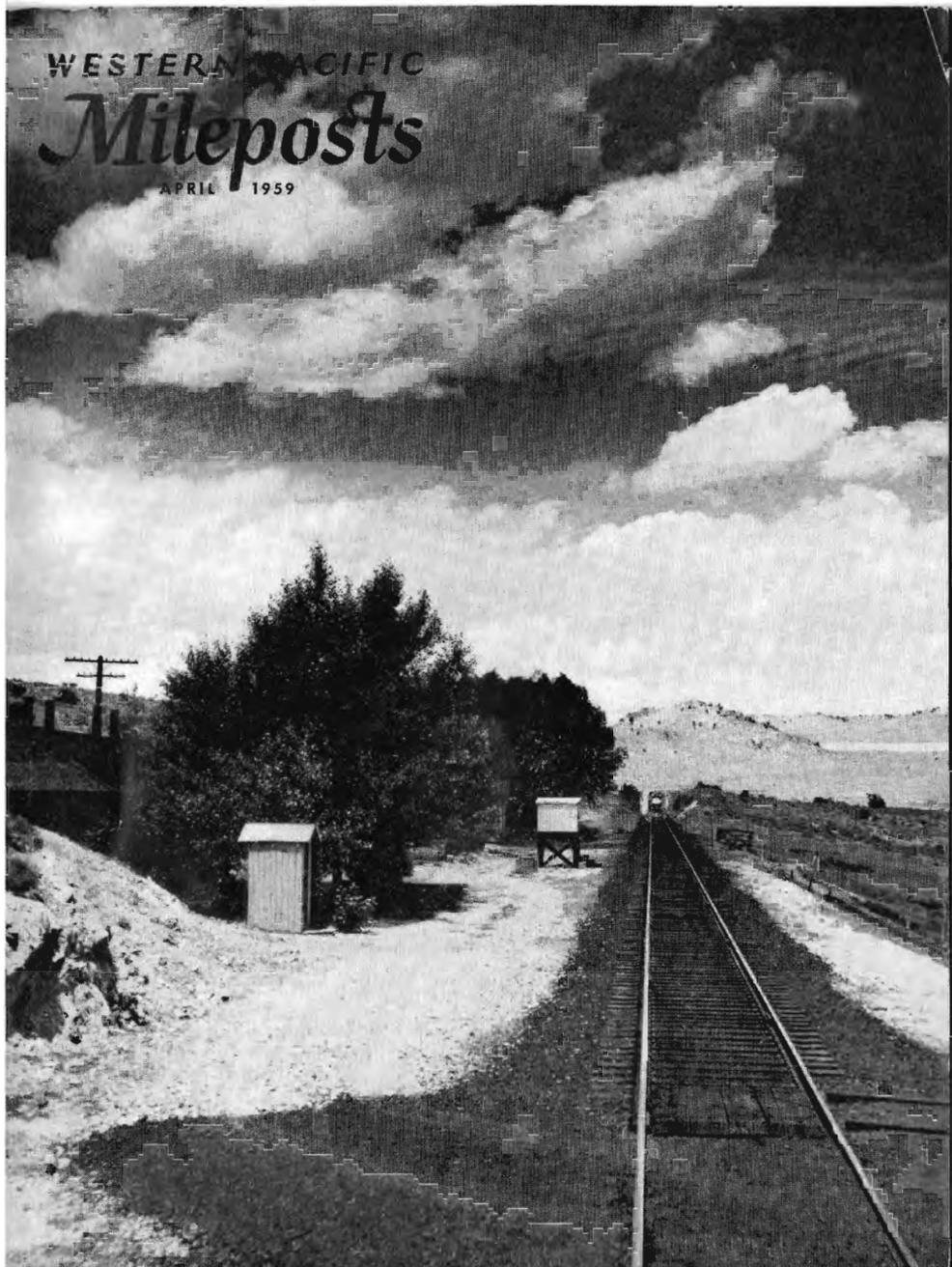


WESTERN PACIFIC

# Mileposts

APRIL 1959



# Mileposts

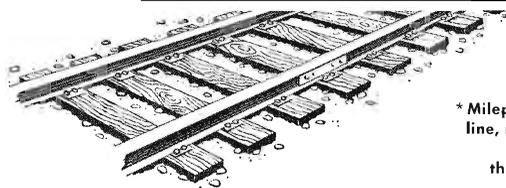
WESTERN PACIFIC

Volume X, No. 9

APRIL, 1959

\* Milepost No. 117

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. 117: Main line, now in Sacramento County, continues through farming and dairy land.

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**COVER:** Far down the track under a Nevada sky an eastbound train approaches Track Foreman Jerome A. Nusse's residence at Proctor. Mr. Nusse has been with the railroad since February 24, 1942.



MILEPOSTS

## What Careful Handling means to a customer

It takes only two words—*more business*—to tell how to create more jobs and increase earnings for Western Pacific railroaders, and how to make our railroad a better one.

It takes a few more words to fully describe all the methods used by our railroad to get, and keep, more business. From a customer's point of view, the letter reproduced on the following page offers much food for thought. It was written by James A. Scatena who formed the Scatena York Company, commercial refrigeration and air conditioning



J. A. Scatena  
 General Partner  
 Scatena York Co.

contractors of San Francisco. Operated now as a partnership with brothers Charles and Peter, the firm is exclusive Northern California distributor for McCray Refrigerator Company of Kendalville, Indiana, and York Corporation, of York, Penn.



V. J. Nevolo  
 President, sole owner  
 Westlake Foods Inc.

Mr. Scatena's letter was prompted because of excellent services and careful handling this firm experienced in a shipment of assembled units of single plate glass refrigerated display cases for the grand

(Continued on Page 5)

The 60,000-square-foot super market has a sales area of 35,000 square feet, one of the largest in the West. There are 1,000 lineal feet of grocery shelves, 200 lineal feet of frozen food cases, 100 lineal feet of dairy cases, 100 lineal feet of produce cases, and fourteen Mercury automatic check-out stands. Cold storage freezer facilities have a three-carload capacity.



APRIL, 1959



**Scatena York Company**  
*Refrigeration Air-Conditioning*

WHOLESALE DISTRIBUTORS  
 225 INDUSTRIAL STREET • SAN FRANCISCO 24, CALIFORNIA  
 TELEPHONE JUniper 6-2324



March 16, 1959

Western Pacific Railroad Company  
 526 Mission Street  
 San Francisco, California

Gentlemen:

It is a pleasure to express our thanks for the excellent service we have received from your railroad during the past several years by passing along some facts that may interest you.

The McCray Refrigerator Company who manufacture our display cases, after considerable negotiation, finally decided about a year ago to produce our single plate glass meat case at the factory and to send them out as an assembled unit. They knew they were gambling because of the difficulty in transporting single plate glass without breakage.

We are happy to report that your railroad has handled approximately 600 lineal feet of this case during the last 8 months, and that we have had practically no breakage. At the Westlake Foods Inc. Super Market where we installed 150 lineal feet of this case, we experienced no breakage at all.

You can appreciate what this means to us when we deal with projects that have pre-set opening dates. The only practical way to handle shipments on these projects is direct from the factory to the job. If we have excessive freight damage, it means a serious inconvenience to our customers, and sometimes embarrassment to us. Particularly during the last two years your railroad has handled our equipment in excellent and satisfactory manner.

It is our hope that this letter will serve as an encouragement to whomever is responsible for this careful handling.

Cordially yours,

Scatena York Company

J. A. Scatena

JAS:bs



150 lineal feet of refrigerated display cases are required for the market's meat, fish, poultry.

opening of Westlake Foods Inc., a supermarket in the Westlake district of San Francisco, one of the largest in the West. All display cases for the market, owned by Vincent J. Nevolo, were routed via Western Pacific.

Mr. Scatena's letter is most encouraging to Western Pacific and should

give those of our employees who were concerned with the shipment the feeling of a job well done. All of us should realize how a continuation of this kind of service and careful handling of all our customers' products will bring more business to our railroad, and better welfare for each and every railroader who depends upon Western Pacific for his security.

## How We're Doing

Income figures for February, 1959, compared with February, 1958, show a 6.20% increase in gross operating revenues; a .65% increase in gross operating expenses; and a 33.4% increase in net operating revenues.

\* \* \*

Average passenger load on *California Zephyr* in February, 1959, was 50%, compared with 44.2% in the same month a year ago.

\* \* \*

Piggyback service was inaugurated March 17 between Salt Lake City and

the Bay Area handling truck trailers of Pacific Intermountain Express, Interstate Motor Lines, and Garrett Freight Lines.

\* \* \*

Delivery of 100 insulated box cars, scheduled for May 15. Of these, 75 will have "damage-free" interiors, and 25 will be equipped with compartmentizer loading device.

\* \* \*

Armcoc Drainage and Metal Products Company expected to break ground

(Continued on Page 7)

## Appointments and transfers

A market research department was established March 1 as a part of the railroad's newly created marketing division (MILEPOSTS, February, 1959). Purpose of the department is to supervise materials handling and packaging, statistical requirements, development of railroad costs, and other research functions as an aid in developing customer relations! The department is not a part of the railroad's already established research section.

Director of the newly activated department is Geoffrey M. Bruere, who comes to Western Pacific with considerable experience in the field of transportation research. He was previously with the Chicago & North Western Railroad as executive assistant-office of president. In February, 1957, he was granted a year's leave of absence by that railroad to serve as research associate and railroad representative on an Army transportation survey at Stanford University. His latest position prior to accepting appointment with Western Pacific, was that of chairman of the research committee (Mountain Pacific Railroads), Western Traffic Association, headquartered in San Francisco.

Bruere was born in New York City on September 15, 1919. He was a member of the Class of 1941 at Amherst College, Amherst, Mass.

During World War II he served with

the Air Force in the China-Burma-India Theater of Operations. He was released from service in 1946 with the rank of captain.

Bruere makes his home in San Francisco with his wife and three children.

\* \* \*

Donald L. Loftus was appointed assistant to president—research and planning, effective March 1. His former position, manager of research, has been abolished.

Reporting directly to President Whitman, Loftus will oversee three primary functions—transportation service engineering, long-range forecasting and planning, and economic and operations analyses.

Loftus joined Western Pacific's staff as technical assistant in the president's office. He was made manager of research on February 16, 1956.

He is a native of Chicago, born in 1921, and a graduate from Northwest



G. M. Bruere



D. L. Loftus



G. M. Lorenz

ern University in 1948 with a degree of B.B.A., majoring in transportation economics. Don served as research assistant for the University's department of transportation during 1948 and

1949, following which he joined Pullman Standard Car Manufacturing Company as research analyst.

He lives in Palo Alto with his wife and four children.

\* \* \*

On March 1, George M. Lorenz became the railroad's freight service supervisor, with headquarters in San Francisco. In filling this newly created position, Lorenz' many years of operating experience will be a valuable asset in coordinating efforts of the marketing division and operating department to provide improved freight handling service for our customers.

George is a native of Salt Lake City, and first entered WP service in 1927 as a laborer in the bridge and building department. He became a locomotive fireman later that year and was promoted to engineer in 1942. On August 1, 1946, he was appointed road foreman of engines, following which he was appointed trainmaster at Salt Lake City in 1955, subsequently transferring to Portola where he was stationed until the time of his present assignment.

With his wife and two daughters, Lorenz plans to make his home in the San Francisco Bay Area.

\* \* \*

Trainmaster L. E. Thomas returned to Portola from Winnemucca on March 1 to take over the duties of George M. Lorenz. He will have jurisdiction of Portola yard to the east switch at Winnemucca, including the yard.

Effective with other changes on March 1, Trainmaster K. P. Wood will have jurisdiction extending from the east switch, Winnemucca, to the east switch, Wendover, including supervision of Elko and Wendover yards.

Maurice W. Hammond's title is changed from trainmaster—road foreman of engines, to trainmaster, Salt Lake City. His jurisdiction will include territory from Salt Lake City to the east switch, Wendover.

Road Foreman of Engines W. S. Cope has been given jurisdiction from Portola to Elko, including Portola and Winnemucca yards.

Road Foreman of Engines C. F. Fields has been given jurisdiction from Elko to Salt Lake City, including Elko and Wendover yards.

\* \* \*

Effective February 10, E. G. Ratcliffe was appointed acting trainmaster—road foreman of engines for the Sacramento Northern, vice J. C. Banta, deceased. As trainmaster, his jurisdiction will be in the territory west of Sacramento. As road foreman, he will have jurisdiction over the entire railroad.

Trainmaster J. E. Kenady's territory now includes Sacramento yard.

### How We're Doing . . .

first of April for its new plant to be located at Livermore on property sold to Armco by Western Pacific. Spur track for the new plant will take off from the \$94,000 drill track authorized by the Board on February 3.

\* \* \*

Expansion of piggyback facilities at Oakland nearing completion; construction of similar facilities now under way at D&RGW's Roper Yard in Salt Lake City.

\* \* \*

Concrete lining of Tunnels 27 and 28, near Paxton, now completed.

\* \* \*

19th Cinerama special carried 1,500 passengers on March 30.

## Savings are a worker's best friend

The Russians have made at least one observation about Americans that is true. One Russian government representative in New York said: "These United States are no good. No good for Russia. The trouble with these United States is their capitalists—they all have a proletarian background. And, even worse, the trouble with these United States is with the proletariat—every last one of them have capitalistic ambitions."

The Kremlin spokesman urged workers of the world to unite—against those workers of American industry who have nothing to lose but their cars, homes, comfortable clothes, three square meals a day, and such old-fashioned American ideals as "life, liberty and the pursuit of happiness."

Americans are capitalists. Twenty-five million of our people own their own homes and over 109 million hold insurance policies. More than 21 million Americans own savings accounts while 10 million are shareholders of industry and business.

During Invest-in-America Week, between April 26 and May 2, you'll often hear the slogan: "Money at Work Means Men at Work."

This slogan means that by putting our dollars to work we furnish capital

for the enterprises that make possible our work, our homes, and all the products and services we enjoy, and at the same time we earn a profit on those dollars we put to work.

A quick survey of our population growth indicates a tremendous increase in production demands. By the year 1975 our population will exceed 220 million—representing an increase of over 58 million in 20 years. We must provide food, clothes, homes, education, and JOBS for

these new Americans. At the same time, we need steadily to improve our standard of living. All together that means we must virtually double our productivity in the next 20 years. The investment need becomes quite obvious. How? Work harder? No—by working more wisely—by using more and better machines to relieve us of the drudgery of work—by improved technological processes.

New machines and new plants cost money—billions of dollars of it over the next 20 years. It takes about \$14,000 to buy the equipment to put the average factory or office worker to work. These sums will come from our savings and the savings of our company and everyone else. When invested they create jobs, for us and our children.



MILEPOSTS

## WP dining cars win Public Health award

A Letter of Commendation was received by Western Pacific from the Public Health Service last month, honoring the high degree of sanitary excellence of the railroad's dining cars.

The letter, addressed to Vice President and General Manager H. C. Munson by M. D. Hollis, assistant surgeon general, and chief of the Department of Health, Education and Welfare's sanitary engineering services, read:

"On behalf of the surgeon general, it affords me great pleasure to extend to you, as well as to your associates and employees of the Western Pacific, sincere congratulations on your achievement in bringing each of your dining cars to the high degree of sanitary excellence required to qualify for the Public Health Service Grade A Placard during the year 1958.

"This achievement is especially indicative of the concern of the Western Pacific for the health and safety of its passengers and employees, and demon-



H. C. Munson (left) receives award from Dean S. Mathews, sanitary engineer, and Louis N. Sherman, sanitation specialist, from San Francisco office of the U. S. Public Health Service.

strates a sincere interest on the part of your staff in maintaining good sanitation. In awarding this Letter of Commendation, the Public Health Service signifies its desire to continue as an active partner with you in this endeavor.

"It is our hope that the spirit of cooperation that exists between your railroad and the Public Health Service will continue and that such a partnership may inspire others who serve our nation."

### In memory of a dog

"Jiggs," a shaggy black dog of uncertain ancestry, who has been "chief watchman" at Central California Traction Co.'s Stockton shops since he was a pup twelve years ago, died on March 10. According to General Manger C. E. McDonald, he passed on to his heavenly reward due to an encounter with an auto on Cherokee Lane while returning from a tour of his favorite beat.

"We thought of closing the railroad for a day in memoriam," said McDonald, "but decided there was just too much business now."



APRIL, 1959

9

Paul Jenner sez:

**"Don't Be HALF Safe!"**



You'd have a pretty hard time convincing any of the men whose names appear on the following page that it isn't possible to work safely. To back up their conviction that it IS possible to work safely, is the fact that their departments have gone five or more years without a reportable injury. These are convincing results, made possible by fine safety supervision on the part of the foremen, and by application of safe working methods by the men under their supervision.

It's true that some work is more hazardous than other. If such is the nature of your work, injury still can be avoided by constant alertness while on the job, and by insuring yourself before hand that you are performing your work only in a safe manner. Trouble can be avoided by constantly being on the lookout before it can happen. That's a pretty cheap price to pay for good health and sound body.

Apparently some individuals working on the railroad are not as careful as they should be in performing their work. During 1958, 368 of our railroaders suffered injury, 67 of which were reportable. In 1957, 58 out of a total of 378 injuries were reportable. While the total number of injuries in 1958 was less than in 1957, the number of reportable injuries increased from 58 to 67, even though there were nearly

68,000 less man-hours worked during 1958 than in 1957. This upped the casualty ratio from 6.70 in 1957 to 8.47 in 1958.

Your railroad spends a considerable sum of money each year to insure your safety while on the job. It does not spend that money, as some would believe, to establish a good safety record for the railroad. Statistical figures have little value compared with the value of human life and healthy bodies. However, be it a vocation or an avocation, any endeavor is more apt to be successful if it is possible to aim for a goal. Baseball players are still aiming for Babe Ruth's record of 60 homers in one season; the four-minute mile was possible because of previously slower records; men have become presidents because that goal was their aim; and safety records established by our railroaders in the past will still be bettered.

It is for this reason that your railroad has set a goal of six or less injuries per man-hour worked during the year 1959. It is not an impossible goal to attain. It can be accomplished if—repeat, IF—each Western Pacific railroader will make it his individual responsibility to make sure that before he begins his work each day he will plan to do it safely, and that he will be alert at all times while on the job.

## These men know SAFETY pays off

Certificate of Merit Awards have been mailed to the men listed below who have, for five or more years, not had a reportable injury in their respective departments. This is an outstanding achievement on the part of these supervisors, and on the part of the men working under their jurisdiction.

Space does not permit listing the name of each man working in these departments, nor the names of those foremen whose departments have gone from one to five years without a reportable injury. However, it is hoped that by continuing their ability to work safely, their names will appear on these pages in the future.

### MECHANICAL

Charles B. Kirkpatrick.....Stockton  
John J. McGraw.....Stockton  
Ray T. Ronan.....Oroville

### ELEVEN-YEAR AWARDS

#### EASTERN DIVISION

##### ROADWAY

R. G. Hobbs.....Relief Foreman  
J. C. Raney.....Relief Foreman  
G. B. Sigmon.....Section 57, Proctor  
M. C. Wood.....Section 10, Sand Pass

#### WESTERN DIVISION

##### ROADWAY

Bernard J. Witucki.....Extra Gang 14

##### MECHANICAL

Frank N. Bennyhoff.....Keddie

### TEN-YEAR AWARDS

#### EASTERN DIVISION

##### ROADWAY

A. J. Trujillo.....Relief Foreman

#### WESTERN DIVISION

##### MECHANICAL

William F. Stevens.....Oroville

#### SACRAMENTO SHOPS

J. E. Asbury.....Blacksmith Shop

### NINE-YEAR AWARDS

#### WESTERN DIVISION

##### MECHANICAL

Lawrence D. Garrick.....Oroville  
William G. Wyman.....Oakland

#### SACRAMENTO SHOPS

L. H. Clapham.....Diesel Shop  
W. E. Fosha.....Diesel Shop

(Continued on Page 12)

### TWELVE-YEAR AWARDS

#### EASTERN DIVISION

##### ROADWAY

E. B. Aughe.....Section 20, Jungo  
T. Bingham.....Section 401, Marshall  
M. Cobian.....Section 32, Rennox  
J. L. Cook.....Section 72, Salt Lake  
C. L. Elliott.....Section 303, Reno  
A. Gonzalez.....Section 18, Sulphur  
M. C. Higley.....Section 65, Clive  
H. A. Hutchinson.....Section 26, Golconda  
E. Jaramillo.....Section 30, Ellison  
K. W. Johnson.....Section 69, Burmester  
F. M. Leyva.....Section 38, Palisade  
V. Richins.....Section 8, Herlong  
R. Salaz.....Section 12, Smoke Creek

#### WESTERN DIVISION

##### ROADWAY

Merle E. Bowman.....Section SJB-1, Milpitas  
John F. Christie.....Section B-8, Norvell  
Frank H. Cutright.....Section B-2, Crescent Mills  
Warren L. Hersch.....Section 23, Craig  
John Jessiman.....Section B-14, Little Valley  
Byron C. McConnell.....Section 43, Blairsden  
Herbert L. Nash.....Section 20, Trowbridge  
John A. O'Laughlin.....Section 4, Sunol

##### WAREHOUSE

Frederick J. Saunders.....Oakland

## EIGHT-YEAR AWARDS

### EASTERN DIVISION

#### ROADWAY

N. M. Friend.....Relief Foreman  
S. J. Hargrave.....Section 45, Elburz

### WESTERN DIVISION

#### ROADWAY

David W. Harris.....Section B-6, Clear Creek Jct.  
Robert W. Nuzman.....Section 14, Kingdon  
Aage J. Stender.....Section 12, Stockton Yard

#### BRIDGE AND BUILDING

Herman G. Rohdenburg.....Water Service Gang

#### WAREHOUSE

Kenneth VanSkiel.....Sacramento

#### MECHANICAL

Cecil L. Myers.....Stockton

## SEVEN-YEAR AWARDS

### EASTERN DIVISION

#### ROADWAY

B. A. Jones.....Section 39, Carlin  
J. P. Moudy.....Section 55, Shafter  
H. H. Pautke.....B&B Gang 4

## SIX-YEAR AWARDS

### EASTERN DIVISION

#### ROADWAY

G. C. Beck.....Relief Foreman  
V. C. Garza.....Section 22, Pronto  
E. W. Holmes.....Section 15, E. Gerlach  
W. J. Smith.....Section 49, Wells

### WESTERN DIVISION

#### ROADWAY

Thoburn A. Merritt.....Extra Gang 4  
Manuel Olivera.....Section 1, San Leandro  
Herman B. Petrick.....Section 18, Sacramento

#### MECHANICAL

George J. Benedict.....Stockton  
Frank J. Boisseranc.....Stockton  
Robert J. Bradley.....Oakland  
Clifton J. Conley.....Oakland  
William M. Jenkins.....Oroville  
Delmer Williamson.....San Jose

### SACRAMENTO SHOPS

M. J. Latino.....Paint Shop

# Medical department reports loss in 1958

Final audit figures for the 1958 fiscal year ending January 31 show the medical department had a net loss of approximately \$30,000. This left a net deficit in funds of just over \$12,000. The department's cost of operation during the year was the greatest ever experienced, principally due to a substantial increase in demand for medical-hospital service even though there was a significant reduction in the number of members.

The report confirms trends of expenditures in excess of income, which enforced an increase in monthly dues to \$11 authorized last November by the department's board of directors. As a result of the dues increase, heavy financial losses incurred earlier last year were partially offset, and it is hoped that a sound balance will be restored in 1959.

(Continued on Page 14)

## FIVE-YEAR AWARDS

### WESTERN DIVISION

#### WELDING

Floyd E. Robinson.....On Line  
Charles W. Wilkins.....On Line

#### BRIDGE AND BUILDING

Dean W. Lockhart.....B&B Gang 1  
James A. Waddell.....B&B Gang 5

#### SIGNAL

Roy B. Kunde.....Gang 4  
Adolph Moldenhauer.....Shop, Sacramento

#### COMMUNICATIONS

Gardner D. Call.....Gang 3

#### MECHANICAL

Robert F. Keith.....Keddie  
Joseph P. May.....Oroville  
Harold Mettet.....Oakland  
Francis C. Mohatt.....Oroville

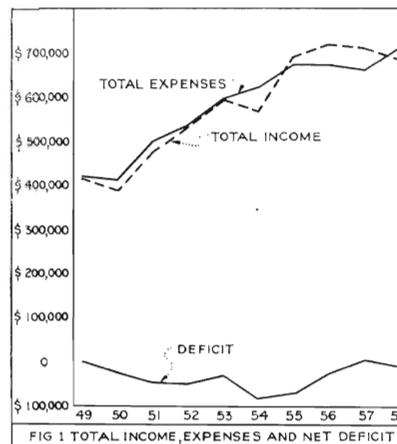
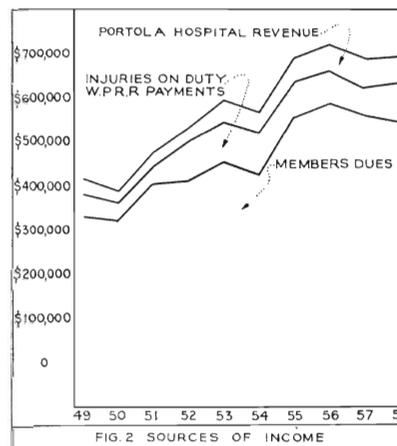


Fig. 1 above shows department's 10-year deficit trend requiring dues increases to avoid abandoning present plan for inferior insurance plan.

Fig. 2 and 3 below show income-expense trend but broken down by major sources of both. In 10 years costs have increased at Portola Hospital 105%; for private hospital 64%; for medical-



APRIL, 1959

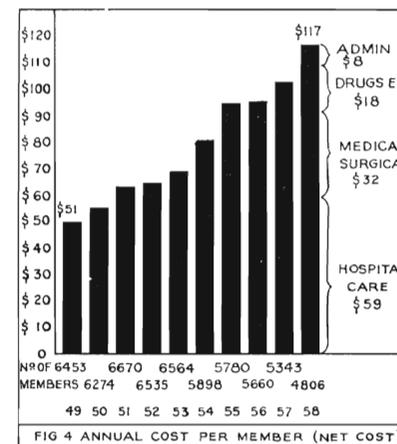
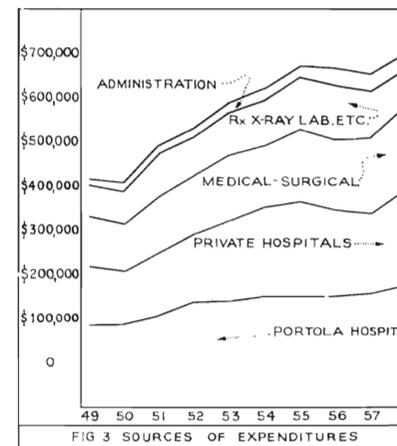
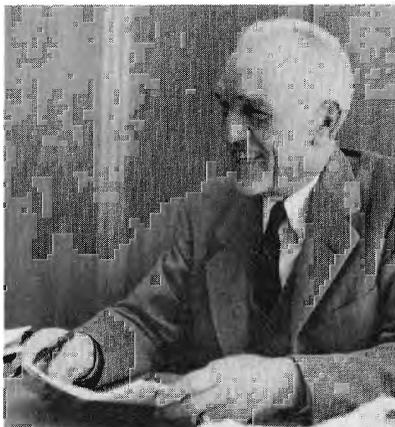


Fig. 4 above shows how 25% decrease in membership in 10 years, in addition to higher costs, helped to increase annual net cost per member by 125% (excludes on-duty injury costs and Portola Hospital costs paid by private patients).



## Frank R. Woolford A.R.E.A. president

Western Pacific's chief engineer, Frank R. Woolford, was elected president of The American Railway Engineering Association (A.R.E.A.) on March 11.



Frank R. Woolford

His election to the association's highest office followed a term as director in 1955, junior vice president in 1957, and senior vice president in 1958.

Before joining Western Pacific as maintenance of way and structures engineer in January, 1949, Woolford spent 25 years as an engineer for the Missouri Pacific Railroad. He became chief engineer in July, 1949.

In 1942, he entered the Army, serving with the Railroad Operating Battalion in Africa, Italy, France, and Germany, and left the service as lieutenant colonel.

The A.R.E.A. is an international organization of 3,300 railway engineers. It was established over 59 years ago.

## Nationalized railroads?

Those who believe nationalization of our railroads is the answer to the railroads' problems might consider this:

With one-fourth fewer employees, one-third fewer locomotives, one-fourth fewer freight cars, and one-third less passenger cars than were available when the Government took over the railroads in 1918, the railroads, under private ownership, moved almost twice as much freight and more than twice as many passengers during World War II!

Deficits resulting from Federal operation cost the taxpayers nearly \$2 million a day during World War I. During World War II, the railroads paid taxes to our Government averaging \$3½ million a day!

Given freedom from all types of over regulation, such as is afforded other industries, the railroads will move anything, just about anywhere, at any time; improve its return on investment; increase the number of its employees; benefit railroad suppliers; and even pay more taxes.

## Medical department . . .

(Continued from Page 12)

The board of directors, a majority of whom are labor representatives, and the advisory committee of all WP general chairmen, will meet again in April to review all aspects of the department's operations and finances.

The accompanying charts reflect the extreme inflationary trends of hospital-medical costs in recent years which have increased the department's budget by 70 per cent in the last ten years.

A comprehensive report for the fiscal year 1958 will be available soon. Copies will be mailed upon request.

## MILEPOSTS



## IN GOLD

MILEPOSTS congratulates the following railroaders who will be eligible for Service Pin Awards during the month of April, 1959:

40-YEAR PIN		
Theibert E. Lewis.....	Yard Clerk.....	Eastern Division
35-YEAR PINS		
Lowell B. Carter.....	Signal Supervisor.....	Sacramento
Robert W. Crocker.....	Sales Representative.....	Salt Lake City
Oliver J. Crowe.....	Conductor.....	Eastern Division
Edward Hennessy.....	Clerk.....	Western Division
James F. Lynch.....	Superintendent, Eastern Division.....	Elko
Harvey L. Naylor.....	Clerk.....	Eastern Division
Aubrey C. Strickler.....	Field Engineer.....	Engineering Dept.
30-YEAR PINS		
John L. Amos, Jr.....	Freight Pricing Manager.....	San Francisco
Chester R. Barry.....	Roadmaster.....	Western Division
Clay W. Bridges.....	B & B Foreman.....	Western Division
Othol G. Hall.....	Conductor.....	Western Division
Sidney Henricksen.....	Chief Clerk, Engineering Dept.....	San Francisco
Roland M. Morton.....	Locomotive Engineer.....	Eastern Division
Arthur M. Nuzman.....	CTC Maintainer.....	Signal Dept.
Herman B. Petrick.....	Section Foreman.....	Western Division (*)
Rolland F. Rickmon.....	Carman.....	Mechanical Dept.
Alvin Skootsky.....	Clerk.....	Western Division
25-YEAR PIN		
Gilbert J. Ware.....	Communications Maintainer.....	Communications Dept.
20-YEAR PIN		
Tony Miguel.....	Sheet Metal Worker Helper.....	Mechanical Dept.
15-YEAR PINS		
Edward G. Alvillar.....	Carman.....	Mechanical Dept.
Sanford Anderson.....	Machinist Helper.....	Mechanical Dept.
Andres Domingo.....	Carman.....	Mechanical Dept.
Ferris J. Emerick.....	CTC Maintainer.....	Signal Dept.
Robert N. Fender.....	Carman.....	Mechanical Dept.
Eileen E. Frost.....	Clerk, Marketing Division.....	Sacramento
Mervin A. Grother.....	Switchman.....	Eastern Division
Betty J. Hill.....	Roadmaster's Clerk.....	(MILEPOSTS' correspondent).....
William S. Merryman.....	Brakeman.....	Oakland
Barbara R. Moffitt.....	Clerk.....	Western Division
Casteromma Steele.....	Chair Car Porter.....	Dining Car Dept.
William J. Walker.....	General CTC Maintainer.....	Signal Dept.
Wilson Welsh.....	Waiter.....	Dining Car Dept.
10-YEAR PINS		
Peter J. Pedercini.....	Assistant Track Foreman.....	Western Division
Fred Pena.....	Switch Tender.....	Western Division
Albert E. Severson.....	Electrician.....	Mechanical Dept.

(\*) Eligible for Service Pin in February, but was not reported.

With cameras centered on him, the TV announcer doing his first commercial for a new sponsor took a deep draw of the sponsor's cigarette, blew out a ring of smoke and sighed blissfully: "Man, that's REAL coffee!"

Darlington, England . . . A British reporter retraced the route of the world's first public steam railway here and found it now takes 31 minutes for the 11-mile trip instead of the 30 minutes first clocked in 1824.

## WP Will Remember

"When a man has devoted a career to an industry, he has truly paid that industry the greatest compliment possible."

In behalf of all employees of Western Pacific and its affiliated companies, MILEPOSTS extends sincerest best wishes for future happiness to the following railroaders whose retirement has been officially reported:

*Mary E. Becker*, special clerk, San Francisco.

*David W. DeMartini*, clerk, San Francisco.

*Theo. A. Files*, SN section foreman, Sacramento.

*Manuel F. Francis*, machinist helper, Sacramento.

*Roy B. Gorham*, locomotive engineer, Salt Lake City.

*Thomas F. Griffiths*, locomotive engineer, Salt Lake City.

*John D. Hughes*, carman, Stockton.

*Edward V. Kowske*, telegrapher, San Francisco.

*James B. McAllister*, caller, San Francisco.

*Frederick Merkel*, laborer, Sacramento.

*Burl V. Milam*, wire chief-telegrapher, Sacramento.

*Leslie H. Paul*, SN locomotive engineer, Sacramento.

*Hedley W. Perkins*, B&B carpenter, Western Division.

*James C. Raney*, section foreman, Portola.

*Charles A. Self*, yardmaster, Keddie.

*William F. Sieckman*, locomotive engineer, Salt Lake City.

*Ralph Tiffany*, switchman, Sacramento.

*George E. Warren*, switchman, San Francisco.

*Forrest V. Work*, train desk clerk, San Jose.

## Railroad slanguage

It is doubtful that any profession of workers use a jargon as colorful as that used by railroaders. The rails have another name for just about everything concerned with railroading, and no matter where they get together they understand each other.

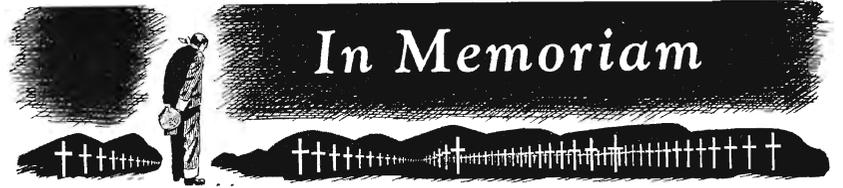
An excellent example is the following classic accident report by a boomer brakeman. It is quoted from a column by Jim Lyne, editor of *Railway Age*, which was sent to him by H. L. Ford, freight traffic manager for the Burlington Lines.

"We just pulled the drag off the main stem onto the two streaks of rust but she hung over. The hoghead was down

on the ground greasin' the pig, and the tallowpot was up crackin' diamonds. The con was in the dog house flippin' his tissues, and the hind shack was cooling a red hub when he should a been out tryin' to put 15 sticks between him and the drag. I was up ahead bendin' the rails when the streak of varnish and plate glass come around the bend. The eagle eye seen us and throwed her in the big hole and give her two streams of seashore, but he'd been poundin' her on the back and they slid into us."

If you are a new rail, ask an old timer to decipher it for you.

## In Memoriam



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:

*Wade P. Baker*, retired conductor, January 5.

*Joseph C. Banta*, Sacramento Northern trainmaster, January 17.

*Roy M. Bixler*, retired switchman, date not known.

*James A. Boblett*, telegrapher, February 11.

*George A. Bradley*, retired manager, telegraph office, January 25.

*Kenneth Cooper*, fireman, February 27.

*Samuel A. Davenport*, retired section foreman, January 9.

*Miguel Diaz*, section laborer, February 18.

*William D. Edgerton*, retired conductor, February 25.

*Roy E. Falquist*, retired section stockman, January 12.

*Karl B. Flamm*, retired Central California Traction Company traffic manager, December 2, 1958.

*Joseph W. Fraga*, retired sheetmetal worker, November 12, 1958.

*James H. Fugett*, locomotive engineer, February 27.

*Wilbur H. Fuller*, brakeman, February 8.

*Peter C. Govaz*, retired SN laborer, December 15, 1958.

*Joseph P. Helmick*, brakeman, February 4.

*Fred R. Huffman*, retired conductor, February 26.

*Claude C. Johnson*, retired brakeman, December 1, 1958.

*Earl G. Kramm*, retired conductor, March 1.

*James G. McKinstry*, retired switchman, December 20, 1958.

*Lloyd E. Miller, Jr.*, conductor, February 16.

*Frank O'Hare*, retired conductor, January 11.

*George O. Olson*, retired telegrapher, December 15, 1958.

*William J. Powers*, machinist, February 13.

*Rabun R. Ricks*, retired conductor, January 16.

*Fred E. Sarbach*, retired machinist, December 3, 1958.

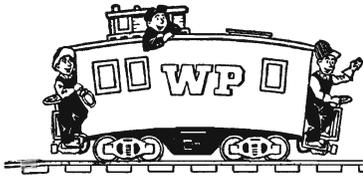
*James G. Van Namee*, retired fireman, date unknown.

*Ernestine C. Whitmore*, file clerk, January 13.

*James M. Wilson*, retired switchman, date unknown.

## Spring Dance

You still may be able to get a ticket for the Annual Spring Dance to be held April 11 at Governor's Hall, State Fairgrounds, Sacramento. For \$10 per couple, you will enjoy refreshments, buffet dinner and dancing. Call Frank Rauwolf, general office 260.



# Caboosing

## STOCKTON

Elaine Obenshain

Congratulations to Fireman and Mrs. L. J. FISCHER, whose second daughter, Kathleen Marie, was born February 7, weighing 6 lbs. 11 oz. Big sister is Cynthia Ann, age 2. Proud grandparents are Engineer and Mrs. L. J. FISCHER, Sr.

Congratulations also to Cashier Mrs. VIRGINIA RUSTAN, whose first grandchild, Cindy Lee, was born February 20. The parents are Virginia's youngest son and his wife, Mr. and Mrs. Neil Burns.

Our deepest sympathy to Mrs. FERN LESTER, chief clerk-sales, whose mother passed away recently.

We offer our condolences to the families of Brakeman J. P. HELMICK, who died on February 4; retired Conductor W. D. EDGERTON, who died on February 24; retired Conductor F. R. HUFFMAN, who died on February 26. Conductor E. G. KRAMM, who died on March 1; and Fireman KENNETH COOPER, who died recently in Portola.

## NEW YORK CITY

James B. Hansen

The 49th Annual New York Traffic Club dinner was successful as always. Informal discussions centered on Western Pacific's change from traffic department to marketing division. The change and discussions were very well received.

March vacations found PERL E. WHITE, sales manager-eastern region, and JOE MASON, district sales manager, basking on the beaches of Florida.

Unless a blizzard hits New York between now and issue date, it can be said the winter has been mild with very little snow and many sunny days. This has made it possible for DOMINICK BIANCO, steno-clerk, to put a good number of miles on his recently purchased new car.

## MILPITAS

Philip Hazlett

ROBERT FAGAN, retired section foreman from San Jose, was 85 years young on St. Patrick's Day. He was San Jose's first section foreman and has been retired for the past 23 years. A resident of San Jose, Bob is in good health and drives his own car. His son-in-law is Cashier W. A. SOULE, and Switchman R. W. BAPTIST is married to his granddaughter.

Clerk R. J. MEADE was operated on at San Jose Hospital for appendicitis on February 19 and he's now in fine fettle and ready for golf. Just to make things interesting, Bob and Mary became the proud parents of Corwin William Meade, with a tare weight of 7 lbs. 10½ oz.; outside length 19½ inches. This is their fourth child, with the boys outnumbering the girls three to one. He finally caught up with your correspondent.

PHIL HAZLETT, incidentally, found out that one can gain 20 pounds on cake alone during a period of a couple of weeks. His birthday was February 20; his son Daniel's, February 21; his mother's, Mrs. Bert Hazlett, one week later; his son Tom's, March 5; and his son Chris', March 27. (EDITOR'S NOTE: wonder if Phil was one of those who suggested "Candlestick" Park as the name for the new home of the S. F. Giants?)

Mrs. F. M. Allred, wife of Conductor JERRY ALLRED, has returned home after a siege in the hospital, and is doing very well.

Yard Clerk F. V. "Jiggs" WORK retired on January 31 after 10 years at San Jose. His Western Pacific service began in 1928 at Portola following employment with Pacific Fruit Express Co. A most congenial individual, "Jiggs" was well liked and respected by all. When his friends turned out to say goodbye, General Clerk BILL GAGE took the picture shown below, which was sent in to MILEPOSTS by Telegrapher CHARLES W. BUELL.

## WINNEMUCCA

Ruth G. Smith

Engineer and Mrs. H. A. BAUMERT are the grandparents of a girl born to their daughter, Mrs. Richard (Diane) Hughes in Salt Lake City on January 27. This is the second daughter in the Hughes family.

Switchman and Mrs. WILLIAM COVERT have moved to Sacramento, following Bill's transfer.

Cashier and Mrs. HENRY MENTABERRY are the parents of a son born February 25. The boy is the second child in the family and has been named Dale Steven. He is also the grandson of Machinist FRANK WILLIAMS of Elko.

Gary Hoxsey, son of Conductor and Mrs. BILL HOXSEY, was given honorable mention on the All-American High School Football Team selected by "Scholastic Coach," a nationally recognized coach's magazine published in New York City. Gary was one of only two boys in the state of Nevada to win such recognition. Gary, who played end on the undefeated Buckaroo grid team last fall, at present plays guard

Telegrapher Charles W. Buell; Car Inspector L. E. Phillips; Switchman Foster P. Fox; Hostler Pete Oscaman; Yardmaster L. H. Olmstead; Yard Clerk Howard Jensen; F. V. Work (in front of Jensen); retired Car Inspector J. J. Oliver; Switchman Johnny Inge (in front of Oliver); Yard Clerk William Fierro; Switchman W. F. Dean; Agent Kenneth K. Dunton; and Trainmaster P. F. Prentiss.





Star Gary Hoxsey

on the varsity basketball team which is going into tournament play with 17 straight wins. They recently won over Reno, which was undefeated in Nevada state high school play. Young Hoxsey was also on the varsity track team, running high hurdles and pole vaulting. "This certainly is a feather in Win-nemucca's cap," said Gene Moylan, football coach, "as very few small schools such as Humboldt are ever singled out for such an honor."

## SACRAMENTO NORTHERN

Milton Ziehn

Everyone on the SN was saddened because of the death of Trainmaster JOE BANTA on January 17. Joe was a railroader's railroader and highly regarded by all with whom he worked. He was born on April 2, 1895, a native of Missouri. He first worked for SN as a brakeman in 1921, became engi-

neer on July 20, 1952, assistant trainmaster in 1950, acting trainmaster in 1952 and trainmaster, at Oakland in 1953 and at Sacramento in 1954.

The Welfare Safety Club of the SN held its first meeting in several years at Sacramento on February 15. Eighteen members and their families attended a dinner at the Elbo Room. President R. T. KEARNEY was among those present and gave a welcoming address. A short business meeting, with A. E. FIPPIN presiding, was held following the dinner. All enjoyed the "get together" and agreed that such a meeting should be held at least once a year.

The Insurance members of the Club believe that all SN employees should be asked to join as Social Members at a nominal fee of \$3 per year. Mr. Fippen, at Sacramento, or MARJORIE RIPPEY at Yuba City, will be glad to accept any application with dues.

Little League Baseball's Western Regional Tournament will be held at West Sacramento Little League diamond, August 20, 21 and 22. MILTON ZIEHN is Regional Tournament Director. The tournament will decide a winner from among the four top teams from the 11 Western states, South Dakota, and the Canadian Provinces of British Columbia and Alberta. The winner will compete in the Little League World Series at Williamsport, Penn., the following week with the winners from the Southern, Northern and Eastern region of the U. S., and championship teams from Canada, Europe, Latin America, Hawaii, Japan,

A pat on the back develops character if administered young enough, often enough, and low enough.



"Best handlers I know of are the boys over at Western Pacific who handle all our freight."

Philippines, etc. The team from Monterrey, Mexico, won the World Series in 1957 and 1958.

## ELKO

John L. Murphy

We were saddened by the recent death of retired Engineer JAMES H. FUGETT at Portola on February 27. Mr. Fugett was born on November 15, 1888, was promoted to fireman on July 29, 1924, and promoted to engineer on October 16, 1941. He retired on September 6, 1958.

The WP Bowling Tournament was well received at Elko over the weekend of Washington's Birthday. Since none of the visitors were seen in town after the departure of No. 17 on February 23, it is assumed that all returned home safely. We hope they come to visit us again.

## OROVILLE

Helen R. Small  
Clayton D'Arcy  
Hazel Dallas

(Editor's note: HAZEL DALLAS contributed in reporting Oroville news this month, regularly submitted by HELEN

SMALL and CLAYTON D'ARCY. Hazel is presently working as trainmaster's clerk during Helen's absence because of confinement in Oroville Community Hospital suffering from an infection of long standing. MILEPOSTS is grateful to Hazel for her unrequested cooperation during Helen's absence, and at the same time sends best wishes to Helen for her early recovery.

With regret we report the recent deaths of several Oroville employees: Conductor WILBUR H. FULLER, 26, died from injuries sustained in a head-on collision on Highway 99E near Chico on February 8. He is survived by his wife, Marilyn, an infant daughter, his parents retired Engineer and Mrs. A. W. FULLER, a brother and two sisters.

Telegrapher JAMES A. BOBLET, 71, passed away February 11. A native of Ohio, he came to Oroville 26 years ago to work for WP. He is survived by his wife, Clara, and four married daughters.

WILLIAM J. POWERS, 62, died suddenly from a heart attack while working as a machinist in the shops.



"My income tax? I thought this was a breadline."

MARY BRANDT, former roundhouse clerk; retired brakeman FRED HUFFMAN; Conductor J. P. HELMICK; and retired Conductor BILL EDGERTON, also passed away during February.

Assistant Supervisor I. T. ESLINGER, fortunately escaped serious injury in a head-on collision in the canyon. His truck was demolished when struck by a driver in a stolen car.

GEORGE CAMPBELL, yard clerk, and JACK K. LAFFERTY, telegrapher, are both home from the hospital. We hope they will be back at work soon.

Brakeman A. L. CHRISTENSEN is still off from work suffering from a back injury after slipping on the ice at Portola.

LOWELL HANSEN, laborer, is recovering rapidly following a serious injury incurred in a car accident.

Machinist WARREN SCOTT is on our sick list which we hope won't be for long.

Congratulations to Conductor J. D. RONAN and wife on the birth of a son on February 23. They have two other children.

Switchman W. W. NICHOLS and wife attended the Mardi Gras in New Orleans.

Vice President H. C. MUNSON and Superintendent M. M. CHRISTY were guests of Agent A. I. REICHENBACK, JR. at the Oroville Rotary Club in February. Mr. Munson spoke to the audience about WP's new route being constructed around the proposed Oroville dam, and about construction of the new Oroville diesel house.

General Diesel Supervisor JOHN FLYNN is bragging again. His daughter, Mrs. Elbe (Joan) Stafford, presented him with his fifth grandchild—a boy—recently.

Mrs. Louella Tiehm, wife of Switchman W. J. TIEHM, is back in the hospital for surgery—her fourth trip in recent months. In addition to this misfortune, the Tiehm's have a small son who suffers from a rare blood disease.

Local election time is here again and in the running are JOHN C. NELSON, machinist, up for re-election to the School Board, and CLAYTON D'ARCY, machinist, making a bid for City Councilman.

## STORE DEPARTMENT

Irene Burton

MARY JO INGRAHAM, former stenographer, and little daughter, Debbie, visited us recently. Mary Jo is now making her home in Saratoga.

We were happy to see JULIUS FRICK and JIM LEE during a visit to the office. Julius is now retired and just recovered from a session in the hospital. Jim, too, was in the hospital, but hopes to be back at work soon.

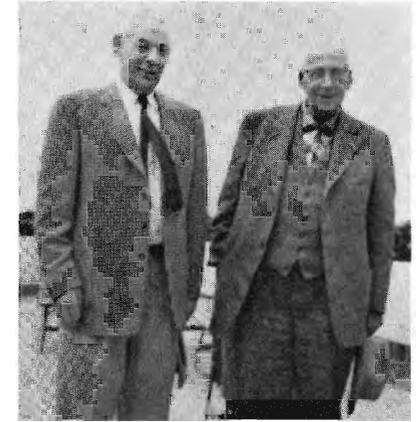


"You ought always think Safety First. Try anyway."

## PORTOLA

Gladys Largan

We were all saddened by the death of FLOYD E. MILLER, JR., former conductor and a resident of Portola for the past 12 years. He died February 15 in a hospital at Reno after a long illness. He was the son of retired Conductor FLOYD E. MILLER, SR., and a former Portola city councilman, who returned to Portola from his home in Seymour, Tenn., to be with his son. Floyd, Jr., 39, was a veteran of World War II. He is survived by his widow, Mary, two daughters, an aunt, an uncle, his father and step mother.



The Hanley brothers—L. P. and A. P.

## SALT LAKE CITY

J. B. Price

The 75th anniversary of the Old Folks Society was held at Grantsville, Utah, on February 20. Entertainment started in mid-afternoon with a pageant depicting early settled days in Utah. RAY GILMOCHER, former conductor, was master of ceremonies. Dinner, served to all guests, was followed by dancing. Former and present WP railroaders present included: RAY KIZER, Agent JOHN W. NAYLOR, General Clerk HARVEY J. NAYLOR, Conductor ALFRED G. WOODWARD, Firemen CLIFFORD F. GAMBLE, STEVE J. WORTHINGTON, C. MARLO MAY, and LEO HAMMOND, and their wives and families.

## KEDDIE

Elsie Hagen

A. P. Hanley, returning from a South Pacific cruise aboard the S. S. Monterey, stopped off in San Francisco for a short visit with his brother, L. P. HANLEY, agent, before departing for

Seattle and the northwest. His home is in Drumheller, Alberta, Canada. This being the first time the Hanley brothers have met in 40 years, it was unfortunate that the visit was shortened because of a stormy sea in the South Pacific which caused the Monterey to arrive six hours behind schedule.

Recent visitors in Keddie were Conductors ANDY STENE and WALTER DAMASKA and their wives, and REINHOLD SCHMIDT, general chairman for the Railroad Yardmasters.

Our deepest sympathy to Mr. and Mrs. BILL COX in the loss of their daughter, Mrs. Anne Gates, who passed away at Taylorsville; to Mrs. Mary Miller, of Portola, whose husband, FLOYD MILLER, JR., passed away; to Mr. and Mrs. BILL FULLER and the wife and family of WILBUR FULLER, who passed away at Oroville. All of these families are former residents of Keddie and their many friends want them to know that they are very much in their thoughts.



A blizzard prevented Austin Oels, shown with granddaughter in picture at left, from attending retirement party at Greenville honoring Austin, Charley Self and Jim Lynch, shown above with John McNally, left, and Myron Christy, right.

A retirement dinner followed by a dance was held at the Pioneer banquet room in Greenville to honor three WP railroaders, JIM LYNCH, AUSTIN OELS, and CHARLEY SELF. Unfortunately, because of a blizzard in Westwood with zero visibility that night, Austin could not attend. Together they had nearly 70 years of service with WP. A monetary gift was given to each of the men from their fellow employees and many friends, 62 of whom were present for the dinner. The three men all send their thanks to their friends for their remembrances.

Contributions to the Heart Fund by Keddie people were excellent, according to records ELSIE HAGEN reported as captain. Although it was a very wet and rainy day, members of the Rebeekahs and the Odd Fellows did an outstanding job in making their house-to-house canvass.

Some people have made an art of being slow to pick up the check. Yes sir, you've really got to hand it to them.

## SAN FRANCISCO

George Bowers, Doug Bruce, Kathleen Brunette, Elizabeth Fagan, Lawrence Gerring, Carl Rath, Frank Tufo

A visitor last month was MARY JENKINS, who until recently ran the lunch room in the roof lounge. With her was her new guide dog, "Vanessa," who replaced "Zada" because of the latter's age. Now unemployed, Mary is anxious to find employment.

President FREDERIC B. WHITMAN was re-elected recently to the board of trustees of the Equitable Life Insurance Co. of Iowa at the 92nd annual meeting of the company in Des Moines.

CHARLES VINCENT, supervisor duplicating bureau, was married at the home of his daughter on February 14. Mrs. Vincent, the former Mabel Schroers, is a sister of ELIZABETH ENGEL, secretary to assistant to general manager. They plan a visit with relatives in the East in May.

Middle age is the period in which a man's chest gives up the function of breathing and takes on the storage of food.

F. B. STRATTON, director of industrial development, was a member of a panel session at the Stanislaus County 1959 Economic Forecast Conference, held in Modesto on February 24. The Conference was sponsored by the Stanislaus County Chamber of Commerce, and the Greater Modesto Chamber of Commerce.

GERTRUDE POHNDORF, who took maternity leave in November, 1957, returned to the purchasing department on March 2. Her son, Kevin, is now 14 months old.

ART CRUMP, 25th Street boat and transfer clerk, who has been absent from his work since last October because of a heart condition, is reported to be on the road to recovery and his co-workers hope to see him back at work soon.

Engineer WILLIAM F. METZGER retired from service on December 30, 1953, as WP's No. 1 employee in years of service, which began in April, 1906.

When asked how he planned to spend his time, he said: "I like gardening and traveling, and they will undoubtedly take up much of my leisure time from now on."

Billy hasn't recently reported on his traveling, nor on how his flowers are blooming, but from his "business" card reproduced below, it's a pretty good bet that he's enjoying a life of leisure.

NO PHONE

NO ADDRESS

W. F. METZGER

RETIRED

NO BUSINESS

NO MONEY

## A happy little girl

"I wish to thank you for the gift I received in the mail today. It came as a pleasant surprize to me. Please tell the other people many thanks for me."

Quoted above is a letter received by M. M. Christy, superintendent, and employees in the division office at Sacramento from little 10-year-old Kris Ann Hoopingarner.

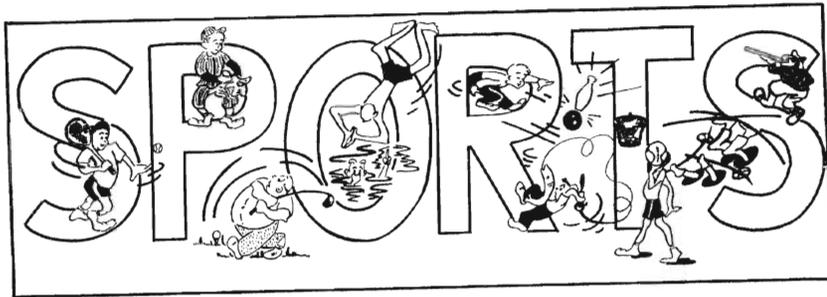
The gift little Kris received was a \$5 bill, a collection from WP employees at Sacramento. The donation was to replace money Kris left behind on the *California Zephyr* in her brown suede purse.

The Sacramento employees became aware of Kris' sorrow when her mother, Mrs. Morris Hoopingarner of Napa, wrote: "... She is just a sick little girl to think she lost the purse and contents and we are all in hopes that perhaps someone turned it in." Such was not the case, although a thorough search was made.

Mr. Christy and division employees also received this letter from Kris' mother: "Your gift to my daughter just arrived and I can assure you this is an excited household. We were all so very surprised and certainly want to thank each and everyone for this generosity.

"We had just returned from our former home in Colorado and Kris had received 25 cents here and 50 cents there from various relatives to spend as she desired. Her brother's birthday was February 12 and she had planned to get him something. Now she can go shopping and buy him something even though it will be a little late.

"Please relay our thanks to each of those who made such a generous donation."



## Golfers will enjoy Spring Valley course

Golfers who plan to play in WP's annual tournament on May 9 should find the Spring Valley course at Milpitas an interesting one. There are easy holes and tough ones, as can be visualized from the diagram of the course layout shown below.

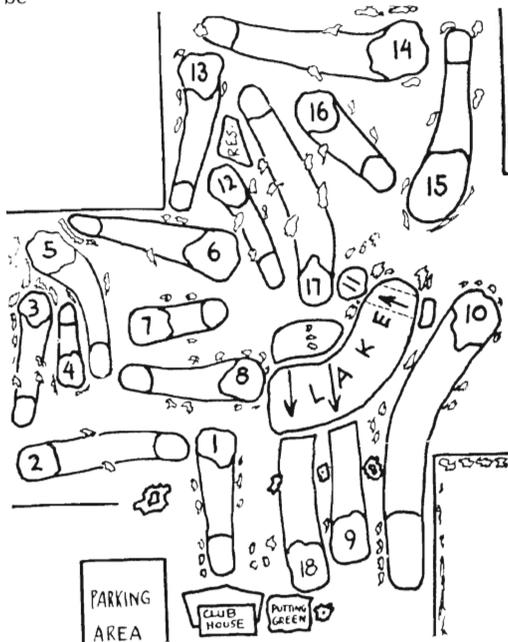
Three holes are played over water. Most difficult of the three is the ninth, a 410-yard, par 4, hole. The 11th is a par three, 185-yard shot to the green, and the 18th is a par five, 485 yards long.

Total yardage for the par-72 course is 6,185 yards. A check of the yardage and par for each hole, shown on the next page, shows that you should have an opportunity to use just about every club in your bag.

Since the tournament will be a blind-bogey, low handicappers and duffers will have an equal chance for the low net prizes. There'll also be hole-in-one prizes for the nearest shots to one of the par-three holes. Jim Hickey has been the only golfer to tank his tee shot in a WP tournament, getting his ace at Almaden in June, 1955.

Following announcement of the tournament in MILEPOSTS last month, advance interest indicates there may be a record turnout for play. To get everyone off the first tee in time to finish before dark, play will get under

### Course layout



MILEPOSTS

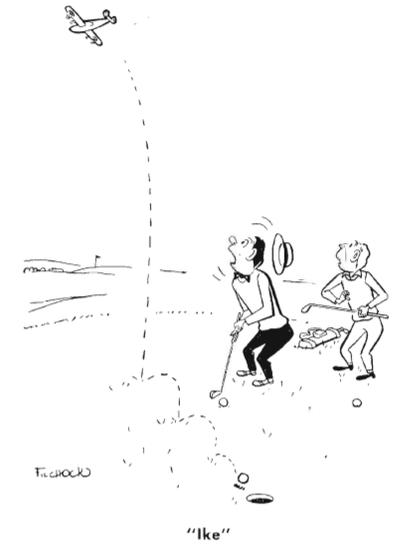
## Yardage and par

HOLES	YARDS	REPLACE ALL DIVOTS			
		WOMEN'S PAR	MEN'S PAR	WOMEN'S HANDICAP STROKES	MEN'S HANDICAP STROKES
1	350	4	4	5	7
2	400	4	4	1	1
3	300	4	4	9	11
4	160	3	3	15	15
5	290	4	4	11	13
6	510	5	5	7	9
7	150	3	3	17	17
8	425	5	4	3	3
9	410	5	4	13	5
<b>Out</b>	<b>2995</b>	<b>37</b>	<b>35</b>		
10	480	5	5	6	6
11	185	3	3	18	16
12	310	4	4	16	18
13	325	4	4	10	10
14	375	4	4	2	2
15	365	4	4	8	8
16	175	3	3	12	12
17	490	5	5	4	4
18	485	5	5	14	14
<b>IN</b>	<b>3190</b>	<b>37</b>	<b>37</b>		
<b>Tot.</b>	<b>6185</b>	<b>74</b>	<b>72</b>		

way at 9:30 a. m. Preferred starting times will be filled as entries are received by Frank Rauwolf and Jim Hickey, co-chairmen.

The course is easily reached from all directions. From San Francisco, take Bayshore Highway to Sunnyvale, left on the Milpitas-Alviso Road to Main Street in Milpitas, left to Calaveras Road, right on Calaveras Road direct to the course. From Oakland, take Eastshore Freeway to the Milpitas-Alviso Road then left on same route outline above. Using Oakland Highway, continue on Main Street in Milpitas to Calaveras Road, then left to the course.

Diagrams courtesy Phil Prentiss



Did you hear about the Texan who collected miniatures—like New Hampshire, Rhode Island, Delaware...

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## RAILROAD LINES



Union Pacific safety milestone—more than 10 billion passenger miles without a passenger fatality.

. . .

Reading carried 55,000 group tour passengers in 1958 at reduced fares; expects more such business this year.

. . .

Southern Pacific expects to run trains over new 13-mile solid earth embankment across Salt Lake by July.

. . .

New York Central, experimenting with new design, repainted 12 box cars jade green with new oval herald.

. . .

Sen. George A. Smathers has hopes Congress will repeal 10 per cent tax on passenger fares this year.

. . .

Kansas City Southern offering daily sale roundtrip coach party fares for five or more traveling together, at one-way coach rate as trial against private auto competition.

. . .

Norfolk & Western recalls 1,460 employees; Chicago & North Western forces at Clinton Shops being upped to peak of more than 650 for car rehabilitation program.