

WESTERN PACIFIC
Mileposts
MAY 1958



Mileposts

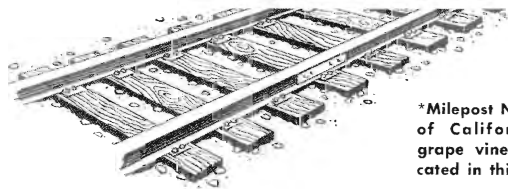
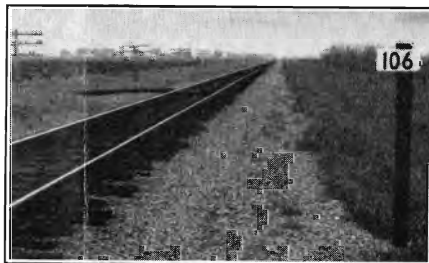
WESTERN PACIFIC

Vol. IX, No. 10

MAY, 1958

*Milepost No. 106

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 No. 106: Some of California's finest grape vineyards are located in this area.

FEATURES

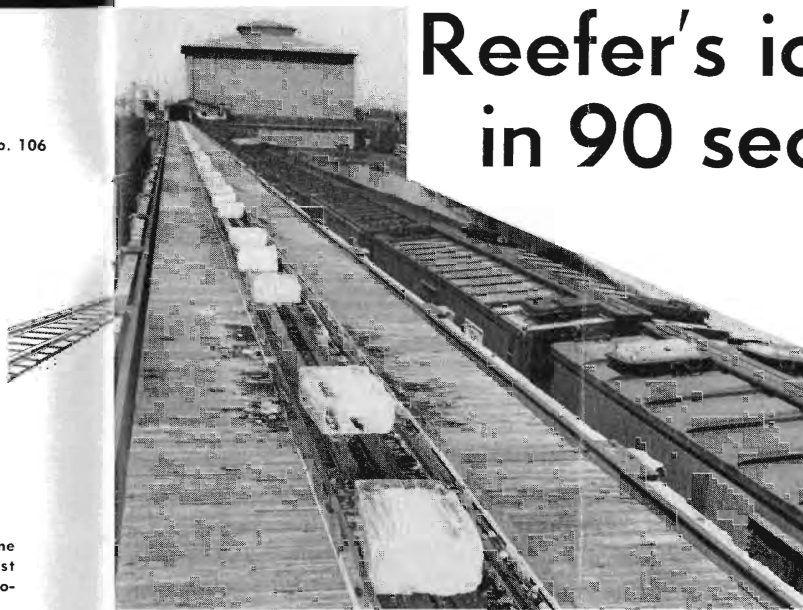
Page

Reefer's Iced in 90 Seconds.....	3
How We're Doing.....	7
Freight Claims Impair Job Security.....	7
Dear Editor:.....	8
Mileposts in Gold.....	10
In Memoriam.....	11
Big Loads Go by Railroad.....	12
Rescue From Snow.....	13
Caboosing.....	14
Sports.....	22
Railroad Lines.....	24

COVER: Kenneth V. Plummer, Jr., assistant superintendent of transportation, sees a refrigerator car iced in 90 seconds. Operator of the Preco car-icing machine is Jim M. Owen, foreman, Valley Ice Company, Stockton.



MILEPOSTS



Reefer's iced in 90 seconds

Blocks of ice, averaging 300 pounds in weight, ride conveyor line from icehouse to car-icing machine.

A NEW \$40,000 Preco mechanical car-icing machine, installed at Stockton on February 27, is delivering ice to refrigerator cars seven times faster than before. As a result, this machine is assisting materially in giving us earlier departures of cut-off¹ Fruit Blocks² from Stockton, and on-time deliveries to our connections at Salt Lake City, for shippers moving perishable freight over our line.

Before this new car-icing machine was put in service, it was necessary during the rush perishable season to initially ice between midnight and 8 a. m. a prospective number of empty reefers estimated to be required by shippers. After orders for cars were

received from the shippers, those required were switched back to the ice deck and retouched (topped off) with additional ice before being spotted at the loading sheds. The new machine eliminates this prospective initial icing, as the cars can now be initially iced faster than they could be retouched before.

The icing process runs on an assembly line. Ice is placed on a conveyor chain in the ice house which carries it along the ice deck to the ice machine. As the blocks of ice, averaging about 300 pounds, are picked up by the machine they are broken into chunks about the size of a basketball and carried through metal troughs to the bunkers of the car. The machine will initially ice the four bunkers of a re-

¹ Last Fruit Block of day.

² Train carrying perishable freight.



Taken from icehouse side of ice-machine, picture shows blocks of ice riding conveyor line

All controls for operating ice-machine are on one small panel. An emergency push-button will stop operation, including conveyor line.



under ice-machine. Picked up by the machine, they are broken into chunks, basketball size.

frigerator car with 5¾ tons of ice in 90 seconds, compared with the former method which took at least 10 minutes per car. On cars which only require re-icing when passing in transit through Stockton, the machine will top them off in less than one minute.

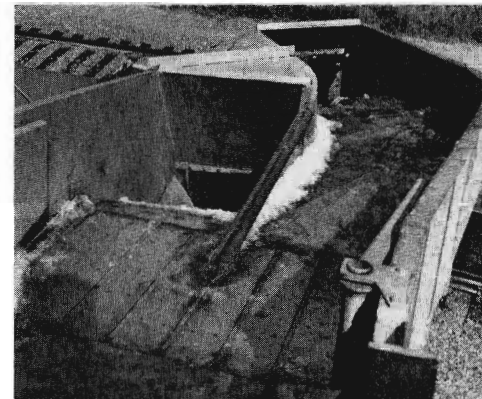
Stockton is the major icing station on the Western Pacific, and also one of the mainline icing points for all business destined to eastern markets.

The installation of the machine is a cooperative effort on the part of Western Pacific and Valley Ice Company. The icing machine and the track on which it runs was furnished by the railroad. The track is used 45-pound rail taken from retired spur tracks at Volstead and Manteca on the Tidewater Southern, and from Goad on the Western Pacific.

The ice company's portion of this cooperative arrangement, which was

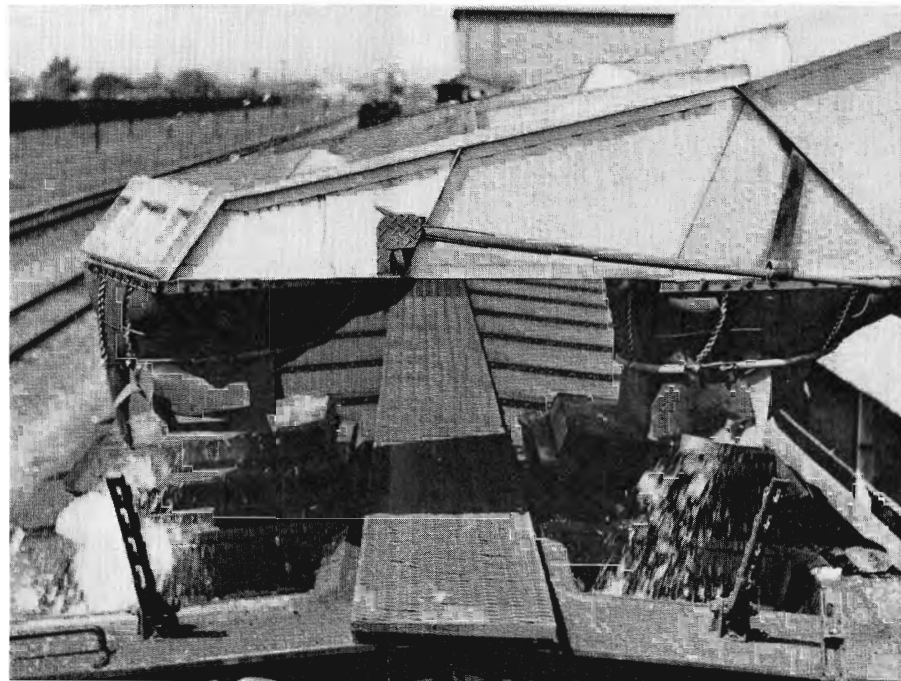


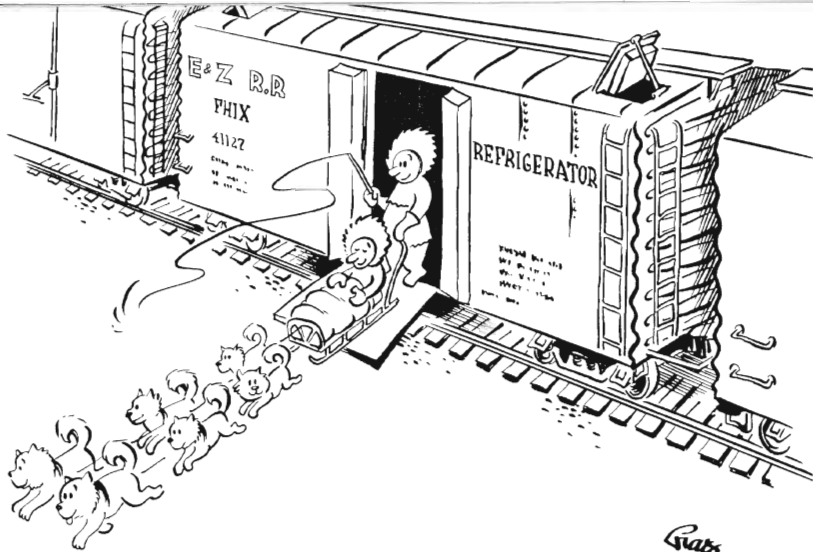
After being broken up into chunks, ice slides down double chute to refrigerator car bunkers.



From machine, operator can cut off either chute down double chute to refrigerator car bunkers for proper distribution of ice.

Close-up view shows ice being delivered to two bunkers simultaneously.





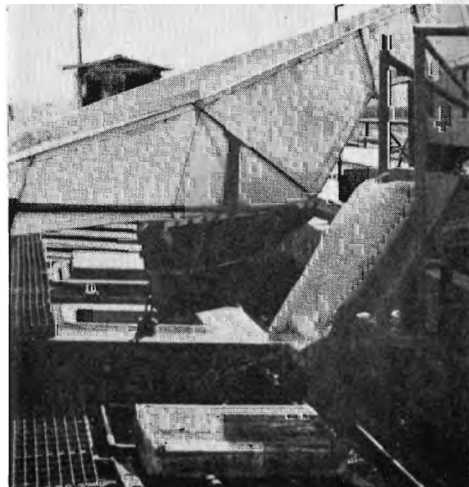
Quartz

totally at their expense, was to remove the roof over the existing ice deck, install the used rail on the deck on which the machine runs, strengthen the deck with steel eye-beam stringers, and furnish all electrical connections necessary to operate the machine.

Rock salt is added to ice in bunker to aid in maintaining proper temperature. Quantity of salt is determined by commodity in car.

The new machine, manufactured in Los Angeles by Preco, Inc., is the latest of its kind and is capable of handling up to 12,000 pounds of ice per minute. That's enough ice for about 43 "martinis on the rocks" for each Western Pacific railroader!

A bag of salt rides off machine on board mounted on castors; automatically trips and drops bag of salt on top of bunker.



How We're Doing

Net operating revenues for month of March, 1958, down 29.2 per cent compared with the same month a year ago, and down 29.9 per cent for the first three months of 1958 compared with same 1957 period.

* * *

Definite decrease expected in volume of perishables shipped from California this year because of millions of dollars damage to fruit and vegetable crops from 1958 storms.

* * *

Reduction in rates on lumber and its products from origins in Oregon and Northern California to California and Arizona destinations made by rail carriers on May 21 to meet truck competition, expected to increase over-all lumber revenues.

* * *

California Zephyr's average load in March, 1958, was 53.1 per cent of train's capacity, compared with 56 per cent for same month of 1957 and 44.1 per cent in February, 1958.

* * *

Company forces expected to complete \$321,000 concrete lining projects in Tunnels 27 and 28, near Keddie, in December.

* * *

For year 1957 Western Pacific's freight service ranked third or better in six out of seven leading operating performance averages among large railroads in Central Western Region; ranked second in three out of six averages among large railroads in United States.

* * *

If Southern Pacific's application, pending before Interstate Commerce Commission, is authorized to discon-

tinue its ferry service, Western Pacific will bus *California Zephyr* passengers between San Francisco and Oakland and handle checked baggage between those points by truck.

* * *

Effective May 1 all crafts received cost-of-living wage increase equivalent to 4 cents an hour; cost to Western Pacific, approximately \$400,000 a year.

Freight Claims Impair Job Security

Money spent by Western Pacific for loss and damage claim payments during the first three months of this year amounted to \$173,035.90. This is equal to a \$450 monthly salary for nearly 129 employees during that same period.

This is \$16,338.21 more than was paid out during the same period last year, even though we are carrying less freight over our line this year.

The elimination of this expense will help to strengthen job security for many of our railroaders.

The Association of American Railroads reports that in the first two months of this year, 20 Class I railroads in the East lost more than \$43 million.

* * *

A young business executive was having difficulty getting sleep. Business was terrible; bills long overdue. His doctor finally recommended tranquilizers.

The fellow returned to the doctor after a week's trial: "Still can't sleep, Doc. How about those Twilight Sleep pills?"

"They won't do," replied the doctor, "I only prescribe those for labor."

"But, Doc, you have to do something," the young exec said, hopefully. "Don't you have something for management?"



Dear Editor:

Light touch

I was gratified to notice that you folks "caught" the light touch we tried to add to our January improvement feature by including the Stroud's Creek and Muddlety.

This morning, I received a copy of the report on the Starch study of our January issue. It shows that the improvement section gets very, very high readership. Yet, we do have difficulty in brightening up the whole section. The way you picked up our inclusion of the SC&M and reproduced it in the March issue of MILEPOSTS is thus gratifying, indeed.

Frank Richter
Executive Vice President
and Editor
Modern Railroads
Chicago

* * *

Helped build WP

Five years ago on the 4th of March, 23 years of track service was terminated, due to a congested heart failure. Dr. E. V. Long, of Salt Lake City, literally resurrected me from the Great Beyond. Thanks to his medication, I am still able to operate under my own power, moving at reduced speed according to the rules.

Those were the best years of my life and I feel they were well spent, and

it gives me a deep satisfaction to know that I was instrumental in a small way of building the WP into one of the most modern and safest railroads in America.

S. A. Davenport
Retired section foreman
Grantsville, Utah

No one individual can build a railroad or keep it running. WP is what it is today because thousands of individuals like Mr. Davenport have, and are, contributing their best individual efforts. It is hoped that all will, in so doing, enjoy such satisfaction as did Mr. Davenport, and that he will pass many, many more mileposts.



"The editor isn't in just now. Could you come back later and shoot him?"

Liked Christmas cover

Could not quite say it all on the enclosed card. I hope you retain my name on your mailing list—if you have a paid subscriber list that, too, would be agreeable.

I hope to be able to use at least a part of the December, 1957, MILEPOSTS cover in a few of my 1958 Christmas greetings. Any objections?

L. H. Black
Bangor, Pennsylvania

MILEPOSTS recently mailed postal cards to more than 3,000 readers who receive the magazine but do not work for Western Pacific, asking certain information necessary to bring our mail-lists up to date. Mr. Black, formerly with the Edaville Railroad which runs through cranberry bogs on Cape Cod, was one of many who returned his card with a letter. MILEPOSTS is flattered to know that Mr. Black thought so much of the 1957 Christmas cover he intends to use it for his Christmas cards this year.

* * *

In appreciation

Will you please include in MILEPOSTS my expression of sincere appreciation and a personal "thank you" to all my railroad friends for their words of encouragement, flowers, "get well" cards and letters and personal visits which I received during my recent illness. I also wish to express my thanks to Dr. Patrick and Dr. Evans for taking such good care of me and for the wonderful treatment I received at Oroville-Curran Hospital. I am most grateful.

John J. McNally
Assistant Superintendent
Sacramento

John officially returned to work on May 1 after an absence which followed a heart attack on February 5. Those who know him will probably say he was going too fast—nothing unusual for John since he once received demerits shortly after he began continuous service in June, 1914, for running an engine too fast at 20 miles an hour!

* * *

Thomas B. Aldridge

I am very sorry to advise you that Mr. Aldridge passed away February 23 after a long illness.

We always enjoyed MILEPOSTS and if it is possible I would like very much to receive it each month. It brings back memories of the days we spent out on the Western Pacific.

I have received letters from several of Tom's "Western Pacific friends" which were greatly appreciated and which meant so much to me.

Mrs. Bernice C. Aldridge
2275 So. Lincoln Street
Denver 10, Colorado

Tom Aldridge worked as a carman at Portola in 1923 and 1924. He returned to WP at Elko in 1929 and, due to the depression, was laid off early in 1930. He was called back in October, 1935, and worked at Elko until going to Wendover in June, 1937, and worked there until October, 1944. Upon his return to Denver he went to work as car inspector for the UP where he suffered a serious accident October 9, 1946, which ended his railroad career. Mrs. Aldridge will continue to receive MILEPOSTS.

* * *

Cowboys in today's TV westerns don't have trouble rolling a cigarette. No sir! It's adding the filter tip that gets 'em!

MILEPOSTS



IN GOLD

MILEPOSTS congratulates the following railroaders who will receive Service Pin Awards during the month of May, 1958:

35-YEAR PINS		
Paul D. Burner.....	Asst. General Supervisor, SW&E	Engineering Dept.
Robert L. Grubbs.....	Locomotive Engineer.....	Western Division
Walter C. Rotzler.....	Roundhouse Foreman.....	Mechanical Dept.
30-YEAR PINS		
Eugene H. Beitel.....	Conductor.....	Eastern Division
Alfred B. Callister.....	Linerider.....	Eastern Division
Vincent J. Carr.....	Traffic Representative.....	Cincinnati, Ohio
Emmett M. Dillon.....	Asst. Auditor Payroll Accts.	San Francisco
Fred C. Koch.....	Marine Deck Officer.....	Western Division
Alexander M. Rankin.....	Conductor.....	Eastern Division
Ernest L. Peninger.....	Conductor.....	Western Division
25-YEAR PINS		
Paul Elieson.....	Bridge and Building Supervisor	Eastern Division
Alvin Miles.....	Conductor.....	Western Division
John C. Nelson.....	Machinist.....	Mechanical Dept.
Orson D. Park.....	Section Laborer.....	Eastern Division
Vernon C. Robyler.....	Section Foreman.....	Eastern Division
20-YEAR PINS		
Erwin P. Brodersen.....	Patrolman.....	Chief Special Agent's Office
Luther Thompson.....	Section Foreman.....	Western Division
15-YEAR PINS		
Nell Marie Bishop.....	Laborer.....	Mechanical Dept.
Albert J. Brown.....	Locomotive Engineer.....	Western Division
Walter L. Chapman.....	Extra Gang Foreman.....	Western Division
Doris A. Doherty.....	Code Clerk "B".....	San Francisco
George D. Duchardt.....	Switchman.....	Western Division
Gladys E. Evans.....	Clerk.....	Western Division
Ruth Fulk.....	Secretary-Bookkeeper.....	Portola Hospital
Edwin L. Haase.....	Switchman.....	Western Division
Robert L. Harrigan.....	Clerk.....	Western Division
James A. Jerantones.....	Section Laborer.....	Western Division
Russell E. McCurdy.....	Carman.....	Mechanical Dept.
Lois B. Morgenroth.....	Clerk.....	Western Division
William E. Phillips.....	Locomotive Engineer.....	Western Division
Joseph H. Polk.....	Machinist Helper.....	Mechanical Dept.
Doris Weston.....	Clerk, Freight Claims.....	San Francisco
Eleanor M. White.....	Statistical Clerk, Signal Dept.	San Francisco
10-YEAR PINS		
Bonnie Barnhill.....	Machine Operator-Refrigeration Clerk	San Francisco
Charles D. Means.....	Switchman.....	Western Division
Donald E. Morford.....	Switchman.....	Western Division
Blaine G. Morrison.....	Store Helper.....	Purchase and Stores Dept.
Francisco A. Pedroza.....	Store Helper.....	Purchase and Stores Dept.
John F. Spowart.....	Clerk.....	Western Division
James J. Vicari.....	Carman.....	Mechanical Dept.

It's not the minutes you put in at the table that makes you fat—it's the seconds!

* * *

These trying times will soon be "good old days."

Nothing depreciates a car as fast as a neighbor's buying a new one.

* * *

Dieting: Penalty for exceeding the feed limit.

MILEPOSTS



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

William P. Abington, retired laborer, November 18, 1957.

James Anderson, Western Division clerk, March 15.

Harry M. Ardley, retired industrial department chief clerk, April 9.

Omer Bowen, retired Central California Traction Co. conductor-brake-man, February 9.

Frank L. Clark, retired yardmaster, date not known.

Arthur V. Clays, retired switchman, March 1.

David D. Cook, retired locomotive engineer, February 2.

Minnie I. Damuth, retired invoice clerk, April 2.

Theodore J. Esterby, conductor-brakeman, March 6.

E. C. Griffiths, brakeman, March 1.

John B. Harris, retired machinist helper, January 7.

Warren S. Hopkinson, retired C.C.T. storekeeper-clerk, March 14.

Richard C. Jennings, retired relief-engineer, February 11.

E. K. Leach, laborer, January 29.

Herbert R. MacAfee, Western Division clerk, March 22.

Marion R. Minor, conductor, February 23.

Jack H. Norwood, retired patrolman, February 25.

Raymond T. Preston, retired switchman, February 2.

Newton A. Richards, retired assistant roadmaster, March 21.

L. J. Roberts, brakeman, March 7.

Rudolph C. Sichler, retired carman helper, December 20, 1957.

Homer H. Stewart, switchman, March 9.

William R. Sweet, retired O. S. & D. clerk, March 21.

Robert F. Wagner, dispatcher, February 19.

Joseph L. Washburn, retired Western Division brakeman, March 17.

William A. White, retired car inspector, January 30.

Mileposts goes to 24 pages

Because of the present necessity for economy in all departments of the railroad, MILEPOSTS temporarily will be reduced to 24 pages each month.

Every effort will be made to keep the magazine as diversified as is possible. To do this it will be necessary to report each article more briefly, but it is hoped that you will continue to find the reports about Company and employee activities interesting.

With an expected upturn of business conditions, we hope before long to again return to our regular 36-page issues.



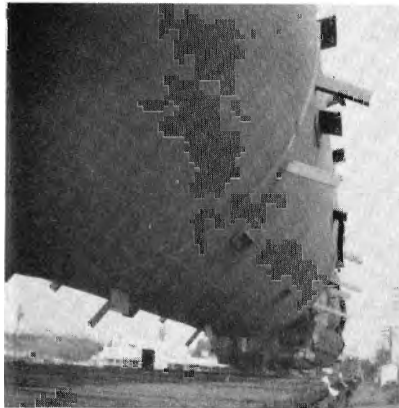
Big loads go by railroad

Another over-sized load went over the Western Pacific in March, this time a huge refinery re-run tower manufactured at South San Francisco for a Texaco Company refinery at Anacortes, Washington. It crossed San Francisco Bay on WP's train ferry, *Las Plumas*, and then went by local freight to Bieber, California, where it was turned over to the Great Northern.

Maximum dimensions—length, 103'6"; width, 12'2"; and height, 15'8"—were not as large as other objects previously carried by our railroad, but the tower's design required some careful handling. In Tunnel 28, where the tracks make a 10-degree curve, and where re-lining work is in progress, clearance between the temporary tunnel scaffolding and the tower was reduced to just six inches.

A prominent business man reserved a lower berth for Denver, but found it occupied by two young girls. A hot argument ensued, neither giving ground. "It's my berth," exploded the man. "I reserved it, I paid for it, and one of you girls will have to get out!"

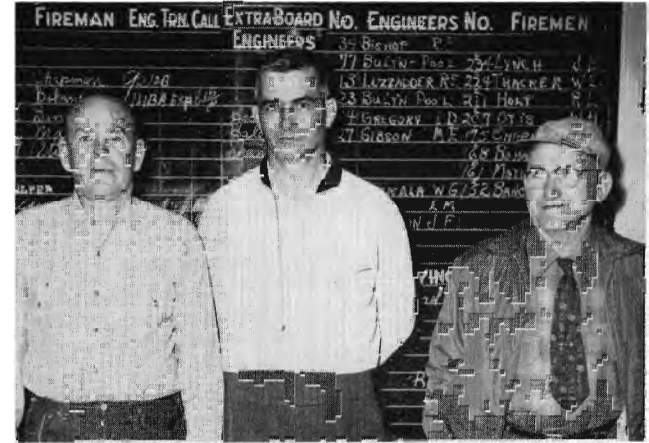
Delivery was made without incident, nothing unusual for a railroad, regardless of the size of the load.



End view of re-run tower's design shows necessity for careful handling of over-sized load.

As one of our brakemen registered in the small town hotel, he noticed a mosquito crawling across the register.

"I've been in a lot of hotels," said the brakie, "but this is the first time they ever came down to see which room I was getting."



Tommy Keith, son of Roundhouse Foreman Robert Keith, took this picture in front of Keddie train board of crew who were on rescue engine. From left, Roadmaster W. L. Chapman, Engineer E. M. Hale, and Fireman J. E. Lynch.

Rescue from snow

A Kern County couple and their 6-year-old daughter are safe and sound thanks to prompt action on the part of Western Pacific railroaders.

The trio spent two days and nights in their car which became stalled in a snowbank near Norvell on March 28, following a wrong turn out of Susanville. A chocolate bar and some small Easter eggs were their only food, and their only heat was from the car motor until the gasoline ran out. Knowing they could not last out another night, they bundled themselves in all the clothing they had and pushed through drifts up to seven feet to where they thought they had heard trains passing.

Engineer E. E. Cronin, Fireman W. H. Otis and Brakeman J. R. Luzzadder, on the head end of No. 154-SWG-29, observed what they thought were people near Milepost K-59 between Keddie and Bieber, but were unable to stop. At Lodgepole they met a light

engine, equipped with snow plow, returning from a trip flanging the main line between Almanor and Halls Flat. On this light engine were Roadmaster W. L. Chapman, Engineer E. M. Hale and Fireman J. E. Lynch. No. 154's crew signalled these men to look for passengers to pick up.

The rescue was made and the Akers family was taken to Greenville where Mr. Hale arranged for the family to be taken care of by Mrs. W. C. Wedmeyer, who runs the Cottonwood Club, near WP's Greenville depot.

"I wouldn't worry too much if your son makes mud pies," said the doctor, "nor even if he tries to eat them. That's quite normal."

"Well, I thought it was a little unusual," replied the woman, "but his wife didn't!"

Sergeant: "Sir, the bugler's missing."

Lieutenant: "Where do you think he is?"

Sergeant: "I dunno, sir—he just blew!"

Hear about the rich Texan who for his son's birthday bought a chemistry outfit—Du Pont.



Caboosing

PORTOLA

Gladys Largan

After a hectic weekend practicing and preparing for the Western Pacific's part in "Wide, Wide World" on March 30, we've all settled down to a normal routine. It was fun, however, and everyone who participated has agreed he would do it over again if necessary. Our thanks to all here who did donate so much time practicing.

New babies in Portola are a daughter, Susan Marie, born to Fireman and Mrs. N. G. O'NEILL on March 9; a daughter, Joanna, to Brakeman and Mrs. JACK E. KERBER on March 8; a son, Graham Paul, to Fireman and Mrs. G. W. SNYDER on March 18; and a son, James Edward, to Car Welder and Mrs. EDWARD FERRIS on March 21.

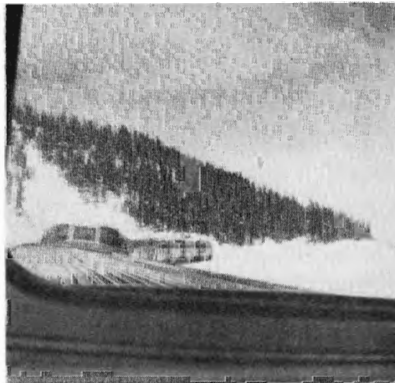
Sincere sympathy is extended to the family of Conductor TED J. ESTERBY who died suddenly in Portola on March 6. The family suffered another loss with the death of his sister, Mary Beck, who succumbed at her home in Davis on March 11, shortly after returning from Ted's funeral.

We are sorry, too, to report the death of JOHAN WILHELM ANDERSEN, retired B&B employee, at Quincy on March 11.

In a recent San Francisco ceremony, Twyla Jean Hay, daughter of Brakeman and Mrs. ALEX L. HAY, became the bride of Dennis J. Ford of Ferndale, Michigan. Best wishes are extended to the newlyweds.

A former Western Pacific employee, Pfc. MARTIN C. WOOD, JR., recently participated with the 10th Antiaircraft Artillery Missile Battalion in annual firing tests at the Red Canyon Range in New Mexico. Wood, who entered the Army in August, 1956, is regularly assigned as a plotter in the battalion's headquarters battery at Fairchild Air Force Base, Washington.

J. E. DACK, retired electrician, recently received a letter and photo (below) from his friends, Mr. and Mrs. Oscar C. Miller of LaPorte, Indiana. The Millers wrote enthusiastically of a trip to San Francisco on the *California Zephyr*, adding that the scenery on the return trip east along another line couldn't compare with the Western Pacific route.



The Millers' picture of the *California Zephyr*.



Storekeeper Jack Miller took this picture of SP mail train No. 22 leaving Portola eastbound on April 4. Vice-president H. C. Munson received a call from J. W. Corbett, SP's vice-president, system operations, expressing appreciation for handling their trains so efficiently during time their line was closed by heavy snow.

SALT LAKE CITY

J. B. Price

Have you lost track of some of our favorite retired employees? With the help of retired Conductor "Gus" SNOWBERGER we obtained these highlights:

HARRY BAKER is wintering in Phoenix, and FRANK TAYLOR is at Wickenburg, Ariz., just 50 miles from Phoenix.

Employed as general manager for the Harbor Belt at San Pedro, A. G. "SI" PERKINS is doing well. Retired Division Engineer AL WILLIAMS is with the California Railway Commission.

Now 85 years young, BILL MEEHAN is thinking seriously of moving back to Salt Lake City soon. On the sick list

for some time, retired Conductors CHARLES S. COIN and BERT ROSA have been tormented respectively with asthma and Asian flu.

Mrs. Snowberger has been hospitalized twice since the Christmas holidays, but is now on the road to recovery. Still making fast trips over the road and enjoying meeting with the gang is WADE COOK.

Our thanks to Gus for these items.

Mrs. FRANK BOULWARE is making slow progress back to good health after being confined to her home by sickness since early fall.

SACRAMENTO SHOPS

Marcella G. Schultze

Retiring March 14 after 11 years' service with the WP was R. C. ADAMS, carman. His co-workers have encouraged Mr. Adams' first retirement project by presenting him with a 6½-inch electric Skilsaw to use when he remodels his house.

Car Foreman GEORGE C. SPENCER has received a key chain from the Blood Bank for his donations of eight pints of blood. The presentation was made when he gave his eighth pint on March 11 when the Bank visited the Sacramento Shops. Contributions made that day replenished the supply in the WP Employees and Families Blood Bank.

GEORGE W. NAPOLI, boilermaker, was called to Livingston, Montana, due to the fatal illness of his sister, Mrs. Elizabeth Caruso. Mrs. Caruso's illness was the occasion for a sad reunion of her eight remaining brothers and sisters who hadn't been together since 1954.

Sympathies are extended to the family of retired Roadmaster N. A. RICHARDS who died on March 21 in a rest home at Salt Lake City.

OROVILLE

Clayton D'Arcy and Helen R. Small

The recent Oroville City Bowling Tournament produced some top winners in our railroad fraternity. Machinist BOB SHEPARD was first in the men's single class, while CHARLES KENNADY, machinist, came in sixth in that class. In the women's division, Marion McGinnis, wife of Engineer R. V. McGINNIS, won top place in the all-events class, and Doris Kennady took second in the doubles second division.

A recent bride was the former Miss Gail D'Arcy, daughter of Machinist CLAYTON D'ARCY. She became Mrs. Avery Blankenship on March 8 with a ceremony in the First Christian Church, Marysville. The couple will reside in Oakland where both are employed, the bride as a nurse in Children's Hospital.

Retired Agent CHARLES LONG of Sacramento has been visiting friends at Oroville. He was accompanied on a tour of the Oroville Depot by retired Agent R. E. HOLBROOK who now resides here. Also renewing acquaintances recently were Mr. and Mrs. "PAT" LORENZANA, retired, who visited Winnemucca.

A speedy recovery is wished for Myrtle Rice, wife of Machinist GIL RICE. She is home now recuperating after a serious operation.

Clerk HERBERT RICHARD MACAFEE died in the local hospital on March 22. Born in New York, the late Mr. MacAfee came to Oroville in 1933 from China. Since 1944 he had been employed by WP and was a member of the Brotherhood of Railway Clerks. He is survived by his widow, Lois, of Oroville; a daughter, Mrs. Barbara Minieri, Marysville; a son, Richard, of Sacra-

mento; and three grandchildren. Burial was in Memorial Park Cemetery. Sympathy is extended to the family.

Our sympathies also go to Mr. and Mrs. RAY N. WITHROW of Sacramento and formerly of Oroville on the recent tragic deaths of Mrs. Withrow's parents, and to Fireman and Mrs. WILLIAM E. WALLIS on the loss of their daughter, Donna Marie. Miss Wallis, who was a graduate of Oroville Union High School and a music major at Yuba College, died at the age of 18 after only one day's illness.

KEDDIE

Elsie Hagen

SAM JACKSON, Keddie Resort maintenance man, has been elected captain of the Plumas County Sheriff's Reserve, a trained and uniformed force of volunteer deputies who have semi-monthly training.

Engineer WILMER CHAPMAN, JR., and his family have moved back to Keddie from Gridley where they had lived the past year because of Mrs. Chapman's health. His mother, Mrs. Mildred Chapman, is also back in Keddie after being ill in Gridley for six weeks. She is the local postmistress.

After "batching it" for two weeks, Brakeman TOM GRIFFITH left to join his wife in Arkansas where she had been visiting. They expect to return in about a month.

Pete Hanley, son of AGENT HANLEY, spent several days in San Jose and Fresno recently to make preparations for entering college. He will graduate this spring from Quincy High School.

Sympathy is extended to Mrs. Martha Martin, whose husband is with the water service, on the death of her mother, Mrs. Agnes M. Dehn.

Machinist G. S. Scott's picture of group at L. E. Lanphear's party. Seated from left, Machinist D. H. Coe, Roundhouse Clerk H. J. Wallock, Lanphear, and Electrician J. R. Kump. Standing are Night and Day Diesel Foremen F. J. Coleman, W. C. Rotzler, Fireman R. A. Maine, Night Diesel Foreman W. J. Leavy, Electrician L. J. Libro, Relief Diesel Foreman A. F. Rose.



ELKO

John L. Murphy

L. E. LANPHEAR, first clerk in the mechanical department to retire, concluded his Western Pacific service on March 16. Lee's railroad career began in 1912 with the Chicago-Milwaukee and St. Paul. He left railroading in 1937 for mining with the Rio Tinto Mining Company near Mountain City, Nevada. In 1940 he became manager for the Mountain City Lumber Company and when that business was closed in 1942, Lee went to work for the Engineers Limited at Elko until work was completed on the Bell Telephone booster line.

"I first hired out with Western Pacific as a clerk in Superintendent JACK DUGGAN's office on October 8, 1943," recalls Lee. He later transferred to the mechanical department where he remained until his retirement.

Oddly enough, during the time he worked for WP, Lee met five employees with whom he formerly worked on the Milwaukee.

On his last shift, Lee was presented with a set of luggage by members of

his department and enginemen running east and west out of Elko. He was also given a farewell party on the day of his retirement.

The Lanphears plan to make Elko their home, after a vacation visiting with their children in Washington, Oregon, and South Dakota. They will also become acquainted with 15 grandchildren. Lee also plans to continue as salesman for the Farmers Insurance Group.

Shopmen and enginemen also presented a collection to Laborer JIM SCRANTON who retired on April 1. Jim first went to work as stationary fireman in 1943. When the old roundhouse was torn down he took over the position he held at the time of his retirement.

We sincerely wish Lee and Jimmy more happy years.



SACRAMENTO STORE

Irene Burton

Congratulations to Mr. and Mrs. HARRY MESSER on their 54th wedding anniversary. Harry, who is retired, is anxiously waiting the opening of the baseball season, as he is an ardent Sacramento Solons booster.

LEE WILLIS, editor of the *Camellia City Silver Rails*, will be a delegate to the National Association of Railway Business Women's convention this month in Dallas. EDNA SPRATT, president-elect, will also attend the convention.

Store employees are glad to see HORACE LATONA back on the job after his long illness.

A new employee here has won everyone's heart. She is "BICKA," a mongrel puppy who has been adopted as a mascot by the men at the scrap dock. "Bicka" faithfully guards the dock office on weekdays, and the fellows alternate taking her home on



weekends. They have also taken a collection to finance "Bicka's" vaccinations. Although for her first dinner the men fed the six-weeks-old pup a loaf of bread, quart of milk and a can of dog food, they've since learned more about canine diets.

WINNEMUCCA

Ruth G. Smith

We welcome Trainmaster L. E. THOMAS who has been appointed to the district from Gerlach to Beowawe, Nevada, and stationed at Winnemucca. Old-timers say this is the first time we have had a trainmaster stationed here since 1932.

Day Yard Clerk THEL LEWIS has returned to work after being off since November 1, 1957, and undergoing major surgery in San Francisco.

Sympathies are extended to the families of two recently deceased WP brakemen, ELMON C. GRIFFITHS and LARRY J. ROBERTS. The former died March 1 following a heart attack at his home in Winnemucca. The late Mr. Griffiths started work as a brakeman in the spring of 1944. He is survived by his widow, Rachel, a son, three daughters, and nine grandchildren. His brother, PAUL, is a brakeman at Winnemucca. Survived by his widow, Irene, a son and two daughters the late Mr. Roberts had worked as a brakeman since November, 1942. He died at his home in Winnemucca on March 9.

CHICAGO

Carroll W. Wilke

It is a Chicago office tradition for each person on his birthday to treat the force to candy. SHIRLEY MI-



From left, standing: George Schroeder, Tony Durban, Bill Cook, Leon Pauksta, Fred Sweeney, Jake Ephraim, and Jack Boquist. From left, sitting: Carol Pavlovic, Florence Dudley, Audrey Swikart, and Shirley Michalek.

CHALEK, PBX operator, and AUDREY SWIKART, mail and file clerk, have broken the tradition, a woman's privilege. Instead of the usual candy, we were pleasantly surprised to celebrate their birthdays with cake and coffee. JAKE EPHRAIM, GERRY COFFEY and BILL COOK chorused "Happy Birthday to You" as the cake disappeared.

A newcomer to the Chicago office is RICHARD HAGEN, recently appointed secretary to ARTHUR LUND. From Minneapolis, Dick previously spent three and one-half years with the B&O in that city. He was also serving as president of the Minneapolis Junior Traffic Club when he joined Western Pacific in March.

Congratulations are in order for Traffic Representative FRED L. SWENEY who recently was awarded his 10-year service pin. Fred has been in railroad-ing for 17 years and came to WP from the EJ&E, Hammond, Indiana.

The BILL COOKS have bought a home in Winnetka, Illinois, after moving here from Los Angeles.

TIDEWATER SOUTHERN

Bob Thomson

We are glad to report that C. L. McLaughlin, tomato shipper, and Philip Coniglio, grape shipper, are both out of the hospital and feeling fine after their recent illnesses. ART TIBBETTS, Escalon Agent, is also recovered after an operation late in March.

Spending their vacation in Arizona are HAROLD GRIER and his family.

Fireman C. C. GROSS has announced wedding plans.

High water around Highway 99 during the recent downpours prevented a Tidewater Southern train from returning to Stockton one night. Thus, JACK KENADY, on his way home to bed, was taken aback to see a light coming down the track—a second look revealed a boat approaching.

STOCKTON

Elaine Obenshain

Fireman DAVID FARIES received royal honors recently when he was crowned King Neptune at the annual Stockton College Fun Fest "Ocean Paradise." Faries is in the 14th grade at the junior college and is at present "cut off" at WP.

Good luck is wished to retired Brakeman ERNEST H. SCRIVENER who advises he is leaving Stockton to make his home in Shamrock, Texas.

Congratulations to Engineer J. LUSAR who was promoted to road foreman of engines at Keddie.

A speedy recovery is wished to Traveling Auditor BILL ROWBERRY and to Conductor C. A. BURKETT, JR., who both recently underwent surgery.

N. Y. Helicopter had a 2nd quarter 1957 net loss of \$120,000 after \$385,000 Federal subsidy.

SAN FRANCISCO

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

Congratulations to HARRY HANEN and wife, Barbara, on the birth of their daughter, Suzanne Robin, born on March 7. Harry works in the over-charge claims bureau, auditor of revenues office.

A daughter, Paula Lee, arrived at Kaiser Hospital in Oakland on March 11, much to the delight of FRANK BROGDON and his wife, Lee. Frank works on the mail desk in the auditor of revenues office.

FRED A. TEGELER, JR., budget officer and former signal engineer, told members of the San Jose Central Coast Railroad Club all about WP's centralized traffic control at their April 18 meeting.

Welcome back to PAUL MURPHY, manager passenger department service bureau, following an extended absence because of illness.

Sincere condolences to BOB HULLMAN, secretary to H. C. MUNSON, on the recent loss of his mother.

EDWARD E. ENGLEBRIGHT, retired assistant to the president, entertained a World Fellowship meeting at the Berkeley YWCA in March with films he took in Burma, Saudi Arabia, Mozambique, Southern Rhodesia, and Indonesia. Following Ed's retirement he was appointed by the U. S. State Department to assist in the organization of national railway systems throughout the Far East area. As technical adviser and consultant for the organization, he had unusual opportunities to record with his camera the problems faced by these countries in their expansion and growth.

"Do Not Disturb" signs were hung

out on two recent occasions. CARL NIPPER, general agent at San Jose, went home from San Jose Hospital recovering from heart trouble but he had too many visitors which the doctor didn't like. The same thing happened to ROY E. LARSON, vice president-treasurer, while at St. Joseph's Hospital recovering from heart trouble. Roy is now home and we hope these two railroaders will soon be back on their jobs.

A novelty engagement ring concealed in a classmate's dessert, the display of the traditional white candle surrounded by violets, and after-dinner mints revealed the engagement of Joan Moffet and Douglas A. Emerson recently. Doug is the son of Transportation Inspector and Mrs. W. C. EMERSON. Wedding plans are indefinite at this time.

Her friends in the auditor's office are happy to hear that KATHRYNE GILL is making satisfactory progress from her recent illness and enjoying her transistor radio, a gift from her co-workers.

VICKIE DAVIS' last day at her typewriter in the auditor's office was April 30. She and her husband FRANK, treasurer's office, expect an addition to their family about May 23. Vickie was presented with a high-chair for the "wee one" and a robe for herself from her office friends.

NATALIE PAOLONI and PATRICIA ATWOOD, auditor's office, aren't a bit worried about hard-to-get tickets for the San Francisco Giants' home games. Both are giving out their best service ushering in the fans.

ED O'NEEL, auditor's office, returned to work after a three-week absence because of an ulcer attack. He expects to be ready for the WP golf tournament in June.

BETTY TONELLI has returned to the auditor's office from a maternity leave and, like all mothers, is real proud of her young son.

The following WP railroaders have been elected officers of various associations: MYRON M. CHRISTY, superintendent at Sacramento, a judge in the annual Bank of America achievement awards program to select winners from 34 public high school seniors in four local counties; E. T. CUYLER, chief mechanical officer, a vice president, and H. C. MUNSON, vice president and general manager, a director in the Pacific Railway Club; C. J. FISHER, general agent, secretary-treasurer of the Railroad General Agents Association, Los Angeles; President F. B. WHITMAN, a trustee of the San Francisco Bay Area Council; and FRANK R. WOOLFORD, chief engineer, senior vice president of the American Railway Engineering Association. That's keeping WP in the news and before the public.

WENDOVER

Esther A. Witt

Waitress LA RAE and Virgil "Sully"



SULLIVAN were honored recently with a farewell party given by the American Legion Post and Auxiliary. The party was in conjunction with the Legion's annual birthday celebration and dinner held at the State Line Hotel lounge.

The Sullivans, who have been residents of Wendover



"What makes you think I'm a railroader?"

since 1916, will reside in Ogden, Utah. Sully has been employed at the Wendover Air Force Base since 1946 and, with the closing of this base, has been transferred to Hill AFB at Ogden. La Rae, for the past two years, has been relief waitress in the WP snack bar. They are both prominent in the local Legion, with Virgil a past commander and La Rae past president of the Auxiliary.

Back on the job and full recovered after a week in the hospital is Waitress BETTY ESPINOSA, wife of Section Foreman FRANK ESPINOSA of Shafter.

Agent JAMES FORST has returned to Shafter after a trip through Mexico. Jim had hoped to drive south of Mexico to Honduras but heavy rains made many of the roads impassable. He plans a return trip in the near future.

Golfer: "Did you hear that Joe beat his wife to death with a golf club?"

Partner: "No! Good heavens, how many strokes did he take?"

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RAILROAD LINES



C&O announces free meals two days a week for "Pere Marquette" coachliner round-trip passengers; now running three-Budd-car "Chessieliner" train for faster service between Newport News and Charlottesville, Va.

Burlington's new, specially designed telephone system expected to speed up handling of reservations and information at Chicago.

Missouri Pacific's low-cost meals for coach passengers now regular feature on Missouri River, Colorado, and Texas "Eagles."

Now in service on Northwestern Pacific, new open-top steel cars permit rapid loading of wood chips.

New controlled-ventilation, smooth-riding livestock cars (monogrammed "Pig Palace") help Northern Pacific meet highway competition.

Wabash building 400 steel boxcars with "Scotchlite" lettering for easy nighttime visibility.

More than 90% of Boston & Maine's passenger miles will be produced by Budd diesel cars in 1958.

Pittsburgh & Lake Erie puts two-way radio in nine major yards and 79 locomotives.