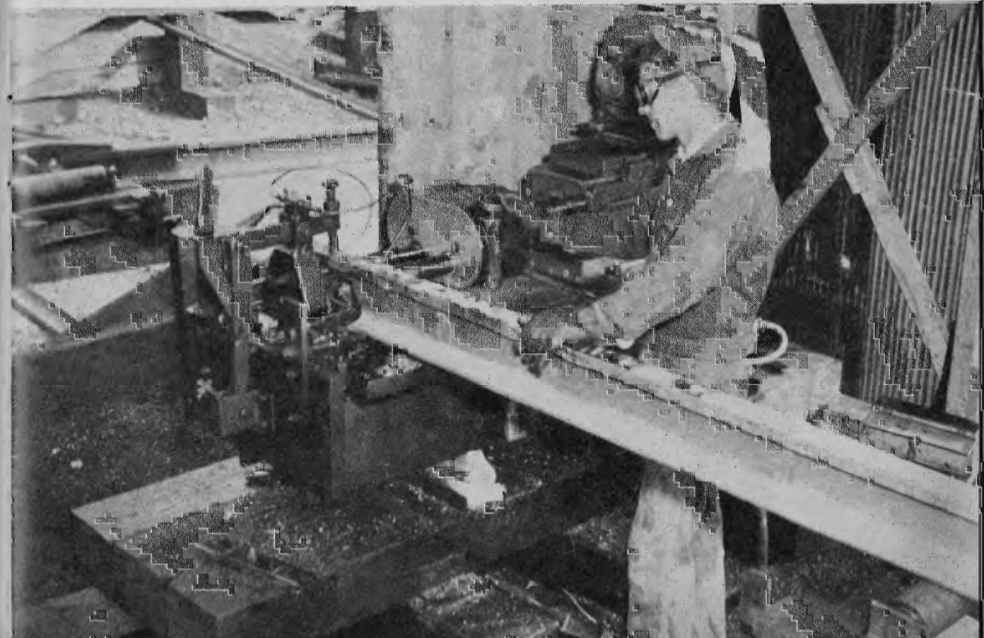
Truer words were never spoken in describing a "homemade" rail drill, which doesn't have much in the way of looks, but which is doing a mighty fine job nevertheless in making WP's rail welding plant at Winnemucca more versatile.

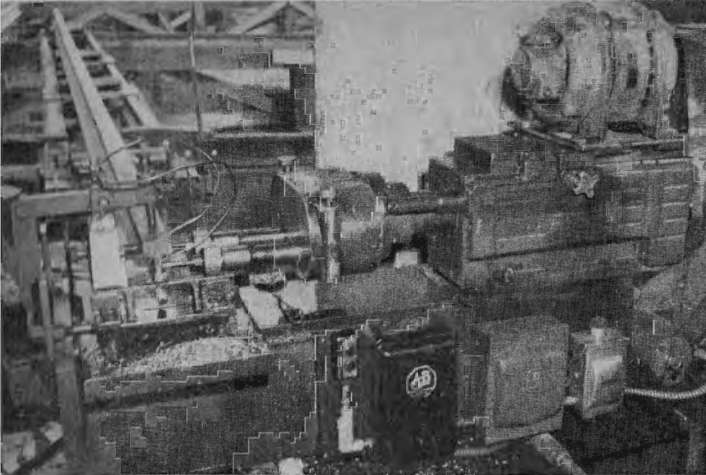
Primary purpose of the welding plant is to weld new 39-foot rails into 78-foot lengths. The 39-foot rails are received from the mill with one end drilled with bolt holes and one end blind (see August 1956 MILEPOSTS). After welding together the two blind ends, the result is a 78-foot rail drilled at both ends.

In past years, as a sideline to its main-line rail renewal work, Western Pacific has had some of the rail removed from the main line cropped by outside contractors to make it suitable for branch-line rail renewal. The cropping operation consists of cutting 18 inches off each end of the rail to remove the worn joint area, and drilling new holes. This results in a 36-foot recon-ditioned length of rail.

With completion of the welding plant (see September issue of MILEPOSTS), WP's engineers gave thought to the possibility of doing their own cropping with the added feature of welding, when desired, the 36-foot cropped rails into 72-foot lengths. A minor addition

A length of rail in position for drilling.





Push buttons under multiple spindle unit start and stop motor. Four-pointed handle under motor at top right starts drilling cycle which stops automatically; small motor at lower right drives coolant pump.

to the roller lines and a second power rail saw were simple enough to install, but to provide a means of drilling the necessary bolt holes proved to be a problem. There appeared to be a choice between drilling the holes with portable rail drills, which would have been a tedious and expensive operation, or the providing of a large multiple-spindle drill. After considerable investigation, the portable track drills were eliminated because they would slow down the entire operation to the point of increasing unit costs far too high. On the other hand, the cost of available multiple-spindle drill units could not be justified in view of the relatively small amount of cropping that would be required.

The problem of drilling the holes was placed in the hands of J. E. Campbell, general welding supervisor. By this time the thinking had turned to buying a second-hand drilling machine that could be used or adapted for the purpose, in the hope of keeping costs within reason. Campbell, together with Engineer-Inspector Erich Thomsen, who was interested in the problem and

brought into the study, packed suitcases and headed for the nearest industrial machine center, Los Angeles. Here they visited every dealer in the second-hand machinery market, but could find no available machine within the price range established. They next revisited several of the dealers for another look at certain machine components they had noticed during their first visit. Some fast measuring and sketching was done on the spot, followed by a quick trip back to headquarters for authority. Returning to Los Angeles, they rounded up the parts which were brought back to the railroad's motor car shop at Oakland. W. B. Anderson, supervisor of roadway equipment, and his shop personnel immediately began assembling the parts into a rail drilling machine.

Now for the diamond in the rough.

The main part of the rail drill is an "Ex-Cell-O" boring unit which was coupled, by means of an adapter plate, to a "U.S." multiple-spindle drill attachment. This attachment, in turn, has adapted to it a pair of flat drill chucks taken from old portable drill

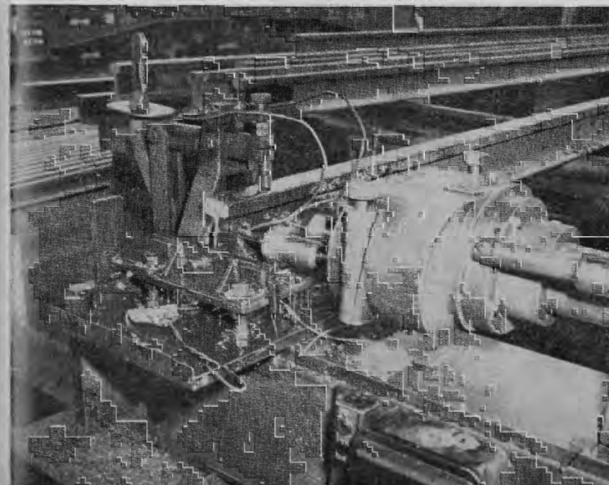
units. This combination is powered through a belt drive by a second-hand electric motor resurrected by Electrical Engineer R. C. Carter from cast-off electric motors. These parts were then mounted on a frame made from a welded steel box girder which the dealer "threw in" with the boring unit. The operating table, which guides the rail into place, was made up primarily from parts salvaged in trimming the box girder. The clamp which holds the rail in place was developed by Anderson in the Oakland motor car shop. A coolant system, which sprays cooling liquid on the drills, was mounted in place, using an old motor car gasoline tank for a reservoir, and small electric pump, the latter being about the only new item on the machine.

In operating the rail drill, the operator merely turns a small handle to start the action, the machine doing the rest. Two whirling spindles rapidly move toward the rail and then automatically slow to the proper drilling speed. When the holes are drilled the spindles rapidly retract and the rail is

ready to roll out. Drilling speed is adjustable. When testing the machine, Campbell and Thomsen drilled a pair of holes in as short a time as 15 seconds (which didn't do the bits any good). Normal drilling speed now used is between 60 and 90 seconds.

The table of the machine can be adjusted for any rail section; the drill spindles for any centers desired. A great advantage of this drill over most drills of its kind is that the spindles are horizontal, permitting the rail to be drilled in its normal position. This eliminates the need for turning the rail on its side.

The above information demonstrates what can be done when all hands (and heads!) get together to lick a tough problem by taking a personal interest in an assignment. There may be some who would use the term "Rube Goldberg" to describe the unit which may look as appropriate as a gandy dancer at a fashion show. But, there are none who would deny that it drills rails in a manner satisfactory to all.



Closeup of drilling table showing the adjustable toggle clamp which holds rail in place, operated by means of vertical handle. Removable bumper across end of table positions rail for drilling; is removed when rail is advanced. "Fly swatter" implement on table is used to rake large quantities of chips off table. The two copper tubes spray coolant on drills.

Every Shipment Needs

Careful Handling

Why? First of all, we owe it to our shippers and receivers who entrust to us the careful handling of their commodities. And, word soon gets around that a railroad is, or is not, a good road over which to ship freight.

Secondly—and this is purely selfish—we want their business. Obviously, the more cars we haul, the more work is created.

Business goes where it is invited—and stays where it is well treated! If not treated well, business goes elsewhere. The following figures represent not only the tremendous claim bills paid by our railroad during the preceding year, they also represent a lot

PUT HIM OUT WITH *Perfect Shipping*



of unhappy customers. These customers would have much preferred to receive undamaged freight than a check in the mail in payment for the damage incurred. It could very well be, too, that you were made unhappy because some article for which you had been waiting arrived in a damaged condition and is included in these figures.

| | 1956 |
|--|-----------|
| 1. Unlocated damage | \$395,000 |
| 2. Improper handling in trains, yards, stations | 95,500 |
| 3. Concealed damage | 89,500 |
| 4. Delay | 24,500 |
| 5. Train accidents | 24,500 |
| 6. Defective equipment | 11,000 |
| 7. Unaccounted for loss of freight not in packages | 9,000 |
| 8. Improper refrigeration or ventilation | 7,500 |
| 9. Theft of entire packages | 4,000 |
| 10. Freezing or heater failures | 3,500 |

The total amount of money charged to Loss and Damage during the year 1956 was \$636,500, an increase of 7.7 per cent over charges for 1955. Nationally, the claim bill increased approximately 16 per cent.

The sum of the first three items listed above is attributable to rough or improper handling of cars, principally during the process of switching in terminals. Overspeed impact can be prevented. It's a matter of skill!

The following commodities which appear on the train manifest or switch list are particularly susceptible to damage and should be given particular care:

| | Claims Paid Out 1956 |
|--|----------------------|
| 1. Canned goods | \$160,000 |
| 2. Manufactured articles not otherwise indicated by name | 92,000 |
| 3. Fresh fruits, melons and vegetables | 91,500 |
| 4. Freight forwarder traffic | 65,000 |
| 5. Furniture | 38,500 |
| 6. Iron, steel, other metal products | 21,000 |
| 7. Sugar | 20,500 |
| 8. Autos, motor vehicles, parts | 20,500 |
| 9. Beers and liquors | 19,000 |
| 10. Enamelware | 17,500 |
| 11. Grain, flour, other mill products | 16,500 |
| 12. Refrigerators | 15,500 |
| 13. Lumber and forest products | 13,000 |
| 14. Glass and glass articles | 10,500 |
| 15. Stoves, ranges and parts | 10,500 |
| 16. Plumbers' goods | 8,500 |
| 17. Furnaces, radiators and parts | 8,000 |
| 18. Machinery (other than agricultural), parts | 7,500 |
| 19. Other agricultural products | 7,500 |

The amount chargeable to this form of waste is a source of great dissatisfaction to both shipper and carrier



"Relax, Mac. It's not the result of careless car handling."

DAMAGED FREIGHT SALES



alike. The carrier is by no means always to blame when loss or damage occurs. Improper packing, poor loading methods, improper bracing, and careless handling in loading and unloading are also responsible. Improper labeling and billing is also responsible for much loss.

The 21st National Campaign to Promote Perfect Shipping Every Day, highlighted during the month of April, under the sponsorship of the National Association of Shippers and Advisory Boards, is directed equally toward shippers, carriers and receivers alike. The Freight Loss and Damage Prevention Section of the Association of American Railroads and other groups also conduct extensive campaigns to reduce loss and damage. Western Pacific's responsibility is to give every shipment the careful handling it deserves.

To do this successfully, requires the individual attention and cooperation of every Western Pacific railroader, not just a few.

Paul Jenner Sez:

"Don't Be HALF Safe!"

"Certificates of Merit in Accident Prevention have been presented to Western Pacific foremen and supervisors listed below who have had no reportable injuries in their respective departments for as many as ten consecutive years through the year ending December 31, 1956. They are to be congratulated for fine achievements.

"These men have shown that it is possible to perform work safely. In doing so, they follow no secret rules or practices. They avoid injury only because they: (1) ascertain and correct any unsafe conditions before they begin their work; (2) they adhere to safety rules and use every precaution while performing their work; and (3) they make a habit of adhering to these two simple rules.

"Work performed by some railroaders is by its nature more hazardous

than that performed by others. When such conditions prevail, even more extreme precautions should be taken before the work is begun to insure, without any reasonable doubt, that there is no foreseen cause for an accident. This sort of extreme care should then be continued throughout the performance of the work. Such routine determination should be the goal for every WP railroader, regardless of his position on the railroad.

"Some improvement was made in 1956, compared with 1955, in the number of reportable injuries per million manhours worked. The ratio for 1956 was 12.34; for 1955 it was 14.20. The 1956 figure, while an improvement, shows there is much need for further precaution and care in performing our duties. There are far too many of our railroaders becoming injured."

CERTIFICATES OF MERIT AWARDS

TEN-YEAR AWARDS

DINING CAR DEPARTMENT

J. H. Duhig.....Buyer

EASTERN DIVISION

E. B. Aughe.....Section 10, Sand Pass
T. Bingham.....Section 401, Marshall
C. G. Clentz.....Section 60, Wendover
M. Cobian.....Section 32, Rennox
J. L. Cook.....Section 72, Salt Lake City
C. L. Elliott.....Section 67, Delle
A. Gonzalez.....Section 28, Red House
F. Herrera.....Section 46, Halleck
M. C. Higley.....Section 71, Garfield
H. A. Hutchinson.....Section 26, Goconda West
E. Jaramillo.....Section 31, Russell Spur
J. M. Jenista.....Relief Foreman
K. W. Johnson.....Section 68, Timpie
F. M. Leyva.....Section 9, Flanigan
J. B. Morris.....Section 50, Boaz
V. Richins.....Section 7, Doyle
R. Salas.....Section 52, Ventosa

WESTERN DIVISION

Merle E. Bowman.....Section SJB 1, Milpitas
John F. Christie.....Section B-3, Greenville
Frank H. Cutright.....Section B-6, Clear Creek Jct.
Rex J. Hall.....Section 23, Craig
Warren L. Hersch.....Section 21, East Arboga
John Jessiman.....Section B-11, Halls Flat
John A. Laughlin.....Section 4, Sunol
Gerald W. McCauley.....Warehouse, Stockton
Byron C. McConnell.....Section 43, Blairsden
Herbert L. Nash.....Section 10, Quigley
Carl Sandstrom.....Section B-16, Pit River
Frederick J. Saunders.....Warehouse, Oakland

MECHANICAL DEPARTMENT

R. Colvin.....Wendover
George H. Heintz.....San Jose
Charles E. Kirkpatrick.....Stockton
John J. McGraw.....Stockton
Ray T. Roman.....Oroville
W. C. Rotzler.....Elko

NINE-YEAR AWARDS

EASTERN DIVISION

R. G. Hobbs.....Section 38, Palisade
J. C. Raney.....Section 53, Hogan
G. B. Sigmon.....Section 45, Elburz
M. C. Wood.....Section 8, Calneva

WESTERN DIVISION

Bernard J. Witucke.....Section 34, Tobin

MECHANICAL DEPARTMENT

Frank N. Bennyhoff.....Keddie
Harry J. Kelly.....Stockton

EIGHT-YEAR AWARDS

EASTERN DIVISION

J. M. Keith.....Section 25, Bliss
L. F. McGarrah.....Water Service Gang
A. J. Trujillo.....Section 20, Jungo

WESTERN DIVISION

Manuel A. Anton.....Section 22, Marysville
Harold L. Huber.....Section 20, Trowbridge

MECHANICAL DEPARTMENT

J. E. Asbury.....Sacramento Shops
James C. Caughey, Jr.....Keddie
William F. Stevens.....Oroville

SEVEN-YEAR AWARDS

WESTERN DIVISION

August J. Ackerman.....Section B-14, Little Valley
Ralph C. Bergen.....Section B-7, Robbers Creek
Norman Lackey.....Section B-1, Indian Creek

MECHANICAL DEPARTMENT

L. H. Clapham.....Sacramento Shops
H. W. D'Orman.....Sacramento Shops
W. E. Fosha.....Sacramento Shops
Lawrence D. Garrick.....Oroville
H. O. Powers.....Portola
Henry J. Quigley.....Oakland
L. Williams.....Winnemucca
William G. Wyman.....Oakland

SIX-YEAR AWARDS

EASTERN DIVISION

N. M. Friend.....Section 18, Sulphur
S. J. Hargrave.....Section 35, Beowawe

WESTERN DIVISION

Vincent Dycus.....Oakland
David W. Harris.....Section B-5, Almanor
Robert W. Nuzman.....Section 16, Franklin
Pete J. Pedercini.....Section B-9, Lodgepole
Herman G. Rohdenburg.....Stockton
A. J. Stender.....San Francisco Yard
Kenneth VanSkike.....Sacramento

MECHANICAL DEPARTMENT

Cecil L. Myers.....Stockton
R. F. Sarbach.....Portola

FIVE-YEAR AWARDS

EASTERN DIVISION

Willie Charley.....Relief Section Foreman
F. L. Garcia.....Section 40, Tonka
J. V. Herron.....Section 17, Cholona
B. A. Jones.....Section 2, Hawley
J. P. Moudy.....Section 55, Shafter
H. H. Pautke.....B&B Gang No. 4

MECHANICAL DEPARTMENT

G. P. Lambert.....Relief Foreman

While space permits listing only the names shown above, recognition is also extended to the foremen, supervisors and their men who have gone from one to five years without a reportable injury, who also received Certificates of Merit.

FOUR-YEAR AWARDS

Eastern Division.....7 Western Division.....7
Mechanical Department.....10

THREE-YEAR AWARDS

Eastern Division.....2 Western Division.....8
Mechanical Department.....5

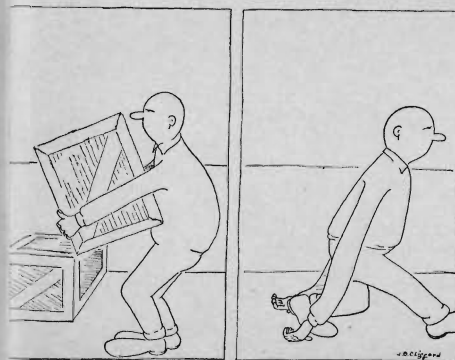
TWO-YEAR AWARDS

Eastern Division.....6 Western Division.....5
Mechanical Department.....1

ONE-YEAR AWARDS

Eastern Division.....6 Western Division.....11
Mechanical Department.....7

*Too many people
learn safety rules
by accident*



Space on California Zephyr

Passenger Traffic Manager James J. Hickey advises that many Western Pacific railroaders, both on- and off-line, have been asking why it is so difficult to obtain space on the *California Zephyr* when the train is running less than capacity during the present off-peak season.

Hickey's reply is: "An analysis of our space requests and the type of passengers traveling at this time reveals that the predominant demand is for big room space—drawing rooms, bedroom suites, compartments, single and double bedrooms. Those using the *California Zephyr* are, for the most part, middle-aged to elderly people who are financially able to occupy the larger type of space and will not accept roomettes or section space, particularly when they can usually secure large room space on other streamliners operating out of the Bay Area.

"Normal consist of the *California Zephyr* provides 33 double rooms for through sale. We are now in the process of shopping one line of 6-bedroom, 10-roomette cars (CZ-14). The Pullman Company was unable to provide a substitute line. The program will be completed in mid-May. Starting the end of March we began shopping the 6-bedroom, 5-compartment cars (CZ-

Pass Information

During the period June 1 to September 30, inclusive, because of the demand for space, Western Pacific employees will be charged one-half fare on the *California Zephyr* for personal travel on our line.

There will be no charge to our people using Trains 1 and 2, the *Zephyrette*.

16). During this program the Pullman Company is providing a line of 4-bedroom, 4-compartment, 2-drawing room cars. Right now we have only 23 double rooms for through sale to Chicago or beyond (Salt Lake and Denver each hold two rooms). When the line of six and five cars go to the shop we will only have 22 double rooms for through sale. With the tremendous demand for big room space it does not take long to sell out 22 double rooms. Right now we have waiting lists for double room space (some as high as four or five pages) through most of April.

"We do have roomettes, sections and coach space available every day.

"I hope this will correct an erroneous impression on the part of many of our people that it is virtually impossible to secure reservations for our patrons, in the hope that you will all continue to 'sell' our Vista-dome *California Zephyr*—truly America's finest transcontinental streamliner," Hickey concluded.

Need Your Support

The Mentally Ill CAN Come Back—Help Them.

Mental Health Week opens with this theme on April 28 and continues through May 4. This week is devoted exclusively throughout the country to one of our biggest national problems—mental illness.

In San Francisco alone, about 59,000 persons are now under treatment for some form of mental disorder. They can, as can those throughout the nation, be returned to a normal life with your support. Give what you can.

New Dial Service

A new telephone dialing system went into service on March 23 at Oroville and Portola to permit round-the-clock communication at those locations for Western Pacific personnel. According to Norman W. Menzies, superintendent of communications, the two cities will be joined at a later date by an intercity dialing system which will include a network composed of San Francisco-Oakland, Stockton, Sacramento, Winnemucca, Elko, and Salt Lake City.

Until the changeover all inside calls have been placed through an operator on duty only during the working day. This made company communication between Oroville and Portola and other WP locations impossible after working hours. With the new system, incoming calls during the working day will still be handled by operators, but

an automatic connection will be left up at night so that employees on duty after hours may take messages and handle emergencies. The closing down of the manual switchboard at night will not affect the operation of the internal dialing system.

The dial equipment was manufactured and installed for Pacific Telephone by the Western Electric Company, manufacturing subsidiary of the Bell System. The planned intercity dialing system will utilize Western Pacific carrier and Bell System channels.

Details of the complicated changeover were handled by Menzies; James C. Cotter, assistant to superintendent of communications; Don N. McEnerney, Chico service engineer; and Roy Sexton, special representative for Pacific Telephone.

Dance Attendance Record

The Annual Spring Dance held at Sacramento on March 9 broke all attendance records with an official count of 542. Adding to the count were the 110 Bay Area railroaders who attended the affair—a record in itself—another 100 from the Stockton area, and those who came from Oroville and other points north of Sacramento.

The present popularity of boating may have had something to do with the success of the dance, since the theme for the dance was "Shakedown Cruise on the MV *Las Plumas*." And a gala cruise it was!

Befitting of any nautical affair, the decorations brought much deserving

praise. Papier maché seagulls, life preservers and other seafaring symbols added much to the occasion, as did the sailor hats worn by the band members, dispensers of libations, and the uniformed "Admiral" who greeted all at the door.

The music provided by Bill Rase and his band was popular with the crowd, as was the buffet supper served by Harold Wyman and his commissary assistants.

Almost nine million people invest in America through ownership of stock in American industries. One hundred thirty million Americans own some form of life insurance which, in turn, is invested in America's future. INVEST-IN-AMERICA WEEK, April 28 to May 4.

WP Easy on the Nerves

"I thought you would like to know that the service we have received from the Western Pacific so far has been everything you had said it would be. Our first two cars of paper each took eight days. Our most recent car, which was a rush shipment to enable us to have cartons ready for a dairy to pick up when its truck was in the area, was delivered on the afternoon of the 8th day right on schedule. In addition, it was easy on the nerves getting daily reports on where the car was and when it would be delivered. Any reservations we might have had about the Denver and Rio Grande-Western Pacific routing had been all but forgotten."

I thought your readers would be interested in the above letter received from the International Paper Co.

F. B. Stratton

Director of Industrial Development
San Francisco

International Paper Co. plants are located at Turlock (served by Tidewater Southern) and at San Jose (served by Western Pacific).

* * *

Time Marches On

"Returning travellers report that the people of the east are still suffering from the rail road mania. Disregarding the warnings of Providence, they have extended the line of the rail road thirteen miles to Ellicott's Mills west of Baltimore.

"One traveller recently told of having seen with his own eyes a single horse drawing two wagons containing 41 persons at a speed of 11 miles per

hour on the portion of track which is completed. He heard, however, of several serious accidents caused by the horse stumbling and being run over by the heavy waggon, which were derailed and upset.

"Little confidence is now felt in Mr. Peter Cooper's plan for propelling the carriages by means of a steam engine. Except as a novelty, however, rail roads



will never take the place of canals. Rail roads are untried for long distances in any country, and for short distances they are still in the experimental stage. The longest in existence is the London and Manchester which is but 40 miles in length.

"Any farmer can build a canal boat of 25 tons capacity from materials growing on his own land. To carry this same amount on a rail road would require 8 waggon and a locomotive costing \$4,000 at the least, and no farmer could afford this equipment.

"His canal boat would carry livestock, hay, firewood, large trees for shipbuilding, boards, planks and grain. Rail roads can not do this. Imagine a load of hay coming along a rail road. The sparks would set it afire before it started.

"The farmer who is watchful of his own interest will not be misled by talk about rail roads, which would be of no service to him and destroy his crops

and his stock—but will endeavor in all possible ways to promote the building of canals."

In the same issue, the following:

"Mr. J. Chittenden respectfully announces that he has on hand a few barrels of whiskey which he has been selling for 37½ cents a gallon and which he will now sell for 25 cents a gallon for a few days."

Dear Editor:

I think MILEPOSTS' readers will get a laugh from these items taken from the August 15, 1830, issue of the Muskingum Valley Hardware Company News, published at Beverly, Ohio.

A. L. Rountree
Chief Baggage & Ticket Stock Clerk
San Francisco

* * *

Permanent File

Since last June I have been on your mailing list to receive MILEPOSTS. I am desirous of keeping a permanent file of these and should like very much to have a complete file for the year 1956. If you have any copies available I would appreciate very much your sending me the issues of January through June, inclusive, 1956.

Bill Helmer
4224 Pratt Avenue
Lincolnwood 30, Illinois

Our supply of the January, February and March, 1956, is depleted. If any reader has a spare copy of these issues Mr. Helmer would appreciate receiving them direct.

Mike Sheridan

Mike Sheridan, who was switchman and assistant yardmaster at Portola for 15 years, passed away at Chula Vista, Calif., last Friday and was buried on March 12. He was retired and leaves his wife. All the boys around Portola will remember Mike, as he was well liked. He left the WP and went to work for the Santa Fe at San Diego and retired about two years ago.

We enjoy the MILEPOSTS very much and would surely miss it if we didn't get it any more.

Gus A. Snowberger
Retired Conductor
San Gabriel, Calif.

* * *

We're Happy to Oblige

Since Stanley passed away last September 21 and MILEPOSTS ceased coming here, I have missed it very much, for one reason I had read it from cover to cover for so long to Stanley during his illness. I have been told that it can be sent to me and if I can have it, it will please me very much for I have a vast acquaintance on the WP. Thanking you in advance.

Mrs. Stanley McKay
4043 Sherman Way
Sacramento

* * *

D. C. DeGraff

Thank you for returning the photograph of my father, Mr. DeGraff, which was used in the story of his birthday party given to you by Mr. Thomas Brown (February issue). I thought it was an excellent article and needless to say it gave my father a great deal of

(Continued on Page 18)



In Memoriam

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

Bert V. Boyer, retired boilermaker, December 14, 1956.

Stefan J. Drozdowski, retired extra gang laborer, date unknown.

Henry B. Heier, retired brakeman, November 29, 1956.

Chester G. Lockard, retired CCT freight brakeman, November 15, 1956.

George Lotta, retired SN laborer, January 5.

Robert M. Oversreet, retired boilermaker helper, date unknown.

Howard J. Prickett, retired SN car distributor, January.

Herbert C. Rose, retired hostler, December 23, 1956.

Charles Scott, retired brakeman, December 31, 1956.

Hal Shigley, general clerk, November 26, 1956.

Maurice Stack, retired telegrapher, January 6.

Roy Titler, retired SN Engineer, November 6, 1956.

William H. Wallace, retired switchman, November, 1956.

Thomas F. Watson, retired revising clerk, March 10.

James O. West, retired carman helper, March 1.

James L. Wilkinson, retired brakeman, March 5.

Fred H. Worsley, retired chief clerk, December 12, 1956.

(Continued from Page 17)

pleasure. He lives with me now and while his health is fair, he is quite confined and inactive. Thank goodness for television!

Our best wishes to you and many thanks again for a most enjoyable article.

Mrs. Dorothy DeGraff Weaver
San Francisco

* * *

Remembers Col. Mason

I wish to thank you for your prompt response to my request for MILEPOSTS. Having known our former vice presi-

dent and general manager, E. W. Mason, since 1901, I was pleased to find his picture in the first edition of the magazine I received (page 27, February issue). It brought back memories of a wonderful friend. I observed my 80th birthday February 17 and he would have celebrated his a week later, February 23, had he lived.

Thanking you again for your kindness.

Charles Fritzer
Retired Switchman
1531 S. California St.
Stockton

"Operation Frijole"

All arrangements have been completed for the Western Pacific Good-Will Ambassadors Club's chartered Pullman trip to Mexico City on April 16.

According to Engineer O. E. Lyles of Stockton, reservations for the group have been made with the Hotel Guadalupe, as well as for guided tours, a bull fight, and other experiences of interest to the American visitor.

Since the group is pledged to promote good will among the southern neighbors, "Operation Frijole" has the support of the Stockton Chamber of Commerce and the City, from which a letter of greeting from its Mayor will be carried to the Honorable Sr. Ernesto Uruchurtu, Mayor of Mexico City. The group has also been supplied with Western Pacific literature for distri-

bution as they did on their first trip to New Orleans.

"Operation Frijole" will be met at the border by Sr. J. G. Hernandez, National Railways of Mexico's agent at El Paso, by arrangements through Grant S. Allen, WP's superintendent of transportation, to assist with transportation arrangements with his railroad at Juarez.

Making the trip are Antoinette Bettger, telegraph operator; C. C. Miller, dispatcher; Engineers O. E. Lyles, R. L. Grubbs, H. R. Allen, Eugene Hansen, F. B. Edgerton, Wallace Berg, John Sypher, G. I. Patterson, H. M. Schafer and their wives; retired Conductor and Mrs. Bert O'Northam; retired Southern Pacific Engineers W. R. Evans and Ray Wise and their wives.

RRB Checking Beneficiaries

The Railroad Retirement Board has started mailing its annual "policing" questionnaires to some 110,000 persons on the Board's rolls who may be subject to deductions if they have been employed. This program is undertaken to make sure that the beneficiaries are actually entitled to the benefits they are receiving.

The questionnaires will be sent to survivor annuitants who are under age 72 for at least one month in 1956, and to retired employees and their wives who were also under age 72 for at least one month in 1956 and, in addition, are drawing benefits under the social security minimum provision.

These questionnaires will enable the

Board to determine whether adjustments or deductions are necessary in annuity payments or if there has been a change in the status of beneficiaries which would affect their entitlement to benefits.

Beneficiaries are urged to fully answer and return the questionnaire form together with the attached mailer card with the required signature or signatures in the spaces provided. Only one questionnaire will be sent to a husband and wife even if both are receiving benefits, but both their signatures are required on the form.

Any Railroad Retirement Board field office will assist in completing the questionnaire if desired.

MILEPOSTS



IN GOLD

MILEPOSTS congratulates the following railroaders who will receive Service Pin Awards during the month of April:

| | | |
|-----------------------------|------------------------------------|------------------------|
| 40-YEAR PIN | | |
| Martin D. Coughlin..... | Section Stockman..... | Sacramento Store |
| 35-YEAR PINS | | |
| Royal O. Bonner..... | Yardmaster..... | Western Division |
| Raymond W. Davis..... | Clerk..... | Western Division |
| Harold I. Weckerle..... | Warehouse Foreman..... | Western Division |
| 30-YEAR PINS | | |
| Blanche Dewey..... | Secretary to Pass. Traff. Mgr..... | San Francisco |
| Hans H. Jorgensen..... | Clerk..... | Western Division |
| Wallace K. Pond..... | Carman..... | Mechanical Dept. |
| Merle W. Swezey..... | Ditcher Engineer..... | Western Division |
| Wilbur F. West..... | Traffic Representative..... | Los Angeles |
| 25-YEAR PINS | | |
| Charles L. Higley..... | Section Foreman..... | Eastern Division |
| Bud A. Jones..... | Section Foreman..... | Eastern Division |
| John L. Miller..... | Section Foreman..... | Western Division |
| 20-YEAR PINS | | |
| W. M. Amlin..... | Fireman..... | Western Division |
| Walter C. Brunberg..... | Mgr., Purchases & Stores..... | San Francisco |
| Paul M. Burch..... | Sheet Metal Worker..... | Mechanical Dept. |
| Earl D. Brown..... | Car Service Inspector..... | Transportation Dept. |
| Van O. Davison..... | Clerk..... | Western Division |
| Henry Enox..... | Track Laborer..... | Eastern Division |
| Edward E. Evers..... | Carman..... | Mechanical Dept. |
| David B. Floyd..... | Switchman..... | Western Division |
| Winton V. Hansor..... | Foreign Freight Agent..... | San Francisco |
| Merlin C. Higley..... | Section Foreman..... | Eastern Division |
| Glen W. Johnston..... | Brakeman..... | Eastern Division |
| Frank H. Oldham..... | Accountant..... | Eastern Division |
| Josiah A. Patterson..... | Carman..... | Mechanical Dept. |
| Max A. Potter..... | Rate Clerk, Pass. Dept..... | San Francisco |
| Kenneth T. Rosengarten..... | Section Foreman..... | Eastern Division |
| Joseph F. Schneider..... | Switchman..... | Western Division |
| 15-YEAR PINS | | |
| Anna Belle B. Albrecht..... | Telegrapher..... | Eastern Division |
| Nels J. Anderson..... | Brakeman..... | Eastern Division |
| Richard W. Applegate..... | Locomotive Engineer..... | Western Division |
| Harry E. Beam..... | Locomotive Engineer..... | Western Division |
| Joe E. Burkhalter..... | Fireman..... | Western Division |
| Gerald T. Coffey..... | Chief Clerk..... | Chicago |
| Jack C. Cooper..... | Brakeman..... | Western Division |
| Adolph N. Deonier..... | Locomotive Engineer..... | Eastern Division |
| Alvah D. Downer..... | Brakeman..... | Western Division |
| Harold G. Eckenroad..... | Conductor..... | Eastern Division |
| Antone Franco..... | Patrolman..... | Chf. Spl. Agt.'s Dept. |
| Thomas N. Gilbraith..... | Conductor..... | Eastern Division |
| William A. Gray..... | Brakeman..... | Western Division |
| Dale O. Groshart..... | Locomotive Engineer..... | Western Division |
| Charles D. Hein..... | Fireman..... | Western Division |
| Robert P. Joy..... | Fireman..... | Western Division |
| John A. Kaler..... | Locomotive Engineer..... | Western Division |
| Everett E. Kibler..... | Fireman..... | Western Division |
| Walter Kirchner..... | Blacksmith Helper..... | Mechanical Dept. |
| Robert J. Lawrence..... | Brakeman..... | Western Division |
| Garrett W. Maybury..... | Switchman..... | Western Division |
| Stuart E. McVean..... | Clerk..... | Western Division |

| | | |
|---------------------------|--------------------------|------------------|
| Willie A. Mendenhall..... | Chief Clerk..... | Salt Lake City |
| Burton T. Miller..... | Fireman..... | Western Division |
| Gerald J. Mullinix..... | Conductor..... | Eastern Division |
| Marion M. Nesbit..... | Per Diem Clerk..... | San Francisco |
| Accl L. Quigley..... | Locomotive Engineer..... | Eastern Division |
| Frank M. Rankin..... | Conductor..... | Eastern Division |
| Raymond Siejo..... | Sheet Metal Worker..... | Mechanical Dept. |
| Vance N. Shipton..... | Night Ice Foreman..... | Eastern Division |
| Audrey F. Stafford..... | Blacksmith..... | Mechanical Dept. |
| Walter E. Thacker..... | Locomotive Engineer..... | Western Division |
| Fitzgerald Turville..... | Conductor..... | Eastern Division |
| Frances F. Ziegler..... | Clerk..... | Western Division |

10-YEAR PINS

| | | |
|------------------------------|---------------------------------------|------------------|
| Irene Burton..... | Stock and Report Clerk..... | Sacramento Store |
| Stanley J. D. Goodnight..... | Carman..... | Mechanical Dept. |
| Roy Groseth..... | B&B Foreman..... | Western Division |
| Arthur R. Jorgenson..... | Machinist..... | Mechanical Dept. |
| Freeman E. Jones..... | Upholsterer..... | Mechanical Dept. |
| Roy B. Kunde..... | Signal Foreman..... | Signal Dept. |
| Clarence Mitchell..... | Laborer..... | Mechanical Dept. |
| William N. Mortensen..... | Carman..... | Mechanical Dept. |
| William B. Nunes..... | Signalman..... | Signal Dept. |
| Carlos Prieto..... | Store Helper..... | Sacramento Store |
| Paul N. Ramos..... | Carman..... | Mechanical Dept. |
| Rene A. Robichaud..... | Dozer Operator..... | Western Division |
| George J. Schank..... | Car Foreman..... | Mechanical Dept. |
| Ruth G. Smith..... | Roundhouse Clk.-Mileposts Corres..... | Winnemucca |
| Herb Spencer..... | Traffic Representative..... | San Francisco |
| John S. Walker..... | Electrician..... | Mechanical Dept. |

* * *

A 35-year service pin was found in the general office building at San Francisco. Owner may obtain pin from Mrs. Paul, personnel department.

New AAR vice-president

Walter J. Little of Los Angeles has been elected to a newly created post of vice-president of the Association of American Railroads. According to William T. Faricy, president of the Association, who made the announcement on March 20, the new vice-president's duties will be primarily in the field of federal legislation.

Little, who will take office on April 1, has been general counsel of the California Railroad Association since January, 1954, and for 20 years before that time represented the railroads of California as special attorney. His railroad experience followed a career of nine years in the California General Assembly, including service as Speaker of the Assembly in 1933.

One of our switchmen is working to cross an electric blanket with a toaster, to get a device that will pop people out of bed.

Signal men transferred

Elford L. Wall, assistant signal supervisor at Winnemucca, has been transferred to the newly created position of assistant signal supervisor at Sacramento.

Succeeding Wall as acting assistant signal supervisor at Winnemucca is Roy R. Gifford, acting assistant signal supervisor at Elko.

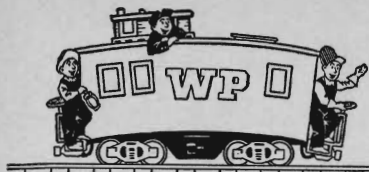
Robert B. Russell was promoted to acting assistant signal supervisor at Elko, replacing Gifford.

The position of signal construction supervisor, formerly held by J. S. Anderson, now deceased, has been abolished.

All transfers were effective March 1.

"Martha, who broke that chair in the parlor last night?"

"It just collapsed, for no reason, Dad, but neither of us was hurt."



Caboosing

SACRAMENTO STORE

Irene Burton

After receiving an emergency telephone call from his home the other day, EUGENE LAGOMARSINO went flying out the door. We later heard the news that when he arrived home he found that one of the houses in his court, located on "X" Street, had one wall blown out as the result of a butane tank explosion.

Best of good luck to FRANK AVILA, who retired on February 28 after 10 years with our department. Frank plans a trip to Mexico City, after which he will return to Sacramento for a short stay. He will eventually make his home in Zacatecas, Zac., Mexico. A portable radio was presented to Frank with our best wishes, and we hope that he will have many pleasant hours listening to the programs from his old haunts.

On a recent trip of the Mobile Unit of the Blood Bank to the shops, approximately 50 donors contributed to the supply. The yard office, freight house, superintendent's office, mechanical and store departments, and the SN were represented.

Congratulations to C. M. VETTER, chief T&T maintainer, and to EUGENE MARLER, electrician apprentice, who received key chains for having donated one gallon of blood to the bank. We have several other employees who have passed the gallon mark and will

receive key chains when the Mobile Unit makes its next call.

GEORGIA CHINDAHL departed in a hurry recently and flew to Bermuda to spend a couple of weeks visiting her daughter and son-in-law, A/2c and Mrs. J. E. Reinhardt. He is with the U. S. Air Force. During her stay, Georgia will become a very proud grandmother.

While H. J. MADISON, general storekeeper, was attending the Far Western AAR Purchases and Stores Division meeting in Portland last month he enjoyed a short visit with former employee MARION LEAVENS and her family.



A/3c James E. Madison, son of general storekeeper, is now stationed at Savannah, Georgia.

SALT LAKE CITY

J. B. Price

Colard, son of Road Foreman of Engines and Mrs. MAURICE W. HAMMOND, has the nerve, courage, enthusiasm, and ability to make a good baseball player. So intent was he on catching a fly ball during school play period that a steel fence surrounding the playground was forgotten, and in his eagerness to help his team win, he ran into the fence with such force that he fractured his nose. This might have floored some, but this young lad left the field under his own power. We wish a speedy recovery to this spunky and plucky kid.

The Salt Lake Gladiolus Society held a bulb auction during February in the hope that they could get more people interested in the raising and cultivation of these beautiful flowers. Vice-President DEWARD C. ANDERSON, we understand, is trying to get some of our other railroaders to participate in the society. We haven't heard how successful he has been.

We're glad to see Conductor JACK E. MURPHY back at work again after having been off for over a month due to illness.

Fireman JAMES F. PHILLIPS has returned to his home after submitting to surgery, and at latest reports was making a slow recovery. Better health to you, Jim, after this siege.

Fireman and Mrs. FRANK A. BURDETT used their vacation to spend time with their son in Texas. In addition to a wonderful visit, they enjoyed some of the scenic spots while there.

The family of Mrs. Mary Thompson, widow of deceased Conductor WILLIAM C. THOMPSON, is extended our sincere

and deepest sympathy. Mrs. Thompson passed away on February 4 after a long illness.

The Grantsville homecoming each year attracts a number of our employees. An afternoon of visiting is followed by a bountiful dinner and a home-talent program, with dancing closing the evening affair. Among those who attended this year were Section Foreman and Mrs. BRENT L. PETERSON of Burmester; Section Foreman and Mrs. KARL W. JOHNSON, Timpie; Section Foreman and Mrs. TRACY BINGHAM, Marshall; General Clerk and Mrs. HARVEY L. NAYLOR, Warner; Conductor and Mrs. ALFRED G. WOODWARD, Salt Lake; Ray Kizer, brother of Roadmaster LES KIZER, also attended. Ray is mayor of Milford, and has helped to bring Milford into prominence.

KEDDIE

Elsie Hagen

Our deepest sympathy to Engineer BOB SMALL, who lost his brother, Herb Small, of Chico, on March 1.

Our deepest sympathy also to Conductor NELSON JONES, who lost his father recently. Mr. Jones was seriously burned, and passed away at Sweetwater, Texas, while his son, who had been called there, was with him.

CY BATES and his family have moved to Sacramento. Cy was our train desk clerk and is now assistant file clerk in the division office.

Meanwhile, Signal Maintainer PAT W. CAULFIELD and his family have moved here from Belden. Pat has taken the position recently vacated by GUY LEWIS, who has gone to Nevada on a signal-test gang.

Yardmaster CHARLEY SELF and his

wife recently returned home from a trip to Los Angeles, stopping over at San Jose to visit with his daughter, although his granddaughter, no doubt, was an added attraction.

Congratulations to JOHN THOMAS SMITH, heavy equipment maintenance man, and Alta Marie Mastelotto on their recent marriage at Oroville. The newlyweds honeymooned in Mexico and will make their home in Keddie. John is the son of Engineer JOHN SMITH of Winnemucca, and Alta is the daughter of Mr. and Mrs. Howell of Oroville.

ELSIE HAGEN, and FRANCES KRAUSE, wife of Brakeman J. D. KRAUSE, both members of Rebekah Lodge of Quincy, were in charge of the Heart Fund drive in Keddie. The people of Keddie were most generous and, in behalf of the drive, we certainly wish to thank them for their fine support!

Our congratulations to grandparents L. J. FISCHER and his wife, of Stockton, on the arrival of their new granddaughter. Also to the parents of the little girl. We hear that Louis, Jr., was in Japan at the time of his daughter's arrival.

Engineer JACK SHANNON is a patient in Greenville Hospital, recovering from a broken nose and other injuries received when his engine was brought to a sudden stop to avoid hitting a rock.

SACRAMENTO SHOPS

Marcella Schultze

The LaSalle Club sponsored a sports party for 200 old-time soccer players at the Christian Brothers Cafeteria on March 4, in the hope that the party might be a means of reviving soccer in Sacramento, now that the City School Department is taking such an active interest in the sport. Of the 200 former dribblers invited, approximately 60 are working, or have worked, at the shops at one time or another. As a matter of fact, the shop team held the California State Championship in both 1935 and 1938 with the same members composing both championship teams.

Another machinist lost to the Aerojet Corporation, but our best wishes to JACK BUTTERFIELD anyhow!

We hope Electrician Apprentice E. T. ROIDER will be back in our ranks soon! He's been on the sick list for a month now.

On February 9, the Sacramento Valley Chapter of the California Credit Union League sponsored a seminar at the Capitol Inn, and it was a "whopping" success, with an approximate attendance of 200 interested credit union members. E. E. EVERS and IRENE BURTON were on the planning committee; and Irene also decorated the luncheon tables. Those attending from the WP Sacramento Employees Federal Credit Union were E. L. TOMLINSON, A. J. STOUT, J. LAMALFA, F. R. O'LEARY,

J. A. ANDERSON, H. F. BRECHT, and L. C. JASKALA, who attended the Board of Directors meetings; E. E. EVERS and IRENE BURTON, the Credit Committee meetings; and M. T. PANTALONE and this reporter, who attended the Supervisory Committee meetings. Everyone felt it was a day well spent, a good deal was learned, and plans are being formulated again for a future seminar.

WENDOVER

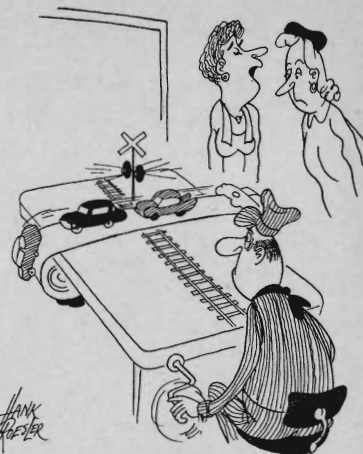
Esther Witt

Surprises in reverse were rendered to Yardmaster HARLAN C. FORD, who went to Salt Lake for the weekend, following his birthday on February 14. But evidently news traveled faster than he. Instead of surprising the family, Harlan found that the family had all gathered to surprise him with a bounteous birthday dinner. Bet he wishes he had birthdays more often!

Sixty-one years of wedded life were celebrated by Mr. and Mrs. E. T. Wetherington on February 26. The day was spent quietly with a family dinner to honor the occasion. We wish the happy couple, who are Telegrapher ANNA BELLE ALBRECHT's uncle and aunt, many, many more years of happiness!

Though not winning the Sweetheart Queen nomination, Kristie Bee Kizer, daughter of Roadmaster and Mrs. LES KIZER, was elected the Queen's attendant. We wish you better luck next time, Kristie Bee.

Not many of our folks who go to Las Vegas come away winners. But it must not be so for our midnight Porter, GUS ADAMSON. This lucky fellow returned from a vacation trip driving a new station wagon.



"Herman's trying to get accustomed to that sight as his train approaches a crossing."

CHICAGO

Dan Dutkiewicz

BILL McGRATH and LEON PAUKSTA have gone back to school to review their ABC's. Seems Bill and Leon are going to Foreign Trade Training Center, taking a course in Foreign Trade Practices, to be better able to further improve our service to shippers and patrons.

Birthdays in March for GLORIA JAGER and SHIRLEY MICHALEK. Last year one of the male members of the office told Shirley she was going to receive a kiss for each year. To her amazement—and probably to her relief—the kisses she received were chocolate candy. How now this year, Shirley?

In the next issue of MILEPOSTS, BILL McGRATH has promised your scribe some big news. He won't tell just what it is, though we've been prying, eavesdropping, wheedling, and soft-soaping



"May I assist you, madam?"

this individual, hoping for some enlightenment. Knowing our Bill, it will probably be news that will go down in the annals of MILEPOSTS' history.

With tongues in cheeks we read in today's press of severe storms in Southern California, whereas today we have real nice weather. Just proves that they still haven't done much about the weather.

In fact, here in Chicago, our normal cold weather keeps our railroaders hopping just to keep warm. Even to the extent that one of our teletypes recently burned out, which probably kept the operator warm, and just proves how our WP'ers work at their jobs.

STOCKTON

Elaine Obenshain

Quick action by Dr. Lloyd Boettger and Nurses Molly King and Lillian Van Horn is credited with saving the life of a 13-month-old girl, who was speeded to the hospital with a small bell from a hobbyhorse lodged in her throat. While the nurses held little Cathy Ann Marsh upended, forcing the bell higher into the throat, Dr. Boettger was on his way to the hospital. Minutes later he removed the obstruction. Cathy Ann was placed in an oxygen tent for about an hour to recondition the lungs and remained in the hospital overnight for observation. The grateful parents, Switchman and Mrs. JACK H. MARSH, returned Cathy Ann to their home the following day.

Many of his WP friends join in wishing Julius Gaedtke a happy retirement after 51 years of railroading as general agent of the Missouri Pacific, February 28. Julius was well known to WP railroaders, not only through his work

with the MOP, but because he was in WP's freight traffic department at Fresno from 1912 to 1927. He was also the first freight agent for the Central California Traction Co. in 1907.



The betrothal of Shirley Ann Benedict (above) to Richard E. Sickert of Stockton was recently announced by her parents, Car Foreman and Mrs. GEORGE BENEDICT. Wedding plans are as yet indefinite.

We are glad to see Roundhouse Clerk F. J. MARTINEZ back at work after a serious operation, and hope that his good health continues.

Congratulations to Conductor and Mrs. M. E. McCANN, who became grandparents for the second time on Christmas Day when David Gerald was born to their daughter, Marleen, and son-in-law Jerry Mintun. The youngster, weighing 9 pounds 7 ounces, has an older brother, Michael, age two years.

Our deepest sympathy to Clerk ERNIE DAVIS, whose mother passed away February 14 after an extended illness.

PBX Operator MARY CRAVEN, who is recuperating nicely from a recent major operation, is taking a 90-day leave of absence in order to visit her daughter and son-in-law, Darlyn and Ted Bristow, at Fairbanks, Alaska, where Ted is stationed with the U. S. Army.

Furlough Clerk Mrs. BARBARA OBENSHAIN has been relieving Mary during her absence.

Congratulations to Fireman and Mrs. RAY GRUMMETT, who are the proud parents of a fine 8-pound 2-ounce son, David, born February 19. The Grummetts have three older children.

Following in his father's footsteps with a railroad career in mind, Ronald Dinkel, son of STANLEY DINKEL, traffic manager, Western Region, recently employed by SFe, has been transferred from San Francisco and is working as a clerk in SFe General Agent Osgood's office here in Stockton.

The spur track into Johns-Manville has been completed and we are now spotting cars there.

WINNEMUCCA

Ruth G. Smith

Stanley Miller, son of Operator and Mrs. M. C. MILLER, has been appointed Employment Service Director of the Winnemucca office of the Nevada Employment Security Service. He joined the service in January. Stanley is a graduate of the local schools with the MCHS class of 1948 and won a Harold's Club scholarship to the University of Nevada, where he received a degree

in journalism in 1952. He taught one year of English at Humboldt County high school following his return from Army service in Germany.

Retired Conductor J. W. DEEMS left for Salt Lake City, where he will spend some time visiting before he continues on to Texas for a visit with his son and daughter-in-law, Lt. Col. Ralph Deems and family.

Traveling Auditor KENNIE TINKER was in Winnemucca for three or four days in February.

JOHN THOMAS SMITH and Alta Marie Mastelotto were married in Oroville on February 24 and immediately left on a honeymoon to Mexico City and Acapulco. He is the son of Engineer JOHN SMITH and Roundhouse Clerk RUTH G. SMITH, and is an equipment



"Other end up, stupid!"

maintainer for WP, now stationed in Keddie.

Our deepest sympathy to RICHARD GOODMAN and his wife, of Kampos, who lost their four-day-old son, Ricky Lee, in February.

Ann Dittmer, daughter of Rev. and Mrs. W. E. Dittmer, announced her engagement recently to WILLIAM HOLSCLAW, son of Mrs. A. V. Hughes and Harold Holsclaw of Portola. William was graduated from Portola High School with the class of '52, and is a WP employee.

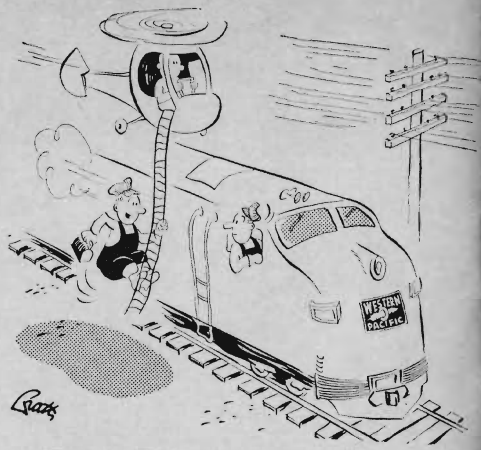
OROVILLE

Helen R. Small
C. W. D'Arcy

Congratulations to Mrs. Anna Peterson, wife of ROY PETERSON, retired employee, on winning \$1,000 as the result of being a third prize winner in the national Nescafe Coffee Limerick contest in which a total of \$50,000 in prizes are being awarded. Mrs. Peterson thought a "really grand" vacation might be an ideal way to use some of the money.

In February more than 70 residents of the Western Pacific subdivision, north and west of White Rock Road off Highway 40A, petitioned the Board of Supervisors to change the name of the subdivision and 21 of the streets and avenues within the development. The petition, in its resolution, contended the name "Western Pacific" was not unliked, but that because of its association with the railroad is confusing and misleading. The petition was referred for checking to Supervisor DALLAS HUGGINS, retired carman.

We hope that Agent E. L. HENSLEY, who retired January 31 after many



"Our industrial department uses a helicopter—so why can't I?"

years of service as both telegrapher and agent, is becoming used to his new life and is enjoying himself thoroughly. We also extend our congratulations to A. I. REICHENBACH, JR., on becoming our new agent.

Telegrapher EDWARD L. DUFFY passed away at the Oroville-Curran Hospital on February 21. He was holding the position of telegrapher at Portola. He is survived by his widow, Josephine B., one son, Paul, and four grandchildren—all of Oroville. Our sincere sympathy to his family.

Conductor L. D. TAYLOR's daughter, Edna Ann, and Edward Burgraff of Anderson, Indiana, were married on March 2 at St. Joseph's Cathedral of San Diego. Edna is a graduate of Oroville Union High School and both are students at San Diego State College.

Fifty years ago, 15 carloads of steel for the Yuba River bridge of Western Pacific and the long trestle on the south side of the river arrived in Marysville.

ELKO

John G. Ford

A big pile-up on the eastern division on February 5, but no personal injuries. Timekeeper STEVE HERNANDEZ and Accountant JOHN MURPHY both managed to get into the superintendent's office coat room at the same time during the noon rush, and you can use your imagination as to the end result. Impaired clearance signs would be helpful.

General Clerk PETE "SKEETER" ANDERSEN, as well as being our Nevada State Fish and Game Commissioner, reported that, effective the first of 1957, fishing for the first time in Elko County will be legal the year around. By all indications, Yardmaster HENRY WESOLOWSKI and Engineer O. J. HILL, who are ardent fishermen, are catching some nice ones. Fishing through the ice can be quite a sport, according to "O. J."

Congratulations to Switchman and Mrs. EVERETT WRIGHT on the arrival of their 7-pound 2-ounce daughter born at Elko General Hospital on February 2. She has been named Dawnell. The proud grandparents are Section Foreman and Mrs. JOHN G. WRIGHT.

Welcome to ROBERT B. RUSSELL, promoted from signal foreman at Keddie to the position of assistant signal supervisor, with headquarters at Elko. He replaces ROY R. GIFFORD, who was transferred to Winnemucca. We wish them both success in their new locations.

Our condolences to Stenographer-Clerk ELSIE HART in the passing of her father, Henry Russell, at Concord, California, on February 24 after a three-year illness. Elsie was accompanied to her father's funeral by her husband, Engineer C. E. HART.

Mrs. Hearon, wife of Janitor SAM HEARON, was called to Chicago February 19 to be by her father's bedside during a serious illness.

Things took a natural look in the Elko yard recently when Engineer JOHN A. BROWN was again seen behind the "horns" of the "goat" after being on the *California Zephyr* for a short period of time.

Mrs. Phyllis Sullivan, wife of B&B Inspector PAT SULLIVAN, displaced a disc in her back while bowling at the Telescope alleys on February 21 and, consequently, was confined to her bed for about two weeks. Here's hoping, Phyllis, that you will soon be well enough to roll that ball again.

One for Ripley . . . Road Foreman of Engines CLIFF FIELDS while riding in the third unit of No. 18, doing approximately 79 miles an hour around Iron Point, stuck his head out of the door to watch the poles go by when a gust of wind blew off his cap and glasses. When the *California Zephyr* was being inspected 115 miles from the scene of the incident, his glasses were found on the buffer casting of the baggage car, not even scratched! Cliff is still crying about putting out two bucks for a new cap.

Mrs. Mary Gray Thompson, 47, died at a Salt Lake City Hospital from a heart attack on February 4. Mrs. Thompson was preceded in death only three months before by her husband, retired Conductor WILLIAM THOMPSON. She is survived by two sons, George and Frank, of Salt Lake City, and several relatives in Sacramento. We extend to them our sincere sympathy.

A bustle is like a historic novel—a fictitious tale based on a stern reality.

OAKLAND

J. V. Leland

Marine Engineer CHARLIE CHRISTIANSEN announced the birth of a son in February, which isn't bad for a young fellow of 59 years. Congratulations!

Switchman GEE McCLURE returned from vacationing in the Southwest, where he shot a few jackrabbits and a bobcat. He also sweated out the flapping of large wings when just two hours before departure of his homeward-bound train he became a grandpappy for the third time.

An interesting item from a Scottish newspaper was sent in by WILLIAM D. GOOD, general roundhouse foreman. The article tells of one Patrick Lane, a porter at Crosshill Railway Station, not far from Hampden Park, Glasgow. When petrol rationing started, he decided to do his best to attract more passengers to this little station and bring a smile to many gloomy faces. On a new notice board propped up outside the booking office, Pat, with different-colored chalks, bid all and sundry a cheery good morning. This was followed by a piece of advice about how to carry on through the day, no matter what cares beset you. A new message and cartoon appeared each day, and soon passengers began to arrive earlier to see what Pat had laid on for them.

Samples of the pep talks follow: "Morning, fellow workers. Monday again. Make this surprise day. Surprise your friends and add zest to their living." "Don't take life too seriously, because you'll never leave it alive." "Is your job fun? Mine is." "Good morning. You're as old as you feel and think. Think young and you'll feel young. Forget the calendar. Cultivate

a hobby. Happy traveling!" "Good morning. We can make life more enjoyable for each other. Neither of us has any right to make any moment miserable for the other."

Pat is 49 and married.

SAN FRANCISCO

George Bowers, Doug Bruce, Rita Connolly, Elizabeth Fagan, Lawrence Gerring, Carl Rath.

Congratulations to MARTIN GOLDMAN, interline divisions bureau, and his wife, Rita, on the birth of their second daughter, Marilyn Ruth. She arrived on February 13 and weighed 6 pounds 10 ounces.

CLIFF B. RUSHMER, design engineer and second oldest engineering department employee in years by seven months, started out on a new venture during March. Each month the Couples Club of the First Congregational Church in Oakland holds a Friday evening of entertainment, a buffet supper and dancing. WP's color movie, "California Zephyr," is known to some of the members, and "Buck" was urged (we think coerced) into being chairman for the evening. Besides showing the movie, Cliff got up before the microphone for the first time and did a bang-up job in telling all about Western Pacific, its history, its operations, and of course gave a nice plug for the popular streamliner. His comment on Monday morning was: "Gosh, it wasn't as difficult as I thought it was going to be. But I was sure scared all day Friday."

Congratulations to FRANCES WIDNESS, assistant statistical clerk in the general agent's office, who on February 12 at Las Vegas changed her name to Mrs. Ted Courtney. The Courtneys visited Boulder Dam and took in other

interesting sights around Las Vegas before returning home.

MALCOLM W. ROPER, vice-president-traffic, has been appointed to the Industrial Advisory Committee of the School of Traffic at Golden Gate College. This committee consists of leaders in the field of traffic in the San Francisco Bay area. It furnishes advice and assists in the determination of the general policy of the school of traffic.

DETROIT

Charles J. Hudgins

With recent stirrings of spring in the air, the Detroit agency seems to have caught the fever and everyone is alive with hustle and bustle. Auto producers are looking for a surge in purchasing as the sun gets warmer, and this keeps LARRY MOE stretching his long legs toward the automobile traffic departments. Larry is feeling more and more at home as a transplant, and the family is getting along fine. Daughter Martha has become a member of the Bell Telephone System and, as a result, is proud owner of a '53 model car purchased out of income. Larry's wife, Ruth, is suffering from hepatitis, which has confined her to bed for several weeks, but we hope to see her up and around before long.

RUTH VETTER, chief clerk, after 22 years at the same address, decided it was time for a change of scenery and

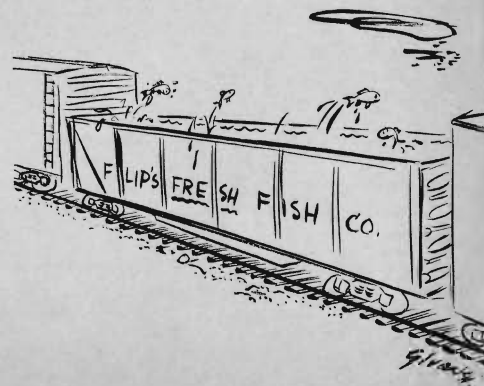
A guy and a gal hurrying around a certain corner in opposite directions bumped smack into each other. Both stepped back, apologized, and started forward again. But they both sidestepped in the same direction, and collided again. Once more they started ahead, bumped again and apologized. This time, the fellow retreated two paces, raised his hat and gallantly remarked: "Just once more, doll, then I really must go!"

has sold the old homestead and resettled in a new dwelling. Ruth's son, Eric, now working for the U. S. Government in Japan, was married to Virginia L. Stevens, Des Moines, Iowa, in Tokyo, Japan, on January 19. Ruth also became a grandmother for the first time on March 6 with the birth of little George IV to her lawyer son of New York City.

VINCE CARR, Cleveland representative, suffered a mishap when he fell on the ice, but is back at work hale and hearty.

LEO KAMINSKY, traffic representative, weathered family colds, measles, and polio shots, and reports all is fine on the homefront. Leo has experienced a series of unhappy events with his car—just can't keep out of the way of other cars—and he has a few dents to prove it.

"CHUCK" HUDGINS, traffic representative, is feeling like a gypsy covering his new territory. He has reached the conclusion that a trailer would be the best solution. Chuck is brightening up with approaching warmer weather, however, since he found driving difficult at times this past winter.



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Association of American Railroads has interesting exhibit in new Stock Exchange Building, Broad and Wall Streets, New York, featuring past, present and future operating model railroads and other displays.

Gary Cooper will play leading role in "Town Tamer" based on building of Great Northern.

Texas & Pacific honored with National Safety Council's Railroad Public Safety Activities.

Total railroad purchases for 1957 may exceed \$4 billion, almost \$1 billion more than in 1956.

While number of Class I railroad employees in 1956 remained a little higher than in 1940, 1956 payrolls were nearly 170 per cent greater. Rate of return on Class I railroads' net investment dropped from nearly 5% in 1940 to 3.95% in 1956 despite increased traffic, revenues, and improved efficiency.

Santa Fe will award five four-year scholarships annually to employees' sons and daughters beginning this year.

California-Nevada Railroad Historical Society excursion on W. P. and Nevada Northern over week-end of April 27-28, leaving San Francisco night of April 26.