

WESTERN PACIFIC
Mileposts

AUGUST 1956



Mileposts

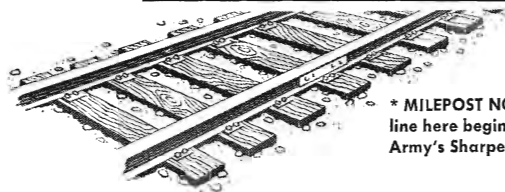
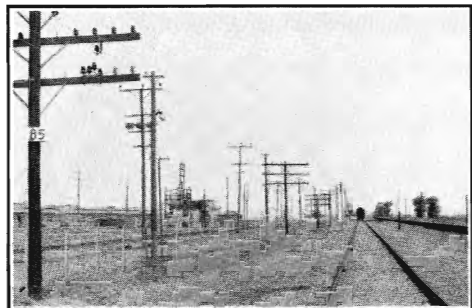
WESTERN PACIFIC

Vol. VIII, No. 1

AUGUST, 1956

*Milepost No. 85

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



* MILEPOST NO. 85: The main line here begins to pass by U. S. Army's Sharpe General Depot.

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COVER: A CF&I roll turner checks the rolls with a template after they have been trued on a giant lathe. See story on Page 3.



MILEPOSTS

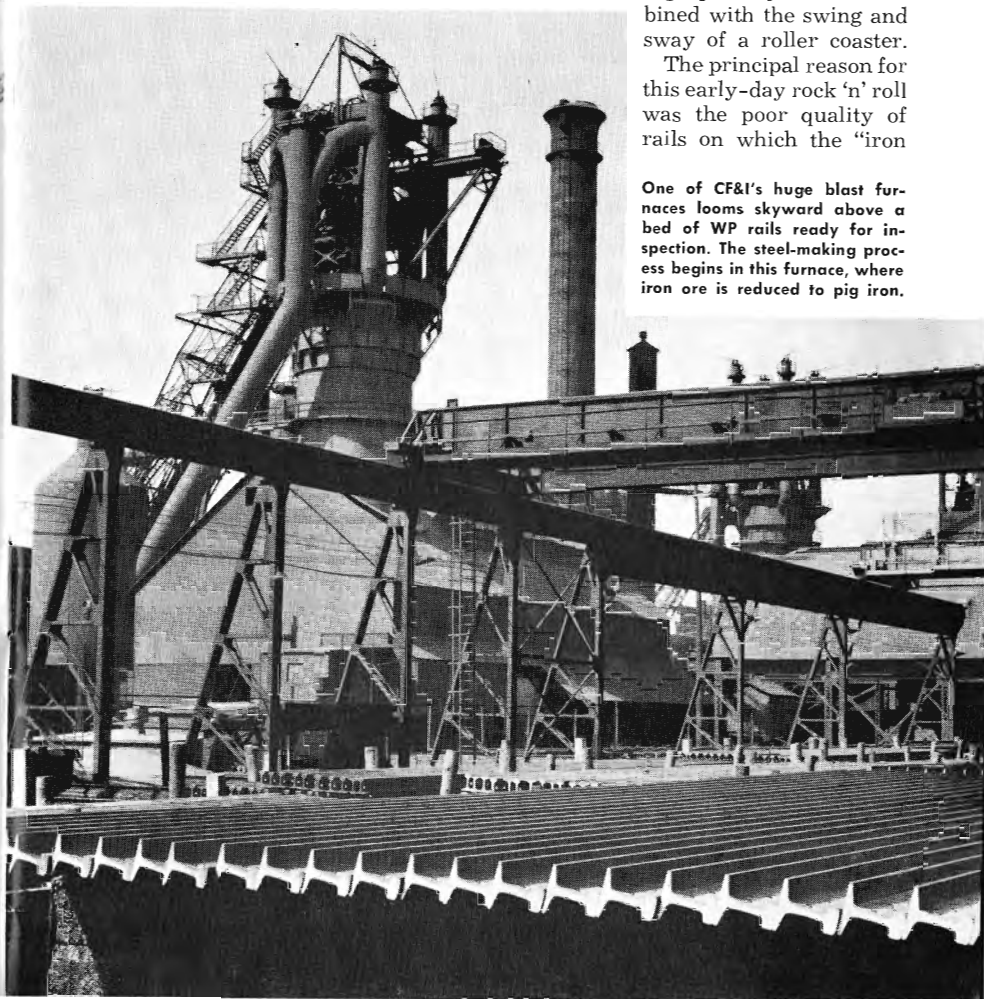
There's a lot more to
STEEL RAIL
 than can be seen
 by the eye

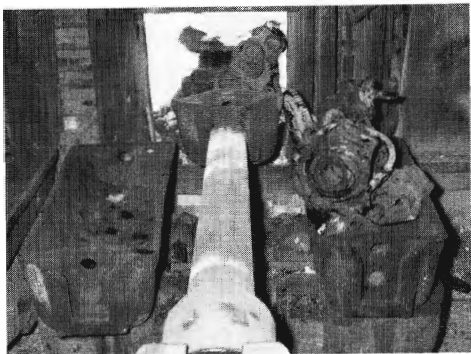
Your great-grandfather could recall when train travel, although an exciting experience, left something to be desired. A "smooth" ride in those days was comparable today to standing five feet away from a jack-hammer tearing

up a city street combined with the swing and sway of a roller coaster.

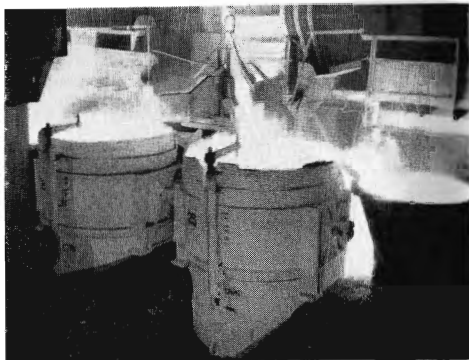
The principal reason for this early-day rock 'n' roll was the poor quality of rails on which the "iron

One of CF&I's huge blast furnaces looms skyward above a bed of WP rails ready for inspection. The steel-making process begins in this furnace, where iron ore is reduced to pig iron.





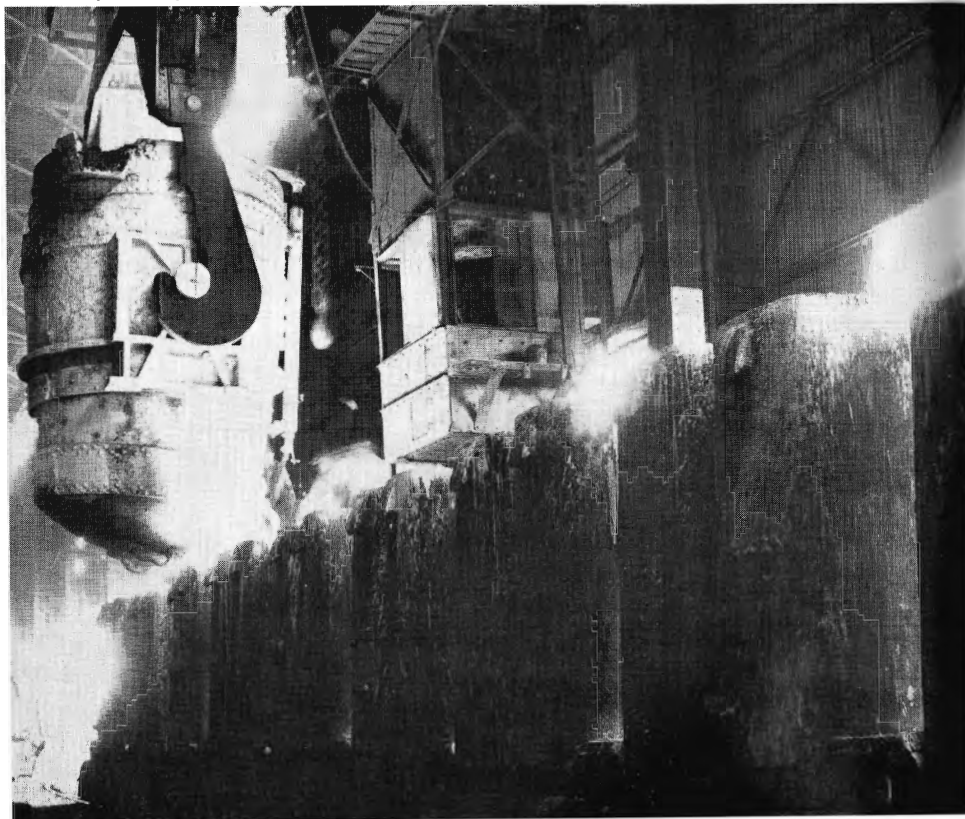
Above: A box of scrap iron being shoved into an open hearth furnace. Steel ingredients—ore, iron scrap, limestone—are charged into furnace, where temperature is about 3,200° F.



Above: Tapping the heat (a batch of steel). White-hot contents of open hearth are run into huge 100-ton ladles. Impurities (slag) float on surface, overflow into smaller pot.

Below: Pouring ingots. Molten steel in the ladle is poured, by means of an opening in bottom of

ladle, into twenty-four 8-foot-high ingot molds mounted on narrow-gauge cars.



horses” ran. Many early railroads in this country were built of wooden rails capped with thin strips of iron to provide a running surface for the wheels. These were called “strap rails.” Others used short cast-iron rails. Wrought iron rails, 18 feet in length, were imported from England as early as 1831. The first wrought-iron rails of American design were rolled in the United States in 1844, and by 1850 most trains were running on wrought iron.

The first Bessemer steel rails manufactured in this country were rolled at the North Chicago Rolling Mills on May 25, 1865, and by 1880 about 30 per cent of all track in the United States had been relaid with steel rails. By the late 1890's, steel had almost completely replaced iron.

The weight of these early-day rails was from 45 to 56 pounds per yard. As weights of locomotives and cars increased, and methods of rail manufacture were improved, the weight of rails increased. Today's steel rails, much superior to those of even a short generation ago, range in weight on main lines from 85 to 155 pounds per

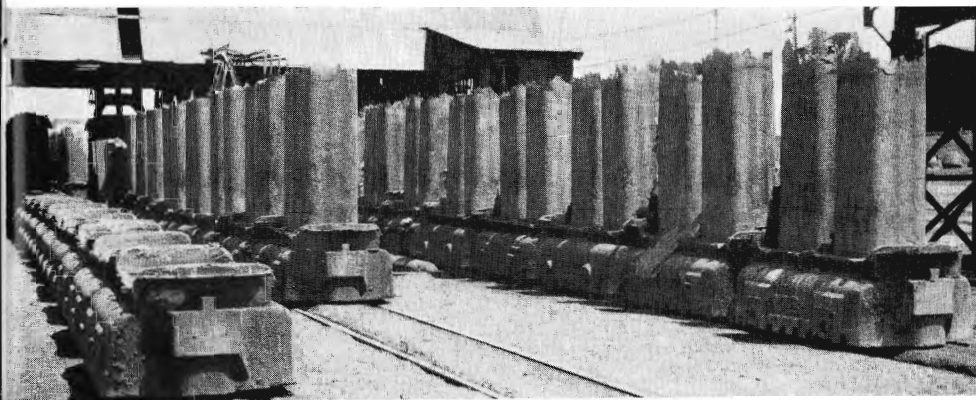
yard, the average being about 104 pounds per yard. This may not seem very heavy, not until you attempt to pick up a piece of rail one yard long!

The length of rails has also been increased. The earliest strap rail was eight to ten feet in length. By 1850 rail 18 to 20 feet in length was common; in 1920, the standard length was 33 feet; and today this has been lengthened to a standard length of 39 feet. Longer rails are used in special locations.

Rail rolling and railroading, two western industries which grew up together, are today writing new chapters in their colorful histories. Tuned to this development is the Colorado Fuel and Iron Corporation at Pueblo, Colorado, from whom Western Pacific buys its rail. Rails were first rolled at this mill in 1882, and today a skilled staff of specialists roll hot ingots into quality CF&I rails behind a motto, “Rails for the safest, fastest rail transportation systems in the nation.”

The quality of rail is still constantly being improved, as are the methods of its use. Western Pacific was the first railroad to adopt CF&I's new 119- and 136-pound rail as its standards for

Two trainloads of glowing, red-hot ingots leave the stripping machine, where the molds are lifted from the ingots, on their way to the rail mill.





A five-ton ingot is lifted from a soaking pit, a large oven in which the ingot has been heated to the proper temperature before rolling.

main line rail replacements. Tests are being made continuously by WP engineers working under the direction of Chief Engineer Frank R. Woolford. While many other factors contribute, today's steel rail is giving Western Pacific trains not only a smoother and quieter ride, but a roadbed over which higher speeds can be safely accomplished. Better rail also minimizes rail failures which means a considerable reduction in the cost of maintenance.

Next month, MILEPOSTS will describe Western Pacific's rail-welding operation at Winnemucca, Nevada.

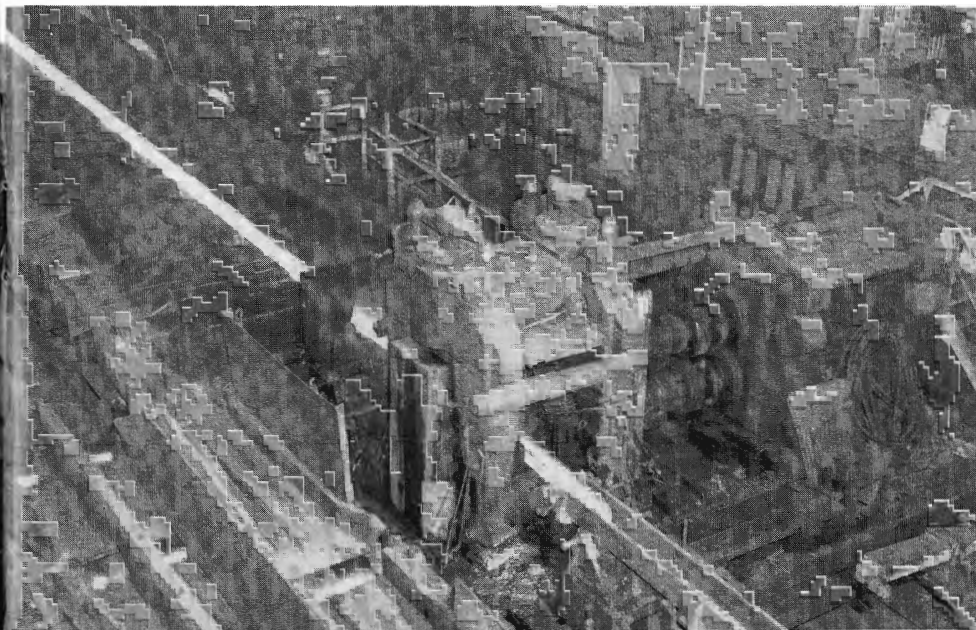
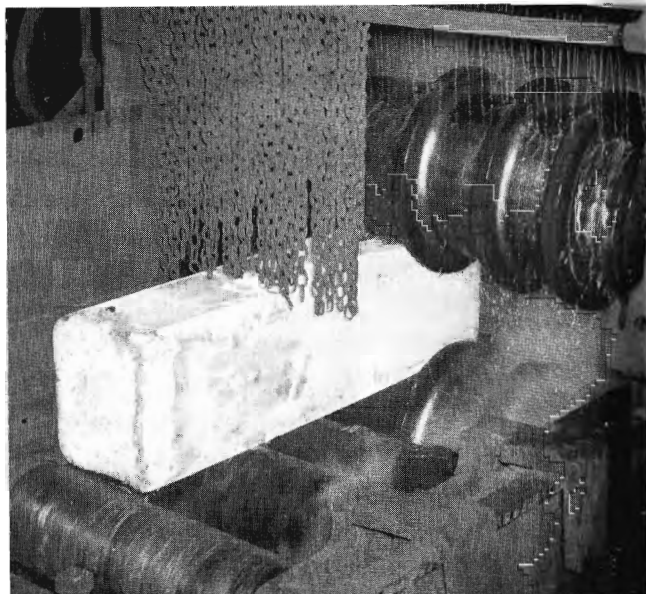
(Colorado Fuel & Iron Corp. pictures)



George Boedecker, CF&I's head rail inspector, and WP Rail Inspector Ed Batchelder examine for grain structure and defects, ends of rail specimens which were broken on large press.

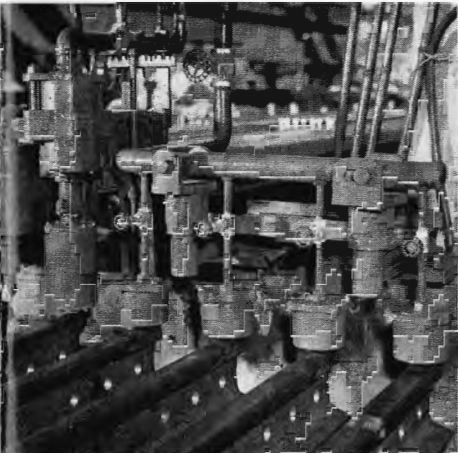
Having been gradually shaped into rail by repeated passes through the roughing stand and the intermediate stand, the rail makes its final pass through the finishing stand.

The rolls of the "blooming mill" move closer together each time the ingot passes back and forth, reducing it to about 9 inches square and 50 feet long.





This high-speed, circular "hot" saw cuts the 130-foot-long rail into 39-foot lengths in less than one second. Imperfect ends of the rail strip are cut off and tossed by a man into scrap pans with the aid of long tongs.



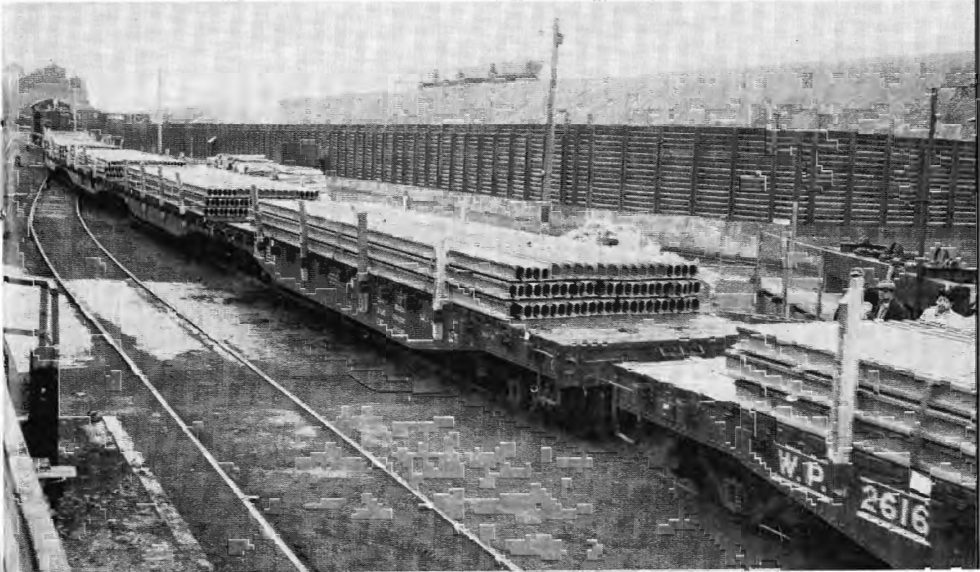
Leaving the finishing mill the end at the top of each rail is made red-hot as it stops under each of these five burners. A jet of air is then directed on the hot area to harden and better protect it against the batter of car wheels jumping the gaps between rails.



Walking on top of a rail is against all railroad safety rules, as WP railroaders know. But these "rail walkers" find it relatively safe, as the rail surfaces have not yet been polished by train wheels. These rails are being inspected, first on the upturned bases, then on the heads, by Ed Batchelder, WP, and George Boedecker and Al Niznich, of CF&I.

Below: A Colorado & Wyoming Railway switch engine pulls out a string of WP flatcars loaded with new rails, on their way to WP's rail welding plant at Winnemucca, Nevada.

WP Rail Inspector Erich Thomsen checks weight of hot rail as CF&I's Charles Zisk inspects surface of rail. The bright light held by Zisk makes the red-hot rail appear blue, making it easier to see surface imperfections.



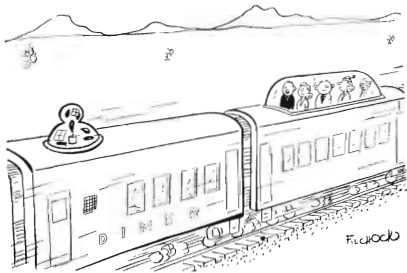
**They go to school
so they'll know**

What's Cookin'

There are very good reasons why the *California Zephyr's* diner is about the most popular dining car ever. The food is a veritable gourmet's delight, and those who prepare and serve the food take a special interest in pleasing the passengers. From the many letters of commendation received, the proof is in the eating.

Each *California Zephyr* diner is manned for an entire trip across the country eastbound and westbound between Oakland and Chicago by a crew from one of the three railroads who operate the train. A Burlington crew may be aboard for one trip, a D&RGW crew the next, followed by a crew entirely made up of WP dining-car employees on the next trip out.

The *California Zephyr* dining-car pool employs 216 stewards, cooks, and waiters, made up of twelve crews, four from each of the three railroads. Every crew is responsible at any time to the superintendent over whose railroad the train is operating. The service is



**"Let's go into the diner—
they're making fresh coffee."**



Reviewing service manual are Steward Michael Zellin, Waiter Lovelder Draper, Tavern Car Attendant Chas. Woods, and Chef John Norford.

uniform and every crew in the pool works under rules provided in a manual known as CZ Bulletin No. 2. Every known question in the operation of the dining and buffet cars—from where to light the kitchen range pilot light to the serving of a de luxe Italian dinner—is answered in the bulletin.

Each dining car and every chef in the pool is furnished with a recipe book containing some 280 pages and 525 recipes. New recipes are added as they are tested and found favorable.

But all these regulations, recipes, and service instructions will not produce results unless they are put to practical application with the wholehearted cooperation of the employees to whom they are issued. Obviously, special training is required to serve some 200 de luxe dinners each night with a variety of items—dinners about which the passengers often talk long after they have reached their destinations. To provide this training, Harold G. Wyman, WP's superintendent of dining cars, conducts an annual instruction class for Western Pacific crews during which examinations and

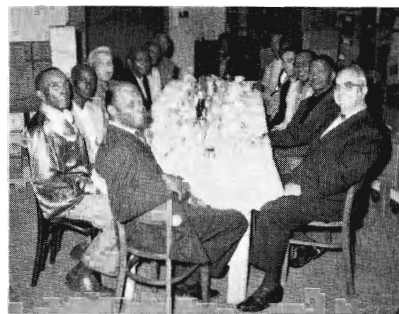
service refresher courses are given. U. S. Public Health Department pictures covering the requirements of an interstate carrier are also shown. The classes take an entire day and are enthusiastically supported by the employees and their organizations. As a feature of each class the commissary serves a luncheon between the morning and afternoon sessions and, not unlike the mailmen who go for walks on their day off, these railroaders who spend their time preparing and serving food look forward to the occasion.

Similar classes are held for the dining-car crews of the other two railroads over which the *California Zephyr* operates.

The first railway dining cars for the use of passengers were operated by the Philadelphia, Wilmington & Baltimore Railroad (now a part of the Pennsylvania) between Philadelphia and Baltimore in 1863. There were two of these cars, remodeled day coaches, 50 feet in length, each fitted with an



Lunch time for one of the groups attending the dining car school of instruction. Two tables were required to seat this class.



Classes are taken seriously and many of the questions are difficult. It looks as though Waiter Ernest Pontiflet is stuck with "toughie."





Each of the classes is conducted by Crew Dispatcher William Powell, Superintendent of Dining Cars Harold Wyman, and Dining Car Inspector Cecil Staley. Questions cover every operation in dining car service from cleanliness, equipment, to excellent service.

eating bar, steam box, and "other fixtures usually found in a first-class restaurant." The food was prepared at the terminal station and placed on the cars immediately before the departure of the trains (*as the air lines do today*). These primitive "dining cars" remained in operation for about three years.

In 1867, George M. Pullman introduced "hotel cars" (sleeping cars equipped with kitchen and dining facilities) the first three of which were the *President*, the *Western World*, and the *Kalamazoo*. The first Pullman-built car devoted entirely to restaurant purposes was the *Delmonico*, operated in 1868 on the Chicago & Alton Railroad (now part of the Gulf, Mobile & Ohio).

Today's *California Zephyr* diners are a far cry from these pioneers. They must serve an average of 58,000 meals per month. To do this, each diner starting out on its run to Chicago is equipped with 800 individual

pieces of chinaware; 350 individual glasses, from shot glasses to parfaits; 1,200 pieces of silverware; and nearly 150 miscellaneous items such as thermos bottles, wooden salad bowls, casseroles, flower bases, etc. During this trip some 2,500 separate items of linen are used. The 275 individual grocery items stocked range from de luxe sirloin steak to pickles. All this stock and equipment, except the linens, must be stored in the kitchen and pantry, an area of 30 feet by 7 feet, which area also takes care of the range, boiler, four refrigerators, deep freeze, fish well, dish and glass washing machines, automatic toaster, coffee urn, and storage lockers for dry supplies. With all this placed in a compact unit, the four cooks work on a floor area 20 feet long by 30 inches wide, and seven waiters work out of a pantry 10 feet by 40 inches.

When a passenger wants a steak cooked right, he just has to ask the man in white uniform.

Authorized Pharmacies

for filling Western Pacific Medical Department prescriptions

Because of the steadily mounting cost of prescription drugs, the Western Pacific Medical Department has found it necessary to restrict its prescription service to an approved list of drug stores. And, because prescriptions in the past have sometimes been refilled after the doctors felt that they were necessary, these pharmacies will be required to obtain authorization from the WP staff doctor before refilling any prescription, which may be secured by telephone.

Agreements have been signed with

the pharmacies listed below, and arrangements are being made with pharmacies east of Portola, which list will appear in an early issue of *MILEPOSTS*.

Employees should, whenever possible, call in person at the pharmacy to secure their prescription as the patient must sign for receipt of the item. In any emergency, delivery will be made to the employee's home, but under the new pricing agreements these stores are entitled to charge a delivery fee which must be paid by the employee.

(Continued on Page 14)

AREA	NAME OF PHARMACY	ADDRESS
San Francisco	Bowerman's Pharmacy	498 Post Street
		356 Post Street
Oakland	Harold's Drug Company	Ocean and Junipero Serra
	Lidley's Pharmacy	110 First Street
	King's Pharmacy	400 Twenty-Ninth Street
	Tobenkin Pharmacy	2200 MacArthur Blvd.
Alameda	Sutherland Pharmacy	3878 San Pablo Avenue
Hayward	Hayward Drug Company	1500 Encinal
San Leandro	George's Drug	1025 B Street
Niles (Fremont)	Whitaker Pharmacy	Bancroft and Dutton
Livermore	Duarte's Rexall Pharmacy	539 First Street
San Jose	Moderne Drug Company	1118 West First Street
Tracy	Rose Pharmacy	Second and Santa Clara
Modesto	Tar Scott Drug Co.	126 West Eleventh Street
Manteca	Manteca Drug Company	Thirteenth and H Streets
Turlock	Hauck's Pharmacy	123 West Yosemite
Stockton	Gleason's Drug Company	Broadway and Main
	Happell's Pharmacy	37 South Sutter
Lodi	Zimmerman's Pharmacy	230 North Sutter
		16 West Pine Street
		Oak and School Streets
Sacramento	Robert Kellogg Pharmacy	2730 Capital Avenue
	South Sacramento Pharmacy	4720 Franklin Blvd.
Marysville	Marysville Clinic Pharmacy	725 Fourth Street
Oroville	Prato's Payless Drugs	1305 Myers Street
Quincy	Grover Brothers Pharmacy	Main Street
	The Quincy Drug Store	Main Street
Greenville	Greenville Drug Co.	321 Main Street
Westwood	Westwood Pharmacy	
Portola	Kehoe Drug Company	210 Commercial Street

Ex-Employee Offers Donation

"A long time ago—back in the winter—you sent me a notice of the flood damage and the railroad's affected summary and also asked for a contribution. (Editor's note: Evidently refers to a Red Cross or similar plea.)

"The reason for my delay (in writing) is: My finances were low and I was sick with infection and had to be hospitalized for a while.

"Getting back to Western Pacific. I want you to know I'm an easterner, but last summer was in your state and

I worked two weeks at your Portola Hospital and loved every moment of it. I'm a person of nature, therefore the mountains and the air was a part of my enjoyment. Of course, I am a staff nurse at one of our quite large hospitals, but the system at the Portola Hospital cannot be beaten by any hospital in which I have worked, and I have nursed in all the large hospitals in Philadelphia.

"I will say this about the *California Zephyr*. None of the eastern trains can compare with it. Everyone so courteous, and the food served so temptingly. Well! I am just out of superlatives. I shall always contribute to WP, and I do want to thank the company for MILEPOSTS. It brings it all back freshly to my mind.

"The doctors at Portola, as well as the entire nursing staff, are just the best group of people I've ever met. Dr. Peters is a very brilliant man and I've seen plenty of them.

"Enclosed is my check for \$5 at this time, and next month I will send more. Please count my name in just one little corner of the WP.

"Thanking you.

CERETA M. SHOCKLEY, R. N.
Philadelphia."

A reply was mailed to Miss Shockley thanking her for her generosity, but informing her that Western Pacific had made no requests for contributions. It was suggested to Miss Shockley that her donation be turned over to the American Red Cross which handled most of the flood relief work.

Promotions and Transfers

R. B. Ritchie is promoted to general agent at New York, effective August 1, succeeding J. D. Still, resigned. Headquarters will be at 500 Fifth Avenue.

Ritchie is a 51-year-old native of Minneapolis and first worked there in the traffic department of the Commander-Larabee Corporation in 1923. After a short period with the Nickel Plate he became city freight agent for the Pere Marquette in the fall of 1929, and ten years later entered Western Pacific service in the city of his birth. He was promoted from traffic representative to general agent at Cincinnati in September, 1954, his most recent position.

Bob is a past vice-president of the Minneapolis Traffic Club and past president of the Off-Line Agents Association of that organization. His hobbies are golf, hunting and fishing.

The Ritchies were married in 1928, and they have two sons, John and Bob.



followed a business college and University of Nebraska schooling. He joined Western Pacific as chief clerk in the Omaha traffic office in January, 1942, and came to San Francisco in the fall of 1945 as city freight agent. He served as chief clerk in the general



agent's office in San Francisco during 1948 and 1949. He became traffic representative, his latest position, in 1949.

Although he enjoys sports when the opportunity arises, his principal hobbies are gardening and his family, which includes his wife, Marilyn, and two sons, Kent and Richard.

He is a member of the San Francisco Traffic Club, Pacific Traffic Association and the Fraternity Club, and a committeeman for the Boy Scouts. He is also a member of the choir and the Board of Trustees and the Board of Elders of his church and teaches a class at Sunday school.

* * *

Robert C. Morris, former supervisor of reclamation at Sacramento Shops, was appointed assistant transportation engineer in the research section at San Francisco, effective July 1.

Bob was born at Glenn's Ferry, Idaho, on March 30, 1923. He received his early education in Utah and Wyoming and later attended Sacramento Junior College. He majored in engi-

Authorized Pharmacies...

(Continued from Page 13)

Medical Department Rules 16 and 23 (see your copy of the By-Laws and Rules) limit the prescription items that may be received at Medical Department expense. New arrangements have been established to enforce such restrictions, and employees may now be required to pay for certain items that they were improperly receiving in the past without charge.

Even if a staff doctor prescribes any of the excluded items as being desirable treatment in a case, this does not obligate the Medical Department to pay for such prescriptions. In case of any question or misunderstanding, the patient should pay for the prescription and ask for a receipt and duplicate copy of the prescription itself for submission to the Medical Department for further consideration.

Sign in a bar: "Please do not stand up while the room is in motion."



neering and business administration at UCLA and UC.

Other than summer vacation work, his entire employment has been with Western Pacific, which began in 1942 as special apprentice in the mechanical department at Sacramento. From 1943 to 1946 he served in the European Theater with the Army Corps of Engineers and the infantry and returned to Sacramento in 1946 to complete his apprenticeship in the study of mainte-

nance and operation of diesel engines.

July must be his lucky month, for on July 1, 1948, he was made roundhouse foreman at Oakland, on July 1, 1950, he returned to the Shops as supervisor of reclamation, and received his latest appointment on July 1.

He married the former Norene Sullivan, a former stenographer for the master mechanic and electrical engineer at Sacramento Shops, and their children are Bobby, 6, and Jane, 2.

Bob enjoys rifle target shooting, which brought him special recognition by scoring 99 out of 100 during Army training, fishing, woodworking and golf.

WP Directors Re-elected

All incumbent directors of the Western Pacific Railroad were re-elected at the regular annual meeting of the shareholders on June 27 to serve for the next fiscal year.

At the subsequent regular directors' meeting, all incumbent officers of the railroad were re-elected to serve for another year.

President Whitman stated at the shareholders' meeting that the two per cent common stock dividend on the company's no par common stock (at the rate of one share for each 50 shares held), declared by the Board on May 1, has now received the necessary Interstate Commerce Commission approval. The record date for such stock dividend has been fixed at the close of business on July 6, and the payment date as August 3.

Girl Scouts Zephyr to Chicago

Forty-two Girl Scouts from San Francisco and Sacramento areas boarded the *California Zephyr* June 25 en route to the Girl Scout Senior Round-up at Pontiac, Michigan. Mrs. Mary Baxter, director of San Francisco Girl Scouts, and three other adult escorts accompanied the party.

The Bay Area girls, who boarded the train at Oakland, were given a guided tour of the streamliner prior to its departure before occupying one of the Vista-dome chair cars, where they were later joined by the girls from Sacramento.

Two "bopsters" were sitting at a table in a night club located near a railroad track. A locomotive jumped the track, crashed through the building and knocked the bopsters into the street.

"Man," said the first cat, "did you dig that crazy floor show?"

"Yeah," said the other, "but that bouncer was the most."

Cash Prizes for Railroad Essays

The New York Railroad Club has announced its eighth consecutive yearly essay contest. First prize again will be \$750; second prize, \$500; and third prize, \$250.

Suggested subjects are: Explore the technical feasibility and costs of service improvements designed more nearly to place rail service on a par with truck service, with a view to disclosing an approach to the economics of service improvements; how to improve utilization of the freight-car fleet, with a view to improved car distribution, car turnaround, and increased return on investment in cars; explore and appraise the economic feasibility of possible adjustments of equipment, service, and rates to restore rail competitiveness for shipments weighing between 5,000 and 25,000 pounds; what railroads can do to improve recruiting, selecting and training railroad (including management) personnel, to meet industry's present severe competition for superior manpower; suggest changes in rates and service to improve railroad traffic volume and net earnings, with contestant's views on improving the competitive position of railroads.

Contestants are not limited to the suggested topics, but if they wish to submit an essay on another topic, written approval should first be obtained from the club's contest committee. Essays should be not less than 3,000 nor more than 7,000 words in length. They must be neatly typewritten, in good English, double or triple-spaced, and written on only one side of each page. On a separate sheet of paper,

at the beginning of your essay, write your name, address, age, occupation, by whom employed (or if a student, what school you attend), and list the experience or special study which qualifies you to write upon the subject you have chosen. Do not place your name or identity on any other page of your manuscript.

Entries must be mailed in time to reach John Burry, executive secretary of the club, 30 Church Street, New York 7, N. Y., on or before October 1.

Do You Remember?

Eugene Parker, an old-timer of Wells, Nevada, recently wrote the Western Pacific seeking information about a carload of cattle which he believes was the first to be shipped over the railroad.

"I do not remember the exact date, but it was in 1909 or 1910," he writes, "and the shipment was made to Clay Robinson Company, Kansas City, Missouri."

"If you do not think that it is imposing too much on your good disposition, would you please favor me with a checkup and let me know if I did make the first cattle shipment over your railroad and the date of same."

Western Pacific freight service was started on December 1, 1909, but records of actual car shipments that long ago have since been destroyed.

The editor would appreciate hearing from anyone with a knowledge of such a shipment so that the information may be given to Mr. Parker.

MILEPOSTS



IN GOLD

MILEPOSTS congratulates the following railroaders who will receive Service Pin Awards during the month of August, 1956:

35-YEAR PINS		
Fred Beiser.....	Locomotive Inspector.....	Mechanical Dept.
Charles E. McDonald.....	Manager, Central California Traction Co. Stockton	
William J. Powers.....	Machinist.....	Mechanical Dept.
Turner G. Winton.....	Marine Oiler.....	Western Division

30-YEAR PINS		
Forrest V. Drake.....	Machinist.....	Mechanical Dept.
Virgil H. Edwards.....	Trainmaster.....	Eastern Division
Jack H. Hyland.....	Chief, Rate Bureau.....	San Francisco
Arnold C. Jackson.....	Locomotive Engineer.....	Eastern Division
Erastus Lafayette.....	Carman.....	Mechanical Dept.
William F. Parker.....	Engine Watchman.....	Mechanical Dept.

25-YEAR PIN		
Frank Espinoza.....	Section Foreman.....	Eastern Division

20-YEAR PINS		
Anibal N. August.....	Machinist Helper.....	Mechanical Dept.
John P. Carroll.....	Traffic Representative.....	San Jose
Ralph W. Emerson.....	Locomotive Engineer.....	Western Division
Theodore J. Esterby.....	Conductor.....	Eastern Division
James H. Haines.....	Switchman.....	Western Division
Daniel J. Irwin.....	Chief Clerk, Superintendent's Office.....	Western Division
Richard Kinzel, Jr.....	Carman.....	Mechanical Dept.
Ernest V. Lerner.....	Locomotive Engineer.....	Western Division
Donald J. Moffitt.....	Blacksmith Helper.....	Mechanical Dept.
George W. Napoli.....	Boilermaker.....	Mechanical Dept.
Arthur I. Reichenbach.....	Telegrapher.....	Western Division
John M. Rustan.....	Clerk.....	Western Division
Joseph H. Smith.....	Boilermaker.....	Mechanical Dept.
Earl A. Thompson.....	Asst. Signal Supervisor.....	Signal Dept.
Jesse P. Thompson.....	Yardmaster.....	Eastern Division
Ted Travins.....	Interline-Switch Clerk.....	San Francisco
James B. Warren.....	Asst. to Traffic Manager.....	Chicago
Lloyd E. Whisler.....	Locomotive Engineer.....	Western Division

15-YEAR PINS		
Fred C. Anderson.....	Locomotive Fireman.....	Western Division
Chester F. Barnes.....	Locomotive Engineer.....	Eastern Division
Thomas L. Barry.....	Telegrapher.....	Western Division
Kenneth L. Bedsaul.....	Brakeman.....	Western Division
Frank J. Boisseranc.....	Car Foreman.....	Mechanical Dept.
Reinhart L. Carskadon.....	Locomotive Engineer.....	Eastern Division
Manuel M. Coquim.....	Carman.....	Mechanical Dept.
George W. Daniell.....	Locomotive Engineer.....	Eastern Division
Helen Decker.....	Head Statistician.....	San Francisco
Harold W. Fife.....	Conductor.....	Eastern Division
John G. Ford.....	Clerk.....	Eastern Division
Leland M. Ford.....	Clerk.....	Eastern Division
Henry W. Hobbie.....	Relief Clerk.....	San Francisco
Norman J. Jacka.....	Clerk.....	Western Division
John Jayo.....	Machinist Helper.....	Mechanical Dept.
Gilbert Lathrop.....	Switchman.....	Western Division
John T. McLaughlin.....	Conductor.....	Eastern Division
Earl P. Miller.....	Clerk.....	Western Division
Salvatore Miraglia.....	Marine Bargeman.....	Western Division
Edgar C. Newman.....	Locomotive Engineer.....	Western Division

James C. Nicholson.....	Locomotive Engineer.....	Eastern Division
George A. Oels.....	Locomotive Engineer.....	Western Division
Burr E. Outlaw.....	Locomotive Engineer.....	Western Division
George R. Porterfield.....	Locomotive Engineer.....	Western Division
Helen M. Powers.....	Clerk.....	San Francisco
Donald R. Patterson.....	Conductor.....	Western Division
Lamar Porter.....	Conductor.....	Eastern Division
Peter O. Rosenkrants.....	Conductor.....	Eastern Division
Graham W. Snyder.....	Locomotive Fireman.....	Western Division
Raymond E. Von Harten.....	Telegrapher-Dispatcher.....	Western Division
John A. Vrismo.....	Conductor.....	Western Division

10-YEAR PINS		
Pearl Brown.....	Stenographer-Clerk.....	San Francisco
George E. Cole.....	Carman Helper.....	Mechanical Dept.
William M. Delkin.....	Machine Operator-Clerk.....	San Francisco
Richard Duncan, Jr.....	Section Laborer.....	Western Division
James F. Finley.....	Student Traveling Accountant.....	San Francisco
Roy T. Fleming.....	Claim Clerk.....	San Francisco
Andrew Gianetti.....	Carman.....	Mechanical Dept.
Robert F. Lawton.....	Machinist.....	Mechanical Dept.
Gay M. Mecham.....	Carman.....	Mechanical Dept.
Rae F. Phillips.....	Clerk.....	San Francisco
G. P. Purchase.....	Lease Clerk.....	San Francisco
James E. Roberts.....	Blacksmith.....	Mechanical Dept.
Rudolph F. Saake.....	Laborer.....	Mechanical Dept.
Albert F. Schwarzenberger.....	Machinist.....	Mechanical Dept.
Manuel I. Silva.....	Baggage-man-Janitor.....	Sacramento
Lenore Studdt.....	Stenographer-Clerk.....	San Francisco
V. O. Swanman.....	Ditto Machine Clerk.....	San Francisco
Joseph J. Valerga.....	Secretary to Chief Engineer.....	San Francisco

CORRECTION

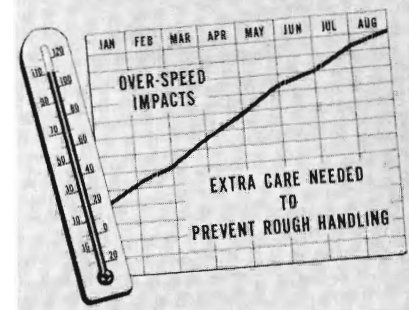
Four railroaders were incorrectly listed in the July issue as having received 10-year service pins. Christian A. Capaul, storekeeper, and Nino Poncioni, storekeeper, instead received 20-year service pins. Stephen B. Corven, statistical clerk, received a 30-year service pin in April, and Henry F. Seavers, interline recheck clerk, received a 30-year service pin in May. We're sorry, fellows, for having shortened your long service records.

Progress on the S.N.

Construction is progressing as planned on the new Feather River bridge between Marysville and Yuba City, which began on May 2 after permission to rebuild was given by State and Federal agencies. It is anticipated that the bridge and approaches will be completed and the line reopened by September 1, and plans are under way for a celebration at that time.

The company also took delivery in July of another new General Electric 70-ton diesel locomotive at a cost of \$98,000.

REMEMBER! CARS ROLL FASTER IN HOT WEATHER



Picnics Are Fun

As this issue went to press two Western Pacific annual picnics were about to take place. Because MILEPOSTS must meet a deadline it isn't possible to report these affairs, but no doubt everyone had a wonderful time.

We imagine something like the following may have occurred.

Pop, a typical Western Division railroader tired from working hard all week, looked forward to a day of leisure at Elk Grove on July 29. There were going to be a couple of good softball games between Oakland, Stockton and Sacramento, and he could probably sneak away for a little snooze after wolfing down Mom's "very best" fried chicken, potato salad, beans, and coffee. And he would see some of his pals for a little "scuttlebutt" and maybe pick up a new joke or two. Boy, picnics are fun.

Chances are, though, he might have suffered a few interruptions from these well-laid plans. Mom was also looking forward to a day away from cooking and hovering over the children and she didn't intend to spend a day off doing those same things. What happened? Mom probably watched the softball games, too (although she wasn't the least bit interested), she met and visited with other moms, and probably added a few pounds around her middle. Food just seems to taste better at a picnic, even if it is your own cooking. Whenever you saw Pop you probably saw a couple of leggy kids tagging along behind, anxious to do anything but what Pop was interested in. But he puffed up a little as he met

some of his railroad pals and their offspring and exchanged introductions, hoping that the kids would take a liking to each other and run off some place to play.

You can't depend too much on kids, though, and quiet for the first time during the day, they weren't particularly interested in each other. And they hadn't eaten since at least an hour ago. They had also been told that they would be given free balloons, soft drinks and rides, and that there were going to be races and other contests. Pop didn't get to see the second game.

Mother possesses a great amount of intuition, and no matter how long she had been visiting, when Pop returned from gallivanting around with the kids, the food was spread on the table and suddenly everyone was quiet and happy. The chicken disappeared faster than a train going around a curve. Between bites little Freddy calmly asked, "Pop, where's Junior?" When the overturned benches were finally righted, Junior, who had been hanging from a tree by his knees with some other moppets, was unconcernedly reaching for an olive amidst an unusually calm and peaceful atmosphere.

The picnic at Lamaille Grove on August 11 was about the same. The feature of the day, though, was an outdoor steak barbecue dinner. And the beans were terrific! The cooks probably worked through the night before, and did they know their business! Their helpers didn't have much time to eat until the last of the seemingly four-handed railroaders and their fam-



Thomas Plesko and Robert Munce, WP's traffic representative and general agent at Seattle, and J. C. Marchand, general purchasing agent, pictured in front of last shipment of fifty new 50-ton, 50-foot refrigerator type RB cars with DF loaders. Cost approximately \$666,700.

Railroad Buying Goes Up

Railroad purchases of materials, supplies and fuel, plus the value of new equipment ordered, were up almost 50 per cent during the first two months of 1956 compared with a similar period in 1955.

According to *Railway Age*, who estimated the statistics, total dollar volume of such expenditures during Jan-

uary and February of this year was \$394.7 million, compared with \$209 million in the same months of 1955.

Similar purchases by Western Pacific during the first three months of 1956 totaled a little over \$2,700,000. This does not include freight cars ordered in 1955 for 1956 delivery, which nearly total another \$4½ million.

Picnics Are Fun . . .

(Continued from Page 20)

ilies and friends, stretched out in about as long an assembly line as you will ever want to stand in, disappeared to choice locations. Mom didn't have to do much cooking, though, and there probably also was a Junior or two there who brought relief to the family

only after they were home safe and sound.

A special train—seven sleepers, lounge car, and diner with tables removed for dancing—ran behind the *Zephyrette* and diesel power on regular No. 1 and No. 2 schedules so that many Bay Area and west-end railroaders could attend the picnic.

But picnics are fun!

Is ICC Still Giving Railroads Short End on Competitive Rates? Asks "Railway Age"

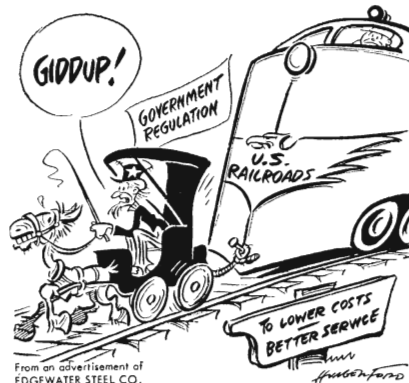
Every Interstate Commerce Commission report dealing with rates of railroads in competition with other agencies of transportation could be headlined, "Heads I Win, Tails You Lose," the magazine *Railway Age* commented recently.

"The ICC can, and frequently does, prevent the railroads from reducing rates to compete with trucks and barges, while it is completely powerless to prevent the barges and trucks from reducing their charges to compete with the railroads—because two-thirds of the trucks and nine-tenths of the barges are exempt from ICC regulation," *Railway Age* declared.

It added that the ICC persists in this "heads the competitors win, tails the railroads lose" regulatory course, and cited an ICC decision on May 23.

The railroads had proposed a proportional rate on pig iron from Rockwood, Tennessee, to Chicago and Joliet which, combined with the local rail rate from these two points to Milwaukee and West Allis, Wisconsin, would have totaled \$8.8233, approximately the same as the existing barge-rail rate (barge to Joliet or Chicago and then rail to Milwaukee).

"The traffic is now moving entirely by the barge-rail service," *Railway Age* said. "The proposed all-rail service would have produced revenue of 64.9 cents per car-mile—which is certainly an attractive rate.



From an advertisement of EDGEWATER STEEL CO.

"Earnings per car would have been \$340—compared to a U. S. average per carload of pig iron of less than half that amount. The ICC conceded that the proposed all-rail rate 'appears to be compensatory.'

"Nevertheless, Division 2 (Commissioner Freas dissenting) denied the railroads the right to make this all-rail rate, solely because the majority decided they should favor the barges.

"If the shoe had been on the other foot, and Division 2 had wanted to favor the railroads by establishing a barge-rail rate at a high 'umbrella' level, it would have been prevented from doing so by law.

"And, even if the law were not specific in thus protecting the barge operators, no effort by Division 2 to regulate rates to shift traffic to the rails

If Everyone

If everyone who has a job
Could lie a month in bed
With broken bones and stitched-up
wounds

Or fractures of the head,
And there endure the agonies
That many people do,
They'd never need preach safety
Any more to me or you.

If everyone could stand beside
The bed of some close friend
And hear the doctor say, "No hope,"
Before the fatal end.
And see him there unconscious,
Never knowing what took place,
Our General and Safety Rules
I'm sure we'd soon embrace.

If everyone could meet
The wife and children left behind
And step into the darkened home
Where once the sunlight shined,
And look upon the "vacant chair"
Where Daddy used to sit,
I'm sure each careless worker
Would be forced to think a bit.

Author unknown

(Submitted to MILEPOSTS by H. A. O'Rullian, Sacramento Shops.)

could be effective—because a 'bulk carrier' or private barge could take the traffic anyhow, by making as low a charge as their costs would permit. Private barges and 'bulk carriers' are exempt from regulation."

Railway Age asserted that "the evidence is accumulating to the point that if there is to be a prosperous future for the railroad industry under private

Using your back in place of a truck...

is a very poor way to test your luck!

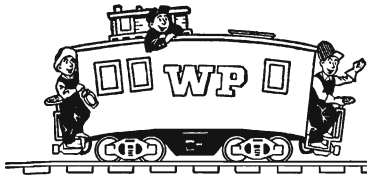


1,190 WP Annuitants

According to a recent Railroad Retirement Board press release, about 1,190 men and women whose last railroad service was with the Western Pacific were receiving employee annuities from the Railroad Retirement Board at the end of 1955. Their annuities averaged \$96 a month, and about one-third of these employees had wives who were also receiving monthly benefits.

During 1955, 154 former Western Pacific employees were added to the Board's retirement rolls, and 77 were terminated, mainly because of death, resulting in a net increase of 77 during the year.

ownership, then the regulators must allow the railroads to price their services to reflect their cost advantages where such advantages exist."



Caboosing

This month MILEPOSTS welcomes a new column by PHILIP HAZLETT, San Jose freight station employee. Phil will cover the activities of the rail-roaders who work at San Jose, Milpitas, and along the San Jose Branch, and any coöperation given him by those employees will be appreciated.

SAN JOSE BRANCH

Philip Hazlett

Milpitas Clerk and Mrs. BILL REID became parents of twin daughters on June 16. Congratulations from all on the Branch.

Assistant Trainmaster WAYNE GEIL returned to Stockton after filling in for Phil Prentiss during vacation.

Back on the job again after vacations are SECTION FOREMAN BOWMAN, Yardmasters P. H. MURPHY and M. J. McDONALD, Clerks RALPH CHRISTY, HERBIE SINGH, ERNIE SWANSON, BUD SOULE, TED PORRIA, BILLIE GAGE, BARNIE FLOOD, and LEO TRURO, and Hostler's Helper PETE OSCOMAN.

Three new clerks, JOHN SLAGLE, BILL PRIEUR, and FRED DONATI joined our ranks during vacation relief.

STOCKTON

Elaine Obenshain

DENNIS D. FLEMING retired June 30 with 31 years of WP service. He first worked for about one year in the water service department, then transferred to his last position as motor-car main-

tainer. Dennis and his wife have no plans for the future—will take each day as it comes. They have two daughters, living in Orinda and Berkeley. Upon retirement Dennis said: "I don't think any person has ever been treated nicer than have I by the employees and management of Western Pacific."

Mrs. Paul R. (Joyce) Griffith, daughter of Fireman and Mrs. K. COOPER, presented her parents with their first granddaughter on July 1. Sandra Ann was born at Santa Ana, where her daddy is a staff sergeant in the Marine Corps.

Clerk RAY H. SCOTT, JR., resigned to return to summer school at Chico State to complete his requirements and become a junior high school teacher. Ray is the son of Section Foreman and Mrs. RAY H. SCOTT, SR., of Terminous.

Kenneth Clifton, 17-year-old son of Brakeman and Mrs. C. R. CLIFTON, enlisted in the Marine Corps on June 13.

Switchman and Mrs. H. C. SIELERT are parents for the first time. A daughter, Debra Lee, was born on June 11.

Engineer and Mrs. VERNON FOSTER announced the birth of their fourth child on June 26, Robert Vernon Foster. The other children are Marguerite, David, and Michael.

The Air Force announced the death on June 4 of Wayne L. Rayner, 19-year-old son of Brakeman and Mrs. H. E. RAYNER. The former Stockton

College student and former local junior golf champion died in a jeep accident while assigned to the 6200th Air Police Squadron at Clerk Air Force Base near Manila. He had been, shortly before his death, named the only enlisted man on the Air Force's golf team in the Philippines and was scheduled to compete in tournaments in Manila and in Japan and Hawaii.

Fireman LOUIS J. FISCHER, who entered the Navy in March, is on his way to Japan aboard the USS *Philippine Sea*. He sends greetings to all his friends on the WP and would be glad to hear from them. His father, Engineer LOUIS J. FISCHER, gives this address: Louis Junior Fischer, SN Div. X, U.S.S. Philippine Sea Airplane Carrier CVS 47, c/o Fleet Post Office, San Francisco, California.

Clerk IVAN E. McATEE spent a 15-day leave with his parents, Chief Yard Clerk and Mrs. L. I. McATEE. He then reported, as Journalist Seaman, to his ship U.S.S. Super Carrier *Roosevelt*, which will make a Good Will Tour around Cape Horn to the *Roosevelt's* home port, Mayport, Florida.

Terminal Trainmaster L. D. MICHELSON left June 23 for a four-week course of instruction in business management at Stanford University. Assistant Trainmaster W. W. GEIL is covering his duties at Stockton.

WINNEMUCCA

Ruth G. Smith

Following an operation at Stanford Lane Hospital in San Francisco on June 7, the wife of Fireman FRED ELLSWORTH is recovering at home.

June Weddings: Carolyn Lee Sholl, daughter of Engineer and Mrs. WALLACE M. SHOLL, was married on June 9 to William Whitney Harmon of Winne-

mucca. Beverly Ann Duck, daughter of Agent and Mrs. CECIL DUCK, was married to Airman 1/C Richard Allen Banks of Montpelier, Vermont. The couple will leave for Vermont in October.

Retired Engineer ARTHUR G. WOODWARD was married June 18 in Reno to Mrs. Dora May Box of Sacramento, a friend for many years. The ceremony took place in the Reno courthouse by Justice of Peace William Beemer, with two of his clerks as witnesses. They will make their home in Winnemucca.

Engineer and Mrs. H. BAUMERT spent part of their vacation in Salt Lake with their son-in-law and daughter, Mr. and Mrs. R. N. Hughes, and their new grandson.

Miss Marnie Miller, daughter of Operator and Mrs. M. C. MILLER, returned to Winnemucca from a two-year teaching tour with the U. S. Army in Linz, Austria, and Frankfort, Germany. She will leave again in August to continue her teaching in Japan.



CHICAGO

Dan Dutkiewicz

LEE PRESTON, from Washington, D. C., replaced PHIL PUTIGNANO as secretary to A. H. LUND, traffic manager, central region. No sooner settler, he was offered a job as secretary to Vice President Roper in San Francisco, where he is now working.

SHIRLEY MICHALEK recently underwent a serious and delicate operation for removal of an infection, but is now progressing satisfactorily although she will be unable to return to work for three or more weeks.

Florida and North Carolina had as recent vacationers, respectively, JERRY COFFEY, our chief clerk; and CARROLL WILKIE, traffic representative, and their families.

WENDOVER

Esther Witt

No sooner had ANNA BELLE ALBRECHT, telegrapher, returned to work after her illness, than she asked to have the following message included in MILEPOSTS. "I wish to thank each and every one of the Western Pacific employees who were so kind to me during my sickness and absence from work. Your assistance will long be remembered."

ROBERT L. FARRON took over the duties of WALTER H. PARKS as WP Hotel Manager while Walt and his family were on vacation.

Agent and Mrs. LEO P. WATERS are proud grandparents—a son, Leonard Cody, having recently been announced by his parents, Mitzi and Russ Lewis.

Waitress IRENE CHARLES, while visiting with her mother, Mrs. Mary Fitzgerald in Grand Junction, Colorado,

attended the graduation exercises for her son, Earl.

David E. Ford was accompanied by his parents, Yardmaster and Mrs. HARLAN C. FORD, and his oldest sister and family, the C. J. Kears, when David left for Fort Ord to enter military service.

The entire community was saddened by the sudden accidental death of the wife of former Hostler JOE AYALA on Memorial Day. Mary slipped from the running board of her husband's loaded water truck, and instant death resulted when the wheels ran over her body. Besides her husband, she is survived by three children—Philip, David, and Maria.

Quite a spectacular fire took place on June 14 when what used to be a WP storehouse caught fire and burned to the ground, destroying nearly \$40,000 worth of property belonging to owner Howard Devaney. The flames were whipped by one of Wendover's famous wind and dust storms.

WAYNE GRAHAM, retired water service maintainer, and his wife, now living in Sacramento, recently returned here for a visit with Linerider and Mrs. ALFRED B. CALLISTER, Water Service Maintainer and Mrs. VARIAN ANDERSON, and retired Boilermaker Mrs. JAMES A. MONAHAN.

Condolences are extended to the family of retired Engineer THOMAS L. RAY, who passed away suddenly in his home in Salt Lake City on June 18.

Announcement has been received of the marriage of Barbara Lee Allison and Donald Herbert Lane on June 10. Barbara is the daughter of former Switchman and Mrs. ROBERT E. ALLISON, who now reside in Reno.

Water Service Maintainer and Mrs.

VARIAN ANDERSON's daughter, Kathleen, was sponsored by the local American Legion for Utah's Girls State.

PORTOLA

Louise Wilks

There's going to be lots of color on Main Street. The "Clean-up, Paint-up" campaign is in full swing now that the water bonds have been sold and Portola is assured a water supply.

WALTER M. HALSTEAD, former clerk at Keddie, became the father of a daughter on June 20, the day he made his seniority date as a brakeman.

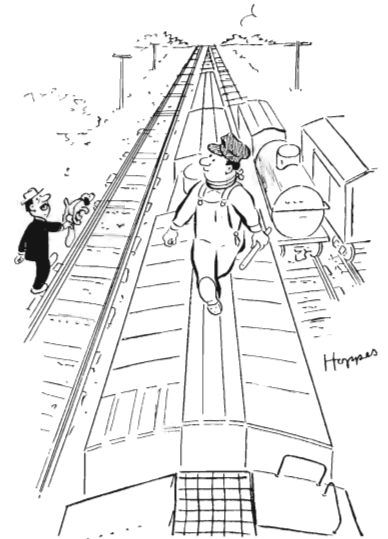
Ray Donnenthirth, son of Engineer and Mrs. CLAIR DONNENTHIRTH, was graduated cum laude from Chico State College and was named "Man of the Year." He received the Blue Key Award of that National Honorary Society.

Sherri Hiatt, daughter of Engineer and Mrs. S. F. HIATT, recently became the bride of Robert Holm of Vallejo. President Evert Humphreys of the Latter Day Saints Church performed the nuptials at a lovely ceremony held at Veterans' Memorial Hall.

For the second year, Don Ray, son of Engineer and Hospital Clerk K. A. and IRMA RAY, won the Lee Richardson Scholarship at Chico State College. The \$300 scholarship is awarded for superior scholarship, leadership, and community service.

Jerry R. Groom, son of Engineer and Mrs. R. D. GROOM, has been named honor man of his company at the Reserve Naval Training Station at San Diego, following completion of a two weeks' course.

Smoking, so says a throat specialist, makes women's voices harsh. If you don't believe it, just try flicking your ashes on the rug!



"Good morning! Nice day for a walk, isn't it?"

SACRAMENTO SHOPS

Marcella Schultze

First, second, and third prize winners in the annual WPAC Fish Derby were Machinist FRITZ ROHRER, Blacksmith GEORGE ROLLER, and Machinist "BUCK" BOWLING, respectively. One of our most ardent fishermen, Blacksmith CLIFF BENNETT, didn't bother to weigh in his fish, as it wasn't up to his usual specimen, only to find out later that he would have won second prize had he done so. To console himself, off he went fishing again—only to have a fish jump into his boat and brazenly pop right alongside of him. What fish won't do for a laugh!

Grandfather "FAYE" TOMLINSON's score has gone up again. His sixteenth grandchild, a boy, was born on June 18. (Must ask him sometime how he manages Christmas and birthdays.)



"I don't care what you did on the railroad, we don't pound on the wheels here!"

Our sympathies are extended to Sheet Metal Worker H. G. MAHLIN, whose father passed away on June 5; and to Machinists RAY and HAROLD RETALLIC, whose younger sister died suddenly from a heart attack.

It's always good to see our "old-timers" come back to the shops; and it was grand seeing so many of them at the Medical Department meeting on June 19. The meeting was extremely well organized, very informative, and it was a shame more employees did not attend. As a matter of fact, percentage-wise, I would say the "retirees" really showed us up.

GEORGE MCBRIDE, furloughed carman, recently visited the shops, with the news that he's now working for Arden Farms. George really didn't have to say a thing. One look at his waistline convinced us he was in some "wholesome" business.

The Sacramento Chapter of the National Association of Railway Business Women was extremely honored when invited to hold a joint meeting with the Pacific Railway Club on June 12. The evening was a huge success, with everyone enjoying H. C. MUNSON'S

talk and the fine entertainment arranged by HY O'RULLIAN. We also were very proud of our Chapter President, SHIRLEY BICE. We hope the PRC will invite us to join them again next year.

KEDDIE

Elsie Hagan

Our boys who have been serving Uncle Sam are now all out and home again. Robert and Allen Hanley, sons of Agent PETE HANLEY, are out of the Navy and both plan to enter college this fall. Gilbert Krause, son of Brakeman JACK KRAUSE, who was in the Navy Air Force, also plans to enter college this fall. Dan Krause, another son of Jack, who is a student at Chico State, is attending summer school there.

Engineer RALPH LAZZADER has purchased a home in East Quincy. He was formerly living in Portola. Engineer DICK BACON of Portola is also working here. Robert Hanley, son of Agent PETE HANLEY, has announced his engagement to Janet Bruce of San Jose. Janet was a student of San Jose State College, and they plan to be married some time next year.

Our high school graduates are out working this summer. Larry Fisher is with the Utah Construction Company and Ray Kenny was hired out as a brakeman. Stanley Thomas is working in Sacramento.

Fireman C. R. MAXWELL, wife and sons from Oakland were recent visitors here, as were Engineer TIM HANLON of Stockton and Roadmaster RAY HOBBS of Elko, and their families.

Former Train Desk Clerk, and now Brakeman WALTER HALLSTEAD, is very proud of his new daughter, born on June 20.

SACRAMENTO STORE

Irene Burton

GEORGIA CHINDAHL entered the hospital for surgery and will be on leave of absence for a while. EVELYN RICHARDSON is also on leave of absence, and AGNES ASH returned from leave glad to be back in California after experiencing floods in Indianapolis.

JASPER GUARENO, JR., is working on Georgia's desk.

Another artist at boat building is HORACE LATONA. He is a pretty proud fellow, having just completed the "Wanda L."



Horace Latona's "Wanda L." is about to be daintily christened by pretty Jean Price.

We extend a welcome to BETTY JANE GARCIA, who is working on the card index system.

FRANK AVILA is also away on leave because of illness.

SALT LAKE CITY

J. B. Price

We are doubly glad to see Section Foreman BRENT L. PETERSON back at work again at Burmester after an absence of nearly a year due to an accident.

We will also be glad to see Engineer DON T. WOODS back on the job. He has been away for some time due to serious illness.

Trainmaster GEORGE LORENZ is attending a four weeks' transportation-management program at Stanford University.

Conductor R. LAMAR HANSEN'S wife, Lou, emerged as seventh flight winner of the Schubach Women's Golf Tournament, and was presented with a trophy by sponsor Bill Schubach.

Engineer HYRUM CLEGG retired on June 30 after serving the Western Pacific for 34 years. He hired out as a fireman in 1922 and was promoted to engineer in 1940. We understand he is going on a fishing trip with some close friends before leaving to make his permanent home in Los Angeles. We'll miss his smiling face and his interesting accounts of his railroading experiences.

We've missed Engineer JOHN J. BROWN on the passenger trains, but understand that his absence is due to his attendance at the Locomotive Engineers' convention.

After moving into their new home and getting comfortably settled, Fireman and Mrs. JOHN E. FISHER and family spent a few days fishing in Wyoming.

There's one thing wrong with the younger generation. A lot of us now don't belong to it.

OROVILLE

Ethel Owen

Best wishes are extended to newly-weds Switchman FLOYD BARNES and the former Stephanie Curtis, who were recently married in Oroville. Also, to Clerk NORMAN KEITH and the former Dona Gannett, who were recently married in Reno.

Switchman and Mrs. E. L. HAASE recently celebrated their twenty-fifth wedding anniversary, and we hope they have many more. Their daughter, JoAnn, recently left for Hollywood with other members of the Etchart Dance Studio for further dance studies.

Conductor and Mrs. ART DRYDEN are proud grandparents of a son born to Mr. and Mrs. Charles Dryden of Kingsville, Texas. Charles recently returned from overseas duty on board the USS *Shangri-La*.

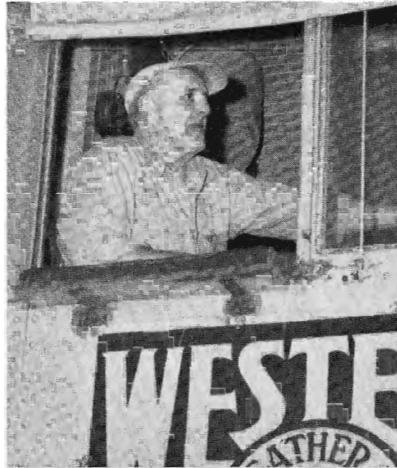
Glad to see Yardmaster T. J. LONG back on the job after being away for five weeks with a broken toe suffered in an auto accident.

Clerk HARRY WATSON has taken his wife to a specialist in Los Angeles for medical attention, and we hope for an early recovery.

ELKO

Henry Wallock

Engineer A. L. "TINY" ANDERSON retired on May 30 after spending 27 years in engine service. He hired out as a fireman in October, 1929, and received his promotion to engineer in August, 1943. He spent the most of his career at Winnemucca, working out of Elko only for the last few years. Tiny was given a huge assortment of fishing equipment which he claims he will put to good use.



A. L. "Tiny" Anderson retires.

Engineer G. W. MORTON spent part of his vacation visiting his dad, whom many of the old-timers will remember. One of the first engineers on the railroad, GLENN M. MORTON is now enjoying his late years living in Idaho.

A touch of arthritis practically spoiled a vacation for Laborer JIM SCRANTON, but we're glad to report that he is back on the job nearly a new man.

* * *

Two morons decided to do a lot of horseback riding. So each of them bought a saddle horse. They wanted to be able to tell the horses apart, so one of them clipped the mane of his horse. But the mane grew out.

So he clipped the tail of his horse. But the tail grew out.

They debated how they could find a way to permanently tell the horses apart, and they decided to measure them. Maybe they might be different sizes, and they could tell the difference that way.

So they measured the two horses. And, sure enough, the black horse was three inches taller than the white horse!

SAN FRANCISCO

Doug Bruce, Rita Connolly, Molly Fagan, Lawrence Gerring, Don Hedgpeth, Carl Rath, Bill Royal, and Frank Tufo.

LEE PRESTON succeeded FRED KRUGER as secretary to M. W. ROPER, vice president-traffic. Lee came from Chicago after having worked for only a short time as secretary to A. H. LUND.

Fred left railroad service to return to acting. He has already completed one show for John Nesbitt's Telephone Hour TV program and is contracted for three more. Republic Studios in Hollywood assured him they can keep him busy.

LOGAN PAINE, corporate secretary, is

David Thomson and the former Lana Vasilev, signal department draftsman and steno-clerk, were married June 10 at the Russian Orthodox Holy Trinity Cathedral in San Francisco. David is a native of Scotland and Lana left her birthplace, Seoul, Korea, at the start of the Korean War. They honeymooned at Russian River.



AUGUST, 1956

one of thirty-two executives attending a four-week transportation-management program at Stanford University. His son, Logan, recently entered the Air Force.

WALTER C. BRUNBERG, manager of materials and stores, was recently appointed publicity committee chairman for the Northern California Chapter of the American Materials Handling Association.

RICHARD JOHN CZEIKOWITZ, 23, former telegraph clerk and now with the U. S. Navy, was married on July 15 to Shirley Anne Sanguinetti in San Francisco. After completion of his military duty, Richard plans to study law. He is the son of General Radio Supervisor and Mrs. R. C. CZEIKOWITZ.

GEORGE WELCH, JOHN MILLS, and ARTHUR PETERSON dropped in for lunch at the home of another auditor of revenues employee, LEE BROWN, who is recovering from an eye operation. Lee hopes to return to work in August.

A recent visitor at the office was the small son of LEONARD AVERY, chief clerk, who seemed interested enough to want to take over his dad's duties after retirement.

A little different type of vacation was taken by EDITH BARE, auditor of revenues department, and her husband, who were accompanied by Edith's sister and her husband in their Cessna 170 airplane. Their flight began at Paso Robles and, after landing at Prescott, Arizona, they visited the Grand Canyon and Carlsbad Caverns. Then by air to Kansas. The return flight was via Colorado Springs, where they visited Pike's Peak, and Salt Lake City, where they stopped for one day's sight-seeing, and then back to Paso Robles.

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RAILROAD LINES



Consolidated of Cuba enters piggy-back service. Other Latin American countries expected to follow.

• • •

Jersey Central Lines orders three Budd rail diesel cars.

• • •

A 110-mile coal pipeline will go into service next year from Katlain, Ohio, almost to Cleveland; New York Central, Pennsylvania and Nickel Plate have options to buy a 45 per cent interest.

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Argentina testing 120-m.p.h. train designed to ride on flangeless rubber tires on rails built a yard above ground on prefabricated concrete pillars.

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Regularly scheduled domestic air lines in 1955 handled 66 per cent of combined first-class air and rail passenger-miles and 27.9 per cent of combined coach business, according to ICC's Bureau of Transport Economics and Statistics.

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Illinois Central started Chicago-New Orleans piggy-back service in June.

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Minneapolis & St. Louis Railway colors are now fire-engine red and white.

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Central Coast Railway Club announces Labor Day excursion by Western Pacific, Great Northern, Oregon Trunk; a 1,550-mile three-state route.