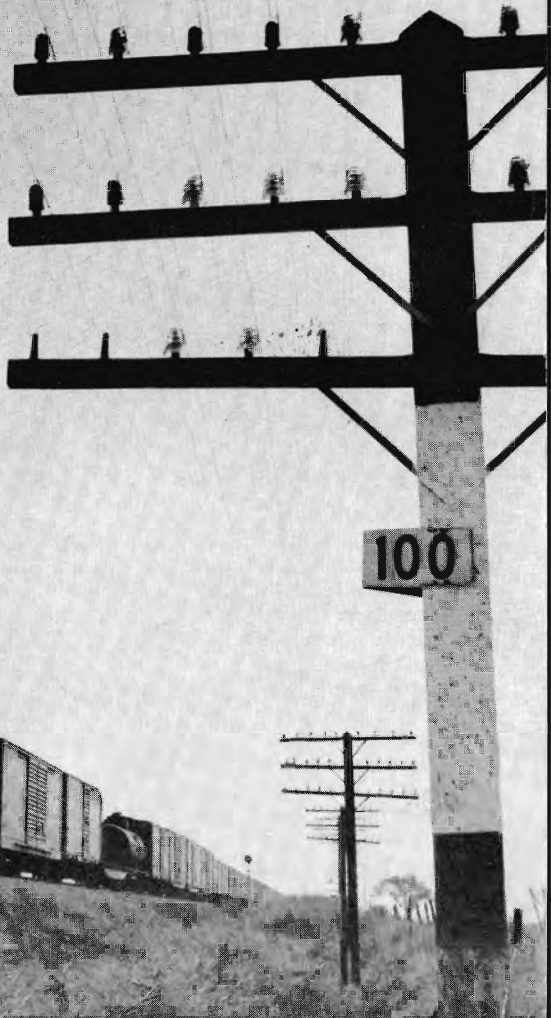


WESTERN PACIFIC
Mileposts
NOVEMBER 1957



Mileposts

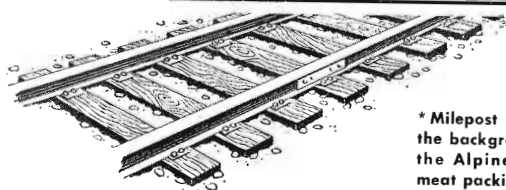
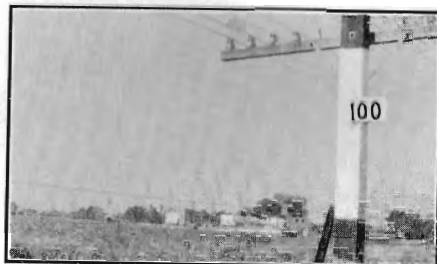
WESTERN PACIFIC

Vol. IX, No. 4

NOVEMBER, 1957

*Milepost No. 100

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 100: Buildings in the background are those of the Alpine Packing Co., a meat packing concern.

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COVER: MILEPOSTS celebrates its 100th Issue Anniversary with this cover picture of an eastbound freight passing Milepost 100. Another view of this location is shown in the picture above. A Milepost picture appears here in each issue, the number of which corresponds with the number of that issue.

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MILEPOSTS

Central California Traction Co.

ON the morning of August 7, 1905, eleven persons met in the San Francisco law offices of Walter J. Bartnett to organize a new railroad. Bartnett, incidentally, had just a few weeks before concluded a two-year administration as Western Pacific's first president. His office, located in the Safe Deposit Building at California and Montgomery Streets, had also been the scene of the organization of the Western Pacific on March 3, 1903. And now he began the formation of the Central California Traction Company.

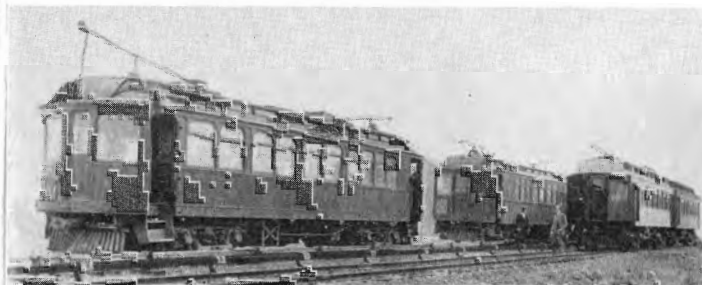
Present, in addition to Bartnett, were Mortimer and Herbert Fleishhacker, Alden Anderson, F. W. Smith, H. H. Ferns, H. H. Griffiths, J. Dalzell Brown, John Treadwell, Fred W. West, and David F. Walker. Mortimer Fleishhacker was immediately elected chairman, and H. H. Ferns, secretary. Capital stock of the corporation totaled \$2,500,000 (25,000 shares at \$100 par value). However, only \$300,000 was actually subscribed and H. H. Griffiths held 2,990 of the 3,000 shares. Each of the other ten men held one share.

The proposed route for the new railroad was in a general southerly direction from Sacramento, through the

grape vineyards of Lodi and the City of Stockton to Modesto, a distance of about 90 miles. Also proposed were intermediate branch lines, one from Lodi to Walnut Grove, one from Stockton to Walnut Grove, another from Stockton to the easterly portion of Calaveras County, and branch lines to cities, towns, and villages adjacent to the main line and intermediate branch lines. Total aggregate mileage for the proposed railroad was about 175 miles.

At the directors' meeting of November 2, 1905, Mortimer Fleishhacker tendered his resignation as general manager of the new company, and E. P. Hilborn was appointed. It was also at this meeting that the first contracts were approved for equipment and supplies. This included track material, two electric cars, car motors, and air-brake equipment.

Some time in 1906 (no month or day is given in the Company's minutes), Dalzell Brown, a civil engineer, began surveying routes in and around Stockton. The Traction Company completed its street-car lines in Stockton in May, 1907, and its Stockton-Lodi interurban first ran on August 29 of that year.



Lodi-Stockton locals meet at Lodi Junction. Two cars on right are CCT inspection train. Photo from collection of A. L. Lloyd, Jr.

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CCT freight train on "X" Street, Sacramento.

Rails were extended to Sacramento, and the railroad began operating both freight and passenger trains from Stockton on August 29, 1910. It was during this same month that the railroad's Colonial Heights street-car line was put into operation in Sacramento.

Overhead wires were used in Stockton, Lodi, and Sacramento; between those cities trains operated by means of a third rail. As an electric railroad, the CCT was unique in having a 1,200-volt DC under-running third rail on its interurban line; the commuters on the motors of the cars carried 1,200 volts to make them one of the first railway motors in use with a voltage greater than 600. It was the first electric railroad to use high-tension DC in California, and one of the first of that type in the United States. Because of this double-power voltage, the interurban cars could operate at only half speed in Stockton and Sacramento, where 600-volt DC trolley was in use.

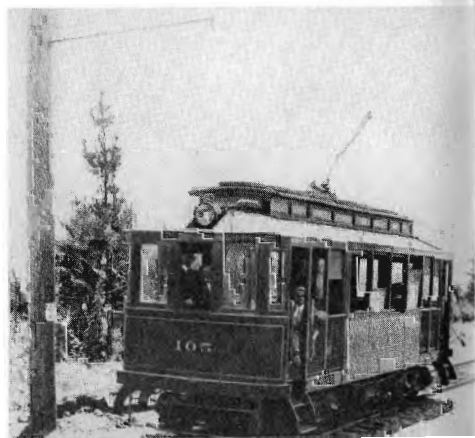
By 1914 the electric line was operating 26 daily passenger trains in each direction; seven between Stockton and Sacramento, 17 between Stockton and Lodi, one in each direction between Lodi and Lodi Junction, and one in each direction between Sacramento

and Herald. The cars were originally painted red, but Pullman green later covered the red. In the early 1930's the street cars were painted yellow, a color also applied to the freight motors.

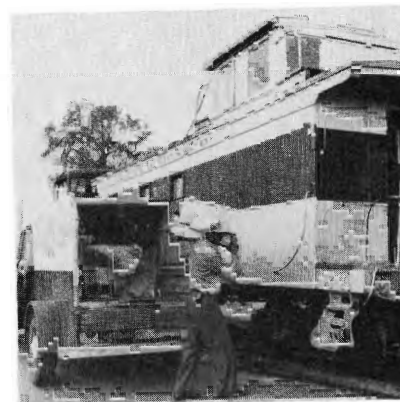
The CCT had a competing trolley line in Stockton, the Stockton Electric which began in 1902 as a narrow-gauge, but was standard-gauged in 1906. The Traction Company operated two city lines: Pilgrim-San Joaquin and Center-Aurora. Passenger-wise, they did not equal patronage of the Stockton Electric's Main-El Dorado and California-San Joaquin lines, and the latter took over most of the CCT's street-car lines in Stockton in 1915.

During the height of the 1920's, CCT ran approximately eight passenger trains daily between Stockton and Sacramento, and 18 passenger trains daily between Stockton and Lodi. It took an hour and 45 minutes for the Stockton-Sacramento run. The line followed along Stockton Boulevard to Second Avenue, down to "Y" Street, over to "X," down "X" to Eighth, Eighth to "I," "I" to Twelfth, and then to the terminal between "H" and "I"

CCT's No. 105 on Colonial Heights Line, Sacramento. A. L. Lloyd, Jr., collection photos.

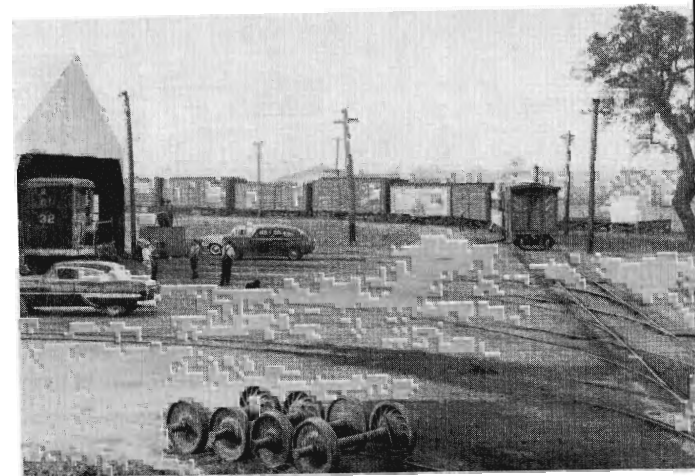


Above: Entrance to CCT shops on Cherokee Lane, Stockton.

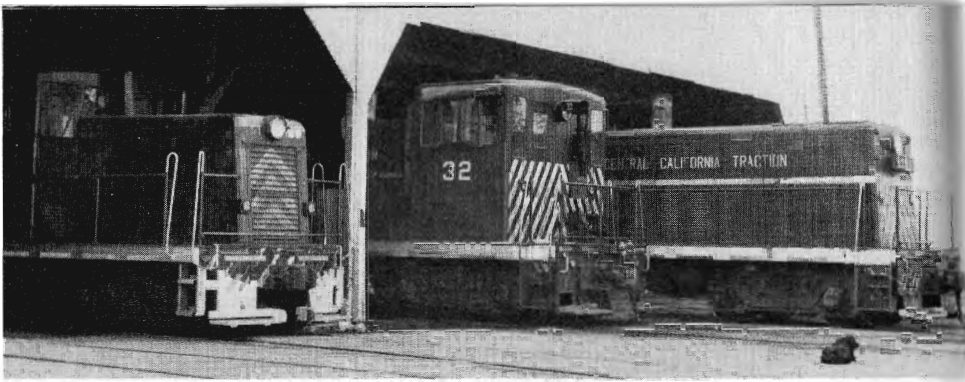


Right: Icing cabooses at rear of the shops.

Below: Cut of cars in background being put away from inbound train for later delivery.



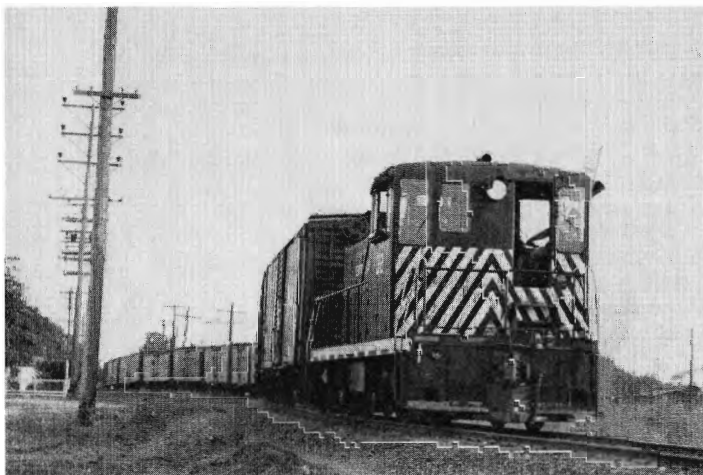
NOVEMBER, 1957



"Jiggs" keeps his eye on CCT diesels at rear of shops before units go into service for the day.



Engine 32 pushes cut of cars into east end of lead to WP interchange at "B" Street, Stockton. Conductor A. M. Carmichael watches on right.

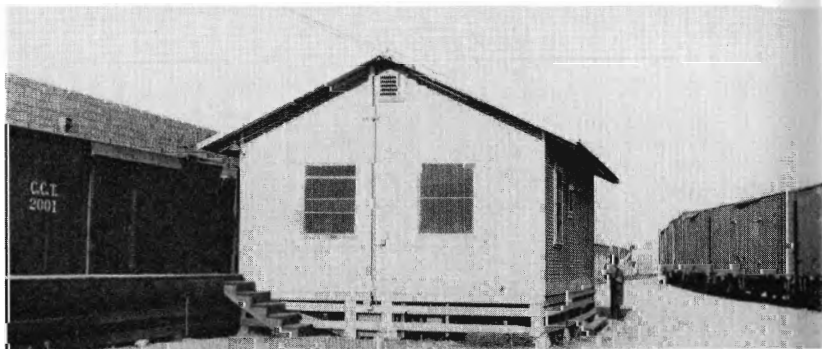


Engine 32 pulls 34 cars across town from Santa Fe in move at Stockton.

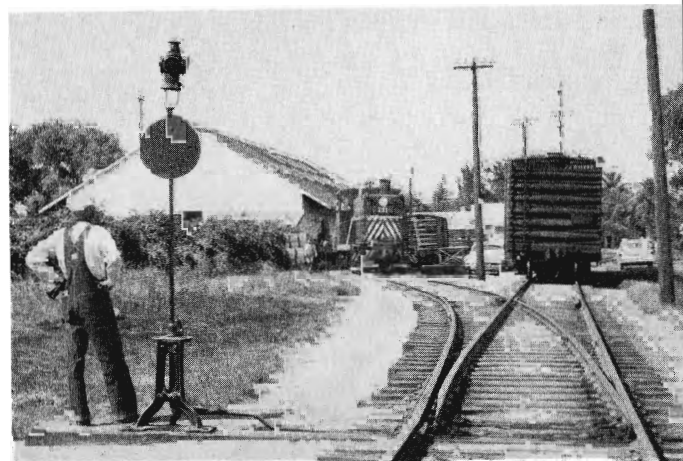


Cut of cars moving east on Park Street, Stockton, with delivery from WP.

CCT freight station at Wilson Way and Weber Avenue, Stockton. SP interchange delivery being put on interchange at right. An SP switchman signals engine man in diesel.



Brakeman J. D. Larsen, former WP eastern division switchman, waits for grape season day crew switching cars from Micke Shed, Lodi.



and Eleventh and Twelfth Streets.

With the increase in autos and better highways, revenue passengers decreased steadily between Stockton, Lodi and Sacramento. The Public Utilities Commission of California granted authority to discontinue passenger service, effective February 5, 1933. CCT's 34 years of street-car service in Sacramento, from Colonial Heights to Eighth and "J" Streets (the car barn was at Alhambra and "X" Streets) ended in 1944, and the system was sold to the Sacramento City Lines.

The company's freight service originally depended on the movement of grapes from the Lodi district, and in the '20's around 4,000 cars of both wine and Tokay grapes were moved to Eastern markets. With the advent of wineries in the immediate Lodi area



Storing appetizer and dessert wines in Lodi winery. Below: Picturesque California vineyard. Wine Institute photos taken by James Donnelly.



Lodi freight station. Shed on right rebuilt last year after fire. Lodi Avenue, foreground, just widened and repaved. CCT removed and rearranged some trackage in the street to assist.

in the late '30's and early '40's, the movement of wine grapes fell off as processing grew in the district. However, a number of cars of grapes are still shipped East each year. The grape season runs from about September 1 to near the end of October, depending on rain.

CCT now handles around 9,000 loads per year, of which half (4,500 cars) is divided equally between wine, canned goods, and forwarder merchandise (National Carloading, etc., in connection with Santa Fe), 1,800 cars of Tokay and juice grapes (about 40 per cent of the movement), and the remainder in various commodities. Gross revenues run around \$600,000 a year. There has been a net income up to last year, when heavy expenses for reconstructing one mile of track on Stockton Boulevard, Sacramento, at a cost of \$130,000, caused a deficit. The Stockton Boulevard job was completed this year at an additional cost of \$25,000. Similar work, at a cost of about \$12,000, was done on Lodi Avenue in Lodi. It is hoped the railroad will end the year about even.

There is quite a lot of trackage still in city streets as a heritage of the old passenger days. This presents quite a

problem, both in operation and expense-wise. In Sacramento, CCT operates on city streets for a distance of six miles. Two years ago locomotives were equipped with yellow flashing lights on both ends at the height of an automobile driver, and this has been very helpful in preventing accidents. The fact that operations in Sacramento are done late at night when traffic is light, aids materially.

Four good-sized rivers are crossed on two miles of bridges between Stockton and Sacramento. This, along with maintenance of six packing sheds and other buildings, keeps the bridge and building gang busy the year around.

The Fleishhackers, original owners of the line, sold their interest on January 19, 1928, to the Santa Fe, Southern Pacific and Western Pacific, and these three railroads today jointly own and operate the railroad.

All overhead and third-rail construction was removed in 1946, and electric freight operation gave way to diesel power in 1947.

L. H. Rodebaugh was the railroad's

first traffic manager, 1910-1913. He was succeeded by S. W. Barnes, 1913-1914; E. L. Stern, 1914-1918; J. C. Stone, 1918-1921; W. P. Jennings, 1921-1931; A. J. Watts, 1931-1933; K. B. Flamm, 1933-1937; and C. H. Hurst, 1937-1940. The position was abolished on January 1, 1941, and supervision of traffic was placed under the jurisdiction of the general manager.

H. A. Mitchell, later Sacramento Northern and Western Pacific president, was the first general manager (and secretary), 1909-1912. Successors were C. H. Robertson, 1913-1915; Frank W. Webster, 1915-1934; George H. Harris, 1934-1943; William L. White, 1943-1951; and C. E. McDonald, present general manager since 1951.

At the present time there are 59 employees with the railroad, 26 having ten or more years of service. Lottie M. Boyd, secretary to general manager and No. 1 on the seniority list, has been with CCT for forty years. She entered service August 17, 1917, as stenographer to the general manager. Since that time she has worked for all general managers and performed various duties, including dispatching trains during the day when this was formerly done from the office of general manager.

Account E. W. Bennett, another forty-year veteran, ranks No. 2. J. F. Martin, who lost an arm in 1918 in an accident on the railroad, has 39 years of service, and has worked as watchman since recovering from his accident. Merrill G. Stevens, general mechanic, entered service in May, 1921, as painter. Able to do just about everything around the railroad, he is called upon for all kinds of assistance. Like many others who



General Manager McDonald looks over mail.



Above: Lodi station force; Agent C. W. George, Clerks L. Q. Sager and R. R. Williams. Below: C. E. Durgan, acting chief dispatcher, Shops.



"Jiggs," chief Shops watchman on all shifts.

Grape season day crew at Pearson (Lodi yard): Brakemen L. C. Jones, J. D. Larsen; Engineer B. E. Kezar (No. 1 on train and enginemen seniority list); Conductor W. B. Maddex (No. 1 conductor and No. 2 on train-enginemen list).



General Mechanic Merrill Stevens, Master Mechanic R. D. Cowger, and "the boss" discuss some improvements to be made at the shops.



Otto Klitgaard, traffic representative at Sacramento, and General Manager McDonald. Photo was taken during recent CCT rail fan excursion.



Accountant G. R. Shalbetter, Office Manager R. J. Bierly, Lottie Boyd, secretary, and Adeline Burney, stenographer-clerk in the general manager's office.



Maintenance crew just before leaving Stockton shops: Signal Supervisor C. H. Kizer; Maintenance Supervisor H. F. Menking; Section Laborer Steve Panos; Section Foreman G. A. Surlmelis; B&B Carpenter Lee Cutburth; B&B Foreman J. C. Franklin; B&B Carpenter W. L. Vernon; Section Laborer Mariano Ramirez; and B&B Carpenters Louis Wilson and Donal Stockdale.

“pinch-hit” when the going gets rough, Merrill has helped out as brakeman during the rush grape season to avoid tying up crews.

Otto Klitgaard, traffic representative at Sacramento, looks back on 35 years with CCT. “Man of all work,” Otto takes care of the California State Fair business each year, doubles up at Lodi during grape season, keeps up his contacts with old and new customers, and somehow manages to do an outstanding job at all times. C. W. George, agent at Lodi, entered service in May, 1923, as relief agent and ticket agent. He has been agent at Lodi since September, 1924. Traffic Representative and Office Manager Reed J. Bierly began as a warehouseman at Lodi on April 30, 1926. He served as relief agent at various locations and was agent at Youngstown and Sheldon, stations now closed.

The 19 foremen and laborers on the last roster have an accumulated service of 180 years, ranging from 29 years down to one.

C. E. McDonald became general manager on March 1, 1952. Elton was previously employed by Western Pacific. He began as stenographer on August 1, 1921, and later became secretary, chief clerk to the general manager, and trainmaster, and was appointed assistant superintendent for WP at Sacramento in 1942. “Mac” is a great guy, as any CCT railroader will tell you, which is verified by the cooperation he receives from all his railroaders.

As you can readily see, Central California Traction Company is pretty small as railroads go, but what they lack in size is more than made up in a personal service that accounts for excellent relations with its customers. Theirs is a combination hard to beat.

How We're Doing

WP's first piggy-back load from the East arrived in San Francisco October 10, routed DL&W, NKP, CB&Q, D&RGW and WP from New Jersey.

• • •

The *California Zephyr* average load for 12 months ending August, 1957, averaged 73.02 per cent of capacity, compared with a 74.55 per cent of capacity for the same period the year before. For the month of September, 1957, the load capacity averaged 77.7 per cent of capacity compared with 88.1 per cent of capacity for September, 1956.

• • •

Sacramento Northern, on September 20, asked the Interstate Commerce Commission for permission to reroute its train service in Sutter and Yuba counties because of proposal to abandon 10 miles of track between Pearson and East Nicolaus. Also requested about 23 miles of trackage rights over WP between Sankey and Cleveland since bridges over Bear River and Plumas Lake on its own lines require rebuilding and the expense is not warranted.

• • •

Loss and damage claims for July-August-September, 1957, totaled \$163,475.83. This compares with \$187,469.09 total for same three months in 1956.

• • •

Gross operating revenues for month of September, 1957, were 1.50 per cent less than for the same month in 1956. Year-to-date through September, a 4.58 per cent increase was reported over same period 1956.

• • •

Reportable injuries for first nine months 1957, compared with same period 1956, dropped from 88 to 44. Ratio of reportable injuries to each million man-hours worked for same periods dropped from 12.38 to 6.96.

• • •

All classes of employees receive 7-cent-an-hour pay increase November 1, except dispatchers and yardmasters who receive \$14 per month increase.

• • •

Following recent discontinuance by Pennsylvania of handling *California Zephyr* through-Pullman-car service between Chicago and New York, similar service by New York Central now discontinued since traffic would not justify purchase of additional sleeper required.

Promotions and Transfers

MAX A. POTTER was appointed chief rate analyst, passenger department, effective September 23, succeeding the late Ralph T. Ott. Bernadette O'Connell succeeded Max as rate clerk, effective the same date.

Max was born on a Missouri farm near Redtop, Dallas County, on March 29, 1916. As did others living in this rural community, Max found getting an education much more difficult than did those living in and near the larger cities. For Max it meant a 7½-mile horseback ride each day to reach the nearest high school at Pleasant Hope, Missouri. Following high school graduation, he attended Southwest Missouri State College at Springfield, Missouri, majoring in vocational agriculture.

He somewhere along the line decided that being a midwest farmer was not for him, came West, and hired out with Western Pacific on April 1, 1937. His first position was as freight trucker at the San Jose local freight station. He transferred to Stockton in September of that year as crew caller, and then worked at various positions at Stockton yard and the local freight office. With the advent of World War II, the Government opened one of six Holding and Reconsignment Points at Lathrop which developed into one of the country's largest military supply handling bases concerned with extensive movements of supplies to the South Pacific. Lathrop became a joint WP-SP agency and Max worked there as chief clerk until 1945. He then transferred to the freight claim depart-

ment as loss and damage claim investigator at San Francisco.

His first passenger experience was as ticket clerk at Salt Lake City. This was on April 10, 1948. He next became rate clerk at San Francisco in April, 1951. Just six years later Potter was elected secretary-treasurer of the American Association of Passenger Rate Men, Golden West Region, a position formerly held by Mr. Ott. Max is also a member of Bayview Lodge No. 401, F. & A. M., at Oakland.

He married Mary Noble in 1950, with whom he had attended high school, and they make their home at Corte Madera in Marin County. A son, Gary Kent, 18, is attending Pasadena Play House.

All of Max's spare time is spent in gardening and keeping up the family home.

Bernadette and Max check passenger rates.



Bernadette O'Connell has been in the passenger department since her first employment with Western Pacific in September, 1944. She has acquired a thorough knowledge of passenger operations through experience as stenographer, refund clerk, refund prepaid order and ticket clerk, and as assistant manager of the service bureau, which position she held from 1949 to 1951.

Bernadette is a native daughter of San Francisco and attended St. Paul's School. She worked for two years with the Pacific Telephone and Telegraph Company before coming to work for Western Pacific.

Bernadette is a little modest about her capabilities, but her interest and loyalty to Western Pacific merit considerable appreciation. And, like most of the feminine sex, she is a little reluctant to reveal her age.

* * *

Earl R. Warren was appointed supervisor of automotive equipment, effective October 21, succeeding C. E. Marcus, deceased. Warren's headquarters will be in Sacramento.

Earl is a native of Taneyville, Missouri, born September 24, 1916. Following his education at Springfield Teachers College, Springfield, Missouri, he taught school for one year at Helphrey Grammar School in Taneyville.

This was succeeded by twenty-one years in automotive mechanical work during which time he was an owner-mechanic of a service station and garage in Sacramento, a mechanic apprentice and tuneup foreman, and a shop foreman for two dealerships in that city. He entered Western Pacific service on the date of his appointment.



Earl R. Warren

Warren married the former Elva Jeanne Lamberson on September 14, 1935. The couple have two sons, Jerry J., 20, a junior at Sacramento State College majoring in business administration and personnel, and Robert E., 19, a student draftsman employed with the U. S. Engineering Corps.

Earl has been very active in Scouting and has been Scoutmaster in Sacramento for several years. He enjoys fishing, hunting and traveling, with which he fits in his hobby of photography.

On his first trip to the city, an old hillbilly was fascinated by an elevator in one of the larger buildings. An old, old lady entered the door, a light flashed red, and in an instant she was gone. Moments later, when the door opened, out stepped a flashy, attractive doll. Walking away sadly, the hillbilly muttered: "Orter brung the ol' woman along."

What Is the ICC?

Not long ago sixteen persons picked at random on a street in downtown Washington were asked "What is the Interstate Commerce Commission?"

The results: Eight did not know. One guessed it was the International Credit Corporation. Two others erroneously described it as the Commerce Department. Three said it was the organization that investigated railroad accidents. One said it dealt with passenger fares, and one replied: "It's just one of those alphabetical agencies Franklin Roosevelt invented."

Undoubtedly, railroaders generally are much better informed concerning the nature and functions of the ICC, but for those not well informed the following history, organization, and functions may be of interest.

The ICC is the agency of the Federal Government which carries out the provisions of the Interstate Commerce Act and other Federal laws regulating railroads, motor-bus lines, motor-truck lines, inland waterway carriers, pipelines, freight forwarders and certain other transportation agencies engaged in domestic interstate commerce.

The Commission was created by an act to regulate commerce approved by President Grover Cleveland, February 4, 1887. The Commissioners, originally five in number, were appointed March 22, 1887, and the Commission was organized March 31, 1887. The law became effective on April 5 of that year and the first rules of practice were promulgated on May 25.

The Act is based on Article I, Section 8, Clause 3, known as the "Com-

merce Clause" of the Constitution of the United States, which prescribes that Congress shall have power "to regulate commerce with foreign nations, and among the several states, and with the Indian tribes."

The original Act (1) declared that railway rates and charges must be reasonable and just; (2) Prohibited special rates, rebates, drawbacks, or other devices favoring or prejudicing any person in relation to any other person for doing a like and contemporaneous service, under substantially similar circumstances and conditions; (3) Made it unlawful to make or give undue or unreasonable preference or advantage to any person, locality, or kind of traffic; (4) By the "long-and-short-haul" provision made it unlawful to charge or receive any greater compensation for a shorter than for a longer distance over the same route and in the same direction; (5) Prohibited pooling and division of earnings; (6) Required publishing, filing, and public posting of rate schedules; and (7) Permitted arrangements to make the carriage of freight continuous from point of origin to destination.

Numerous amendments have been made to the Act in the seventy years since its adoption. The first, approved March 2, 1889, included provisions relating to filing and posting of tariffs; penalty provisions for violations and means of enforcing same; publication of reports and decisions; provision for jury trial in proceedings to enforce award of reparations; and classes of persons allowed to be transported free or at reduced rates.

The Act of March 2, 1889, provided that the Commission would thereafter report to Congress instead of to the Department of the Interior. In 1903, Congress passed the Elkins Act, which dealt forcefully with rate discriminations and departures from published tariffs. It "put teeth" in the Interstate Commerce Act.

In 1906 the important Hepburn Act was passed. Its purpose was to cure defects that had been pointed out in court decisions and in the light of experience. The Act was broadened to include pipelines, express and sleeping-car companies. Commissioners were increased from five to seven; the Commission was authorized to appoint examiners and agents, and to prescribe maximum rates. The period of notice of change of rates or charges was increased from 10 to 30 days, and the issuance of passes except for railway personnel and the free transportation of commodities except for railway property was prohibited.

The Esch Car Service Act of 1917 gave the Commission certain regulatory powers over the distribution of freight cars.

Probably the most important legislation affecting railroads since the Hepburn Act of 1906 was the Transportation Act of 1920. It contained a rule of rate-making which would give the railroads opportunity to earn a fair return. It authorized the ICC to require intrastate rates to be maintained on the level, or related to the level, of interstate rates. It also authorized the ICC to prescribe maximum, minimum, or exact rates; pooling under certain circumstances; and provided for a certificate of convenience and necessity in the case of extension or abandon-

ment of railroad lines. It gave the Commission authority over acquisitions of control by one railroad over another, and increased membership in the ICC from nine to eleven as at present.

Other important enactments of Congress were the Emergency Transportation Act of 1933 when railroad holding companies were brought under ICC jurisdiction; the Federal Communications Act in 1934 which transferred the regulation of telegraph, telephone, cable, and radio companies from the ICC to the Federal Communications Commission; and the Motor Carrier Act of 1935 which placed common carriers and contract carriers by highway under the jurisdiction of the ICC.

The Transportation Act of 1940 announced a new transportation policy, declaring it to be the aim of the Federal Government to regulate transportation fairly and impartially, and place under ICC regulation some water carriers on the Great Lakes and on the inland waterways. The Freight Forwarders Act of 1942, the last, placed regulation of freight forwarder companies under ICC jurisdiction.

Commissioners are appointed by the President of the United States, subject to confirmation by the U. S. Senate, each for a period of seven years. A chairman is selected by the Commissioners, serving for one year and then passing to the Commissioner next in line on the basis of seniority until the round of all eleven has been completed.

The Commission is located in the Interstate Commerce Commission building, Twelfth and Constitution Avenue, N. W., Washington, D. C.

MILEPOSTS



IN GOLD

MILEPOSTS congratulates the following railroaders who will receive Service Pin Awards during the month of November, 1957:

35-YEAR PINS		
H. R. Coulam.....	Traffic Mgr., Intermountain Region	Salt Lake City
John V. Holcomb.....	Machinist.....	Mechanical Dept.
Aliene C. Lee.....	Clerk.....	Western Division
Drury G. Richardson.....	Carman.....	Mechanical Dept.
30-YEAR PIN		
Bessie C. McCulley.....	Interline Clerk	San Francisco
25-YEAR PIN		
Frank Espinoza.....	Section Foreman.....	Eastern Division
20-YEAR PINS		
Walter Clark.....	Steward.....	Dining Car Dept.
John J. McGraw.....	Roundhouse Foreman.....	Mechanical Dept.
Frank J. Williams.....	Machinist.....	Mechanical Dept.
Matthew G. Willoughby.....	Clerk.....	Western Division
15-YEAR PINS		
John A. Boquist.....	Export and Rate Clerk.....	Chicago
Joseph M. Bartorelli.....	Carman.....	Mechanical Dept.
Otto L. Becker.....	Telegrapher.....	Western Division
William J. Cochran.....	Clerk.....	Western Division
John E. Farnsworth.....	Locomotive Engineer.....	Western Division
Benjamin T. Mater.....	Clerk.....	Western Division
Carson M. McNees.....	Brakeman.....	Western Division
Emilio Michell.....	Locom-Laborer.....	Western Division
Joseph O. Patterson.....	Locomotive Engineer.....	Western Division
Paul A. Penman.....	Locomotive Engineer.....	Eastern Division
Melvin L. Pierner.....	Electrician.....	Mechanical Dept.
Larry J. Roberts.....	Brakeman.....	Eastern Division
Samuel R. Seeds.....	Carman.....	Mechanical Dept.
Charles D. Smith.....	Clerk.....	Western Division
Jack A. Smith.....	Switchman.....	Western Division
Maurice Story.....	Locomotive Engineer.....	Western Division
Arthur A. Van Meter.....	Locomotive Engineer.....	Western Division
Manuel Vasquez.....	Checker.....	Signal Dept.
Minor A. Wingo.....	Electrician.....	Mechanical Dept.

Lil Harder, interline ticket clerk-passenger accounts (third from right) celebrated her 40th anniversary with WP on October 8. Her co-workers presented her with a bag and 40-year service pin on the occasion. Watching the pin presentation are Mary Eng, Vernon Geddes, Elaine Moore, Alta Thomas, Larry Levis, William Levy making presentation, Roslyn Caparell, Lil, George Welch, and Ann Ranney.



10-YEAR PINS

Antonio Aguirre.....	Section Laborer.....	Western Division
Marvin F. Barkhorn.....	Clerk.....	Western Division
Oran R. Best.....	Draftsman.....	Signal Dept.
Bernardine Coleman.....	Clerk.....	Western Division
W. D. Dakan.....	Test Signalman.....	Signal Dept.
Colin C. Eldridge.....	Transportation Engineer.....	San Francisco
John B. Fairley.....	Machinist.....	Mechanical Dept.
Robert G. Hobbs.....	Section Foreman.....	Eastern Division
John Kafun.....	Traffic Representative.....	Oakland
Harry Q. Myers.....	Carman.....	Western Division
W. W. Olsen.....	Signalman.....	Signal Dept.
Dennis L. Palmer.....	Steno-Statistician.....	Engineering Dept.
Don T. Woods, Jr.....	Brakeman.....	Eastern Division

Christmas Concert Records available again

Another supply of Christmas Carols, recorded by Western Pacific's Glee Club, is now available to employees and their friends as a result of response received last year.

The Concert consists of nearly a half-hour of Christmas favorites and other appropriate songs, and is recorded on a double-face, long-playing, 10-inch, unbreakable Vinylite record. A colorful jacket bearing a photograph of the Glee Club encases each record. Cost to employees is \$1.25 each (cost of the pressing) and includes sales tax and cost of mailing.

The Glee Club have earned an enviable reputation for entertaining at various hospitals in the Bay area, homes for the aged, veterans, and have also appeared on radio and for Christmas shoppers at the Emporium in San Francisco. For the past several years they have also entertained passengers on the *California Zephyr* during Christmas week with a daily performance at Western Pacific's Oakland station and while crossing on the ferry from San Francisco.

The record will add much to your Christmas pleasure, and make fine gifts to include on your Christmas list.

Your order will be mailed upon receipt of \$1.25 and the coupon below.

Department of Public Relations
Western Pacific Railroad Company
526 Mission Street
San Francisco 5, California

Please mail to me at the following address Christmas Concert record(s) sung by Western Pacific's Glee Club. Payment (\$1.25 each) is enclosed. (Please print)

Name
Address
City..... Zone... State.....

There was not a passenger fatality among Pullman travelers on the U. S. railroads during the 5½-year period 1952 through June, 1957. In that time more than 68 million passengers traveled in Pullman cars more than 42 billion passenger-miles. In contrast, more than 190,000 persons met death in highway traffic accidents during the same 5½-year period.

For the price of a pound of coffee, the railroads carry a ton of coal 183 miles.



Dear Editor:

A Happy Occasion

On October 10, Tom Hope, general traffic manager, Montgomery Ward & Co., celebrates his 25th anniversary with that company. Their traffic department is planning a program on that date in his honor and they have asked us if we have a booklet of cartoons such as used in MILEPOSTS concerning railroading which they would like to work into their program. Will you please airmail to Charles Armstrong if you have these cartoons available?

George K. Wenig
General Agent
Chicago

* * *

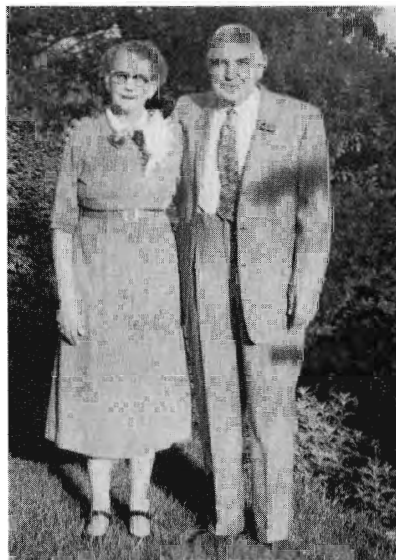
A collection of MILEPOSTS cartoons were forwarded as requested along with a letter extending congratulations to Mr. Hope on the occasion of his quarter of a century employment with Montgomery Ward & Co.

Golden Anniversary

Enclosed is picture of my wife and me taken on our Golden Anniversary, June 3, at our home, 1596 South 13th East, Salt Lake City, with all our family present except one granddaughter, Darlene, and her husband and daughter who live in Seattle. Present was Conductor Glenn E. Fox,

his wife and daughter, Glenn's son, Thomas E. Fox and wife and three sons, Thomas III, Timmy and Terry; our son-in-law, Sgt. Richard H. Keeling, his wife Helen, and son Pat, who just returned from three years' Air Force duty in Germany. Pat is now at March Air Force Base, Riverside, where a daughter was born on September 18. He will leave for Japan in

(Continued on Page 21)



Mr. and Mrs. Glenn E. Fox

MILEPOSTS



In Memoriam

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

Ira G. Burks, retired chief clerk-accounting, October 1.

Charles G. Butcher, retired switchman, August 18.

Tony Carrillo, laborer, September 10.

Frank J. Cattuzzo, freight traffic rate clerk, September 6.

William H. Costley, retired ticket clerk, July 16.

Chester E. Graham, retired ditcher engineer, August 14.

John C. Helmick, retired carman, September 4.

Jack E. McKnight, retired section

laborer and coal-chute operator, August 24.

James D. McLanahan, retired painter helper, September 6.

John J. O'Brien, retired boiler-maker, October 6.

Hamilton A. Otis, locomotive engineer, September 28.

Ralph T. Ott, chief passenger rate analyst, August 27.

LeRoy Perry, retired switchman, July 2.

Henry W. Rookard, retired Central California Traction Co. motorman, August 26.

Alfred L. Steen, Central California Traction Co. employee, October 8.

Frank D. Vincent, retired Sacramento Northern locomotive engineer, September 6.

Gus Zellis, retired B&B helper, June 13.

Dear Editor: . . .

(Continued from Page 20)

February or March for three years' duty there.

I retired from WP service in January, 1948, and want to say hello to all my many WP friends.

Thomas Fox
1596 South 13th East
Salt Lake City, Utah

Finds Train More Restful

Over the past years you have been very kind in forwarding to me copies

of your organization's magazine, MILEPOSTS. As an amateur railroad fan I have very much enjoyed each and every issue, and I am writing this letter to tell you how much I recently enjoyed the trip on your *California Zephyr* to Denver. Normally, I would have flown. But I thought possibly a train trip would be different and more restful—which it certainly was. I can't recall having enjoyed a trip more thoroughly than I did this particular trip to Denver.

(Continued on Page 23)

WP Will Remember

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

On behalf of all employees of Western Pacific and its affiliated companies, MILEPOSTS extends sincerest best wishes for future happiness to the following employees who recently retired:

Arnold E. Black, waiter, Oakland.

Charles G. Clontz, section foreman, Wendover.

Lillian Pearl Cook, Sacramento Northern division accountant, Sacramento.

Curtis I. Davis, Sacramento Northern dispatcher, Sacramento.

John G. Forsman, carman, Oakland.

Anders R. Gustafson, marine captain, San Francisco.

Edward J. Harris, conductor, Portola.

Edward Hellensmith, carman, Oakland.

Pete G. Kallianos, Sacramento Northern section foreman, Concord.

John M. Keith, section foreman, Prouty, Nevada.

William C. Kelly, conductor, Stockton.

Charles R. Kyser, waiter, Oakland.

Robert B. McMillan, dispatcher, Sacramento.

Christian V. Thompson, writeup man, Stockton.

Hosea Turner, Central California Traction Co. mechanic, Stockton.

Ed Moss ends career

It doesn't seem strange that a person born and reared in a world of flesh-and-blood horses should find his life's work in the world of the iron horse. But that's the way it worked out for William E. Moss.

Barely three years after he was born in Grass Rope, South Dakota, on August 4, 1892, he was riding bareback on his first pony. Only a year or so later he had his "very own horse" (proof of which is carried in a remarkable scar). At sixteen he was riding his first train, bound for a job with a railroad.

Ed started out, as most successful men do, right at the first rung of the ladder on the Chicago, Milwaukee & St. Paul, in Montana. He worked up a bit on the Southern Pacific at Port-

land, with the Pullman Company at Richmond, and began his climb on the Western Pacific at Oakland on July 18, 1923. He became car foreman in 1930 and was made district car foreman in 1946, which position he held at the time of his retirement.

For twenty-five years his "family" has been Phyllis Rae, his attractive daughter. But now there is Wilbur, his son-in-law, and a four-year-old grandson, who has been a familiar visitor. Often seen clutching the hand of "gramp" as they walked down the tracks, Ed pointed out old-time wood-burners stored at Oakland for the railroad historical societies, and the newly delivered diesels, or stock cars loaded with cattle or hogs.



Above: Wilbur Thomas; his wife and Mr. Moss' daughter, Phyllis Rae; Ed; and Pauline Greve, Mr. Moss' guest at his retirement dinner.

Left: Frank Reuben presents Ed with farewell gift. Ray Ackeret, dark suit and bow tie, is Ed's successor as district car foreman.

Ed hasn't had much time for hobbies. Work with the Shrine has demanded some of his spare time. The rest has been devoted to duties for several years as vice-president of the American Railway Supervisors Association.

At the close of Ed's shift on August 31, he was honored at a dinner dance in the Terrace Room of the Lake Merritt Hotel, attended by ninety-one of his friends. The Wilkinsons from San Bernardino were there, as well as Mr. and Mrs. E. T. Cuyler and W. B. Wolverton from Sacramento and D. D. Poor of the Southern Pacific. Friends

had learned that Ed wanted an electric lawnmower, but presentation of such a cumbersome machine posed a problem. A gift order solved the problem. A sentimentalist at heart, the man of honor made his acceptance humorous and short, and turned the spotlight onto his successor, Ray Ackeret.

Now that Ed has retired, he is putting the finishing touches on a planned tour which will take him from Canada to Mexico and the Hawaiian Islands. When he returns he is going to look for a small but active town where once more he can live in the world of the flesh-and-blood horse.

Dear Editor: . . .

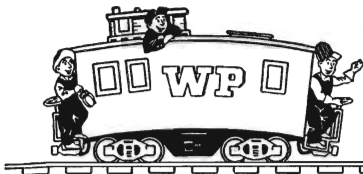
(Continued from Page 21)

Being in the public relations field I am certain that you like to know these things, although one trip by one person doesn't amount to a great deal. I want you to know that the courtesies extended to me by your company and

you personally have been very much appreciated.

E. J. McGuirk
Area Manager
California Physicians' Service
San Francisco

BIGAMIST—a man who has taken one too many.



Caboosing

ELKO

John L. Murphy

We take our hats off to Chief Electrician, JAY KUMP, who with the assistance of Robert Boese, High School Instructor, managed the Babe Ruth League Baseball team to the Elko County championship. The team's first league defeat came in the Ty Cobb State Tournament which was held in Reno and composed of all the Nevada teams in addition to two California teams. The Elko County team played errorless ball and wound up in fourth place to win the Good Sportsmanship Trophy, a permanent award sponsored by the I. O. O. F. During the season, the team also played seven games with American Legion teams composed of 17-year-olds, and had only one defeat.

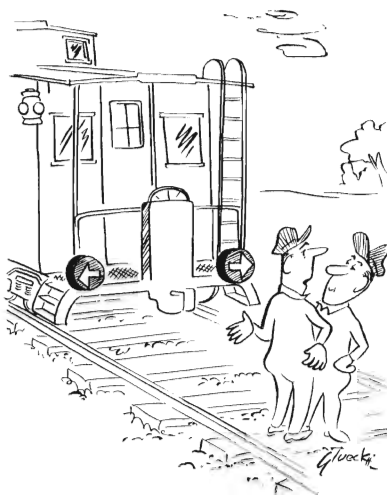
Sons of WP railroaders on the team were: Third baseman Moyal Kump, who led the team with a batting average of .662; catcher Pat Landell, who had the third highest average of .480; and catcher Del Roy Jones with a batting average of .300. Two S.P. boys were also on the team: First baseman Richard Harris, whose batting average of .610 was second highest; and second baseman Larry Bitton, who had an average of .410.

In addition to this fine coaching job, Jay also is serving as Explorer Advisor of the Boy Scouts. We'd say he is truly an asset to the community and the WP family.

It's a boy—born to Mr. and Mrs. W. R. FREEMAN on September 12. The 8-pound baby was named Andrea L. Willie is employed in the Elko Freight Depot.

L. P. WATERS has been with us as agent at Wendover for a long time! He recently forwarded a document to the Superintendent's Office signed L. P. Wendover. We're all for you, Leo, anyway.

Ticket Clerk JACK FORD won't forget this for a long time. Trainmaster KEN WOODS gave his specific instructions to keep the enginemen's locker room locked at all times. First thing,



"... turn indicators???"

KEDDIE

Elsie Hagen

Hunting season has been in full swing in this part of the country, and again the weaker sex has triumphed. To date, Mrs. Virgil Simpson, wife of Conductor VIRGIL SIMPSON, has brought in the largest deer.

Brakeman WALTER HALLSTEAD and Mrs. Hallstead are proud parents of a baby girl. Katherine Frieda was born in the Industrial Hospital on September 20. This made Mr. Sam Jackson, Mrs. Hallstead's father, a grandfather for the fourth time, and he complained he was feeling pretty old. However, four days later his wife presented him with a daughter, Sandra Gayle, so now he admits he feels quite young again!

We were all sorry to see Brakeman and Mrs. KENNETH ARCHER and family move recently. They have made their new home at Portola.

Completely recovered and back on the job again is Yardmaster CHARLEY SELF, who had a serious bout with double pneumonia not so long ago. Welcome back, Charley!

Katherine Griffin, daughter of Brakeman TOM GRIFFIN, was married in the Reno Methodist Church to Jack Masterson, son of Mrs. Bryant of Sacramento, on September 7. They will make their home in Sacramento.

Visiting with friends and relatives here in Keddie recently have been

Engineer ROGER COLLINS and his wife and Retired Engineer FLOYD SEATON and his wife. The Seatons are living in Oroville and the Collinses live in San Jose.

Mr. and Mrs. J. B. RADCLIFF have recently moved from Stockton to Keddie and are living in their trailer. Most of their spare time has been devoted to hunting.

Retired operator RAY BECKLEY and his wife own a home down in the Flat in Keddie and have been busy all summer raising beautiful flowers. Since his retirement Mr. Beckley has been doing some prospecting as a hobby around Belden and, although he hasn't found much as yet, we all hope he will soon strike it rich. They are now spending the winter in East St. Louis with relatives and friends.

SALT LAKE CITY

J. B. Price

At wedding rites performed in the home of Fireman and Mrs. HAROLD O. SMITH, Norman Kay claimed Joyce Smith as his bride. Congratulations and our best wishes to the happy couple, who will make their home in Salt Lake City.

Having been fortunate in flower displays at various events, Conductor DEWARD C. ANDERSON entered the third and fourth shows of the Utah State Fair Floriculture Show. In the third show he garnered first on Cockscombs and second on the Large Artistic Arrangement. The fourth show brought him a first in the Large Artistic Arrangement, first in Marigolds, first in Cockscombs, first in Asters, and third in Gladiolus. Floriculture has paid off for Dee this year, and we are glad for his winnings.

Fireman and Mrs. CLIFFORD F. GAMBLE are still talking about the wonderful visit they had with their son Dennis when he was recently home on furlough from the Marines.

Our sincere sympathy to LARON H. SORENSON and his family on the passing of their devoted wife and mother, Margaret, following a short illness.

Our condolences also to Conductor and Mrs. JAMES W. DANIEL and his family on the passing of his mother. The Daniels had just returned from a Montana vacation spent with his folks.

Congratulations to Brakeman F. J. CRANDALL, who was recently awarded a diploma in Traffic and Transportation training by the LaSalle Extension of the University of Chicago. He completed this correspondence training course in his spare time, which is mighty good work.

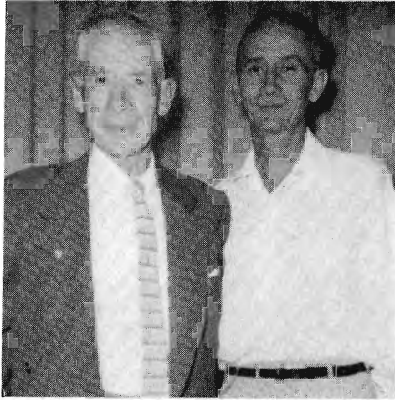
STOCKTON

Elaine Obenshain

Miss ALTHEA EVANS, daughter of Conductor and Mrs. G. H. EVANS was married September 14 to Bob Neumiller. She was recently employed as a WP Clerk. Best wishes to them both.

Married in a September 21 ceremony were Shirley Benedict and Richard Sickert. She is the daughter of Stockton Car Foreman and Mrs. G. J. BENEDICT. The couple are now living in Salt Lake City, where Mr. Sickert is attending the University of Utah, and we send them best wishes.

We also congratulate Carman CHRIS THOMPSON, who retired on September 30 after being with WP since 1928. Before leaving he was honored at a retirement dinner at Risso's and presented with a barbecue pit.



Chris Thompson, retired carman, and Carman L. E. McElroy, Local Chairman, B.R.C. of A.

Among the lucky deer hunters this season were Carman ANDY GIANETTI, who bagged a three-pointer; Electrician DAVE FULTON, who brought in a four-pointer; and Engineer E. L. WEMMER, who got a three-pointer.

Assistant Cashier CHERRY RAWLEY reports that her daughter, Patricia, is enjoying a three-week tour through Italy, France, and Spain with her husband, Pfc. Poli Petridis, who is stationed at Bamberg, Germany. Pat

Carman Andy Gianetti and his three-pointer.



MILEPOSTS



John W. Peters, assistant chief yard clerk at Stockton since 1923, is presumably No. 1 employee on the seniority roll. He began his career on October 5, 1910, as trucker; was also crew caller, night clerk and yard clerk. Last month Terminal Trainmaster Edwards presented John with Meritorious Passes 1 and 2 for 1958. John will frame them.



NOVEMBER, 1957

joined her husband last June and they will return to the United States this spring.

We wish a speedy recovery to the following railroaders who have been on the sick list: Mrs. L. J. FISHER, wife of Engineer L. J. FISHER; Clerk ROBERT SCOTT, and F. F. LEMON. We hope they will all be with us again soon.

We are happy to welcome back from military leave Clerk IVAN E. MCATEE, who was just released from the Navy.

Our deepest sympathy to Assistant Chief Clerk LAWRENCE DANIEL, whose mother passed away unexpectedly. Also to Clerk DAVE GREGSON on the tragic loss of his brother; and to the family of retired Swmn. C. C. JOHNSON.

SACRAMENTO NORTHERN

Milton Ziehn

That WHOOSH that will be heard over Northern California at 1:00 p. m. Sunday, December 1, won't be "Sputnik," but will be Santa himself arriving on schedule to attend the SN's Retirement Party at the Veterans' Hall, West Sacramento. However, this year, due to more work than ever at the North Pole, he will travel in the latest intercontinental passenger-carrying rocket!

More SN'ers than ever retired this year, and will be there to receive your best wishes and to meet old friends. The list is not yet complete, but it is expected to be the longest since the retirement parties started. Join us on December 1 and see for yourself what fun we have planned.

Roundhouse Clerk Jim Hightower made a gift presentation to Machinist Peter M. Murphy at his retirement dinner July 31 after 16 years with WP. Peter's hobby is Scouting; was I.A. of M. representative for many years.



Chicago office welcomes Audrey Swikart.

CHICAGO

Dan Dutkiewicz

Meet our new mail and file girl, Miss AUDREY SWIKART, who hails from Chicago's Northwest side. Formerly, she worked for *Parade Magazine* as a receptionist. Welcome to the WP family!

Our congratulations to Bob Riegel, son of our Traffic Representative, JOHN RIEGEL. He recently married Miss Carol Engholm in a double-ring ceremony.

BILL McGRATH, assistant to traffic manager, and his wife, Rita, took their third honeymoon at Colorado Springs. One of the highlights was Bill's claimed climb of Pike's Peak. To all future climbers he offered this bit of fatherly advice: "Take one bottle of liniment for aching bones, one parachute, one oxygen mask, and two very soft pillows for three-point landings." The air was

quite rarefied for a Chicago boy, but he made it. He even sent us a card written at the very tip of Pike's Peak!

A slight error was made in September's issue of MILEPOSTS. JIM WARREN, assistant traffic manager, claims that if he lives another twenty years, he may be a great-granddaddy, not granddaddy as we said. Sorry, Jim!

PORTOLA

Gladys Ruse Largan

First, I want to thank everyone for all the good wishes we have received since my marriage September 1 to Brakeman PATRICK H. LARGAN at the Methodist Parsonage in Winnemucca.

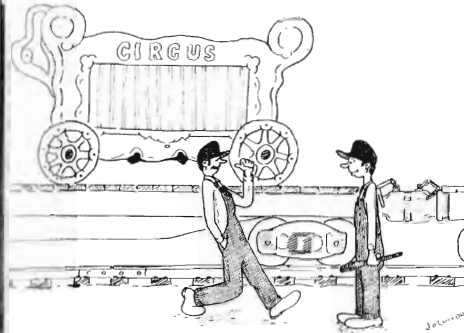
On August 10, Jerry Raymond Groom, son of Engineer and Mrs. R. D. GROOM, married Noreen Ellen Hartman in the Bell Garden Methodist Church. We send them our best wishes.

Engineer and Mrs. A. C. DONNENWIRTH became proud grandparents on September 15 when twins were born to their son Ray and his wife in Chico. Their names are Nancy Ann and Steven Craig.

Clerk BOB MEAD and his wife are the parents of a daughter, Candace Ann, born September 17 at the Portola Hospital. They also have two small sons. We wish them much happiness in their new home at San Jose.

We were sorry to see Clerks FRANK and FRANCES MLAKAR move to San Jose, but hope they will be very happy there.

Engineer A. C. DONNENWIRTH, who is also chairman of the Plumas County Board of Supervisors, was elected First Vice-President of the County Supervisors' Association of California at their annual meeting in Santa Rosa



"Something the conductor disagreed with ate him!"

this month. He previously had been serving as Second Vice-President, and his elevation to the presidency next year is considered automatic.

SACRAMENTO SHOPS

Marcella G. Schultze

Carman E. L. TOMLINSON, Diesel Foreman M. T. PANTALONE, and Blacksmith C. C. BENNETT have been elected WP Sacramento Employees Federal Credit Union delegates to the State Credit Union Convention in Long Beach, November 1, 2, and 3. Mr. Tomlinson is President of the Sacramento Credit Union, and Mr. Pantalone and Mr. Bennett serve on the Supervisory Committee and the Board of Directors, respectively. Mr. Bennett is also Vice-President.

Congratulations and best wishes to Electrician and Mrs. PAT CHACE on their recent marriage. Mrs. Chace is the former Alice Lidster of Palo Alto. Pat has always wanted to retire in Winnemucca and so they went there on their honeymoon. Luck was with him: Alice fell in love with the town and its people, so they've bought a

home there and as soon as Pat retires the end of this year, it will be "At Home in Winnemucca for the Pat Chaces."

Our sympathy is extended to the family of J. D. McLANAHAN, retired painter helper, who passed away in September at the age of 76. Dave was the son of early-day settlers in the Franklin-Thornton area. His father came to California from Iowa in a covered wagon and drove eight-horse freight wagon teams in the Georgetown, El Dorado County, area until he purchased a cattle ranch in the Franklin-Thornton district in the 1860's.

Our deepest sympathy is also extended to Mrs. Geraldine Russell, daughter of Machinist C. H. HUGHES. Her little two-year-old son, Robert, drowned when he fell into an unfenced irrigation ditch in Sparks, Nevada, despite valiant efforts of a resuscitator crew and physician to save him after he was pulled from the frigid water.

We congratulate Laborer and Mrs. MARTIN C. GARCIA upon the birth of their fourth daughter. This now evens up the girls' count with that of their four brothers.

WENDOVER

Esther Witt

We are glad to hear that Assistant Extra Gang Foreman HOWARD A. GIBSON is progressing very well following surgery, and hope that it will not be too long before he will be able to return to work.

One of the disadvantages of living in a desert town is that usually the children have to be sent elsewhere to finish their high school education, as is the case at Wendover. Patricia Ann and Donna Louise Shea, daughters of



"According to the last Milepost, lady, you've been yakking for 125 miles!"

T&T Lineman and Mrs. THOMAS SHEA, have gone to Glenwood Springs, Colorado. Pat is a senior and Donna, a junior. Patricia Nuffer, daughter of Cashier and Mrs. PRESTON A. NUFFER, will be a senior at Grantsville. Lowell Anderson, son of Water Service Maintainer and Mrs. VARIAN ANDERSON, has gone to Provo as a sophomore. We wish them all the best of luck.

SACRAMENTO STORE

Irene Burton

On one of our real warm days not too long ago, DALE ROBINSON dived into his pool only to come up with a badly

broken great toe. It seems that one of the youngsters that had been using the pool had thrown in a large rock, and Dale's foot found it right away. He was away from work for almost a month.

General Store Keeper and Mrs. HENRY J. MADISON recently received a very nice letter from the Commander of the 804th Supply Squadron at Hunter Air Force Base, Georgia, congratulating them on their son's recent promotion to Airman Second Class. This squadron is a unit of the nation's long-range atomic striking force, the Strategic Air Command. We know how proud Mr. and Mrs. Madison must be.

IRENE BURTON was elected Secretary-Treasurer of the Sacramento Valley Chapters of Credit Unions at their dinner meeting held September 29.

SAN FRANCISCO

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

A color film titled "Your Share of Tomorrow" was shown by Mr. Douglas Horner of Sherman, Agnew & Co. at a dinner meeting of the Railway Business Women's Association of San Francisco on Tuesday, September 24. The club's program chairman, Mrs. Arlene Barbour, is planning many interesting and educational programs for the coming year. This was the first meeting of the fall season, and the president of the San Francisco Chapter, Mrs. William J. Glanister, presided.

IRENE JOHNSON, window clerk at Eighth and Brannan Streets freight station, is now on a six months' leave of absence. Before departing, Irene gave a luncheon for a group of her associates which was very much enjoyed.

We hope soon to see HUBERT DAVER-

KOSEN, head import clerk, back to work again. Hubert was hospitalized at St. Joseph's because of a virus infection which required his being in an oxygen tent, but he is reported to be regaining his health.

EVERETT O'DEA, car clerk, who suffered a heart attack, was last reported to be resting comfortably at St. Joseph's Hospital and improving each day. We miss his Irish face and hope he will return to work soon.

HORACE LOHMEYER, interline clerk, recently proudly announced that his wife, Claudette, presented him with a son, Charles Edward.

GLENN F. CUSHMAN, chief surgeon, and president of the Western Association of Railway Surgeons during 1957, reports a most successful fifty-fourth annual meeting of that association, held in San Francisco during Sep-

tember. Railroad physicians from around the country were in attendance and participated in a program covering the latest scientific medical advances.

Dr. Cushman's secretary, KATHLEEN MURPHY, and her husband, FRANK, traffic representative, returned early in October from a trip to Mexico. In addition to the usual sight-seeing in and around Mexico City, the Murphys made a return trip to Mexico City by train from Veracruz, which was found to be quite an experience.

The Transportation Club of Santa Clara County recognized the area's railroad industry at a meeting in San Jose on October 10. WP was represented by JOHN CARROLL, traffic representative, and chairman of the affair, and CARL NIPPER, general agent, both of San Jose.

Jim Michael, assistant secretary-treasurer, literally and figuratively "pours" over his work. This action took place during a recent pre-season downpour which somehow leaked in through Jim's office. Before all the company profits washed away, Jim slipped on his raincoat and borrowed an umbrella to keep both his work and his pipe bone-dry.





"When the boss is away the clerks will play." When G. S. "Red" Allen, superintendent of transportation, returned from lunch one day a sign on his door read: "You have been replaced!" About to clean out his desk, a quick vote of his staff decided the "new boy" wouldn't make the grade. "Mr. Melonhead" made nice eatin' at "Red's" home.

Dorothy Crespi, secretary to director of industrial development, and Fritz Caspersen, chief clerk, San Jose, were married August 24 at St. Michael's Church, Exeter, New Hampshire. They honeymooned home in their '53 MG. They are now living in Palo Alto.



Latest reports from her friend, HELEN SCHNIPPER, traffic mail clerk, are that JOAN KARLIN, statistical clerk IBM department, is steadily improving and hopes to leave the hospital for home by November 1. Joan suffered multiple fractures in her left arm and left leg and a badly crushed knee when her sports car was involved in an accident while returning home from Reno on September 15. Joan's many friends around general office contributed nearly \$100 to assist in her recovery, and are anxiously awaiting her return.

A belated welcome back to IRENE HARMON, medical department, following a year's absence.

RUBY GUSTAFSON, purchasing department buyer, has been away on a 90-day leave of absence because of illness and latest reports are that she hopes to be back around the first of December.

Gerlach goes modern!

Gerlach, Nevada, remote Washoe County community on Western Pacific's main line, about 100 miles north of Reno, succumbed to the modern age on October 4. It finally has a telephone, the first in its history!

A telephone booth has been installed on the front porch of the general store and a few extensions have been located around town. And the installation is not an old hand-crank type, but a modern, two-way radio-telephone system between Gerlach and Reno, installed by the Bell Telephone Company of Nevada.

Gerlach's only rapid communication with the outside world previous to the installation was via Western Pacific's telegraph line.

Hello, Gerlach?

R.R.B. Benefits Reach New High

RAILROAD employees and their families drew \$678 million in retirement and survivor benefits, and \$133 million in unemployment and sickness benefits during the fiscal year July 1, 1956 to June 30, 1957. The \$811 million combined amount was the largest ever paid in any fiscal year, according to a report recently released by the Railroad Retirement Board.

The payments were \$77 million higher than in the preceding year. The \$678 million received by retired employees and their wives and the families of deceased employees during 1956-57 brought to \$5.6 billion the total amount drawn by beneficiaries since benefits were first paid in July, 1936.

Of the amount paid out in 1956-57, \$524 million went to 493,000 aged and disabled employees and their wives; and \$154 million was paid to 271,000 survivors of deceased employees. It is estimated that over 7,000 women drew both wives' and widows' benefits during the year.

The \$133 million paid under the Railroad Unemployment Insurance Act during the year included \$83 million to 221,000 persons who were unemployed, and \$50 million to 145,000 who were sick. An estimated 16,000 employees drew both unemployment and sickness benefits during the year.

Since July, 1939, when benefits first became payable under the unemployment insurance system, \$793 million has been paid to railroad workers who were unemployed; and since the sickness program began in July, 1947, \$380 million has been paid to those who

were sick. This brings the total benefits paid under the unemployment insurance law to nearly \$1.2 billion.

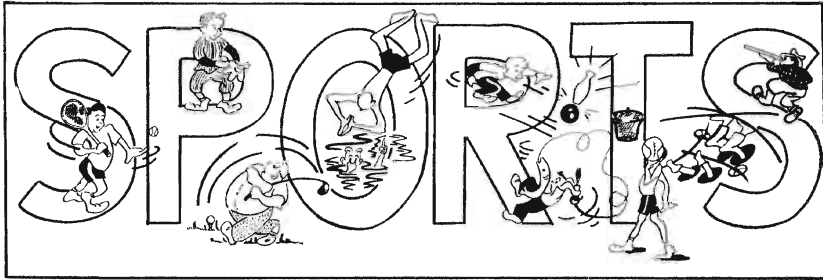
None of the money paid by railroad employees under the Railroad Retirement Tax Act is used to pay unemployment or sickness benefits under the Railroad Unemployment Insurance Act. The money employees contribute under this Act is used solely for the retirement and survivor benefit program. Railroad employers pay an equal amount for this purpose. In addition, employers pay a tax under the Railroad Unemployment Insurance Act which is used to support the unemployment and sickness benefit program.

For example, an employee earning \$300 in railroad employment in November, 1957, would have \$18.75 (6¼ per cent of \$300) withheld from his pay as his share. Western Pacific would add another \$18.75, making a total of \$37.50. In addition, Western Pacific would pay \$6.00 (2 per cent of \$300) toward the support of the unemployment and sickness benefit programs.

R.R.B. Field Office Moves

Effective October 7, the San Francisco Field Office of the Railroad Retirement Board will be located at 29 California Street, San Francisco 11. F. E. Payne, Jr., is district manager.

Railroaders wishing information or assistance with unemployment claims and other related information should call at or write to the new address. The office may be reached by phone at EX-brook 2-6820.



Tennis Tournament

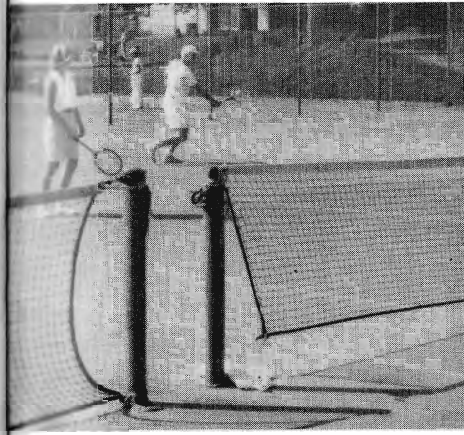
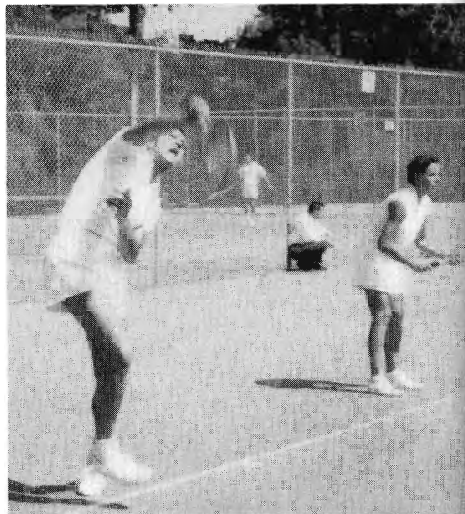
AN encouraging number of participants turned out for Western Pacific's Sixth Annual Tennis Tournament held on Golden Gate Park courts on September 21 and 28, which is thought to be the result of considerable interest aroused in a pre-tournament "Tennis Day" held last May. Participants all agreed the round-robin "Tennis Day" matches were a great success and more new faces were seen on the courts at both matches. Immediately following the annual tournament, Katherine Wong was elected chairman for 1958 and she immediately announced more plans will be made for the coming year. She will be assisted by Dick Bridges, Bob Toll, Ray Miller, Bill Brew, Gardner Rogers, and Jim Michael.

Andy Olano, engineering, won the men's singles and had his name engraved on the Arthur Curtiss James Memorial Cup for a second time as a result of his victory. Andy drew a bye in his first-round match, defeated Bill Reed, engineering, 6-0, 6-1 to win the semi-finals, and took the championship with a 6-0, 6-2 win over Don Nash, engineering. Reed won his first match with a 6-0, 6-3 win over Wayne Stan-

ley, engineering. Nash took a 4-6, 7-5, 6-3 match from Bob Toll, general agent's office, a first-round winner over Jim Snider, engineering, 6-0, 6-1. Olano won the singles championship in 1955 and Nash was winner last year.

Nash teamed with Jim Michael, assistant treasurer, and repeated their

Dave Copenhagen smashes over a hot serve while his wife, Margaret, readies for return.



President Whitman goes deep in the corner for a backhand return while partner Elizabeth Hood keeps her eye on the result of the play.

last year's victory in the men's doubles, turning in a 6-2, 10-8 win over Toll and Dick Bridges, labor relations assistant. The Toll-Bridges combination

got to the finals with their 4-6, 6-3, 7-5 win over Gardner Rogers, engineering, and Olano.

Dave Copenhagen, traffic manager, metropolitan region, and his wife, Margaret, were winners in the mixed doubles, taking a 6-2, 6-3 victory over President Fred Whitman and his partner, Elizabeth Hood, of the Berkeley Tennis Club. The Copenhagens drew a bye in their first match and won the second in defeating Ardelle Coons, law department, and Toll, 6-2, 6-3. Hood-Whitman won their first match with a 6-1, 6-0 win over Katherine Wong, equipment service accounts, and Nash, and defeated Gardner Rogers, engineering, and his wife, Margaret, 6-2, 6-2 in the second round. The Coons-Toll team won their first match with a 4-6, 6-4, 6-2 win over Willie Maxwell and Tony Quill, auditor of equipment service accounts department.

Plans for next year's matches will appear in a later issue of MILEPOSTS.

Transportation and Traffic Library

The American Society of Traffic and Transportation, Inc., through its California Chapter, has established circulating libraries for the free use of those wishing to prepare for the Society's examinations.

The libraries are located at Golden Gate College, 220 Golden Gate Avenue, San Francisco, and at the Traffic Institute of Metropolitan Evening School, 151 West Thirtieth Street, Los Angeles.

"The libraries contain all leading and up-to-date works on traffic and transportation," announced T. P. Wadsworth, WP assistant freight traffic manager, and president of the Chapter.

Examinations in the various facets

of traffic and transportation are held twice yearly in San Francisco and Los Angeles.



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RAILROAD LINES



Stroud's Creek and Muddlety Railroad (23 miles in West Virginia) acquired three diesels to replace four steamers and become 100 per cent dieselized.

• • •

AAR's Car Service Division estimates gondolas and open-top hoppers will be major car shortage problem for remainder of year.

• • •

Glued (resin plastic) rail joints under test on one-mile section of Delaware & Hudson.

• • •

Congress may be getting more sympathetic toward railroad problems; some hope for repeal or reduction in freight and passenger excise taxes when Congress returns.

• • •

Railroads can have first atomic locomotive by 1960; could compete economically with diesels by about 1970.

• • •

Pacific Fruit Express will build 1,000 mechanical refrigerator cars at cost of more than \$20 million. Delivery from March 1958 through February 1959.

• • •

Missouri Pacific employees urged to report drivers of trucks hauling explosives or incendiary materials who violate crossing laws.

• • •

Frisco installs six miles, its first, of welded rail; plans more in 1958.