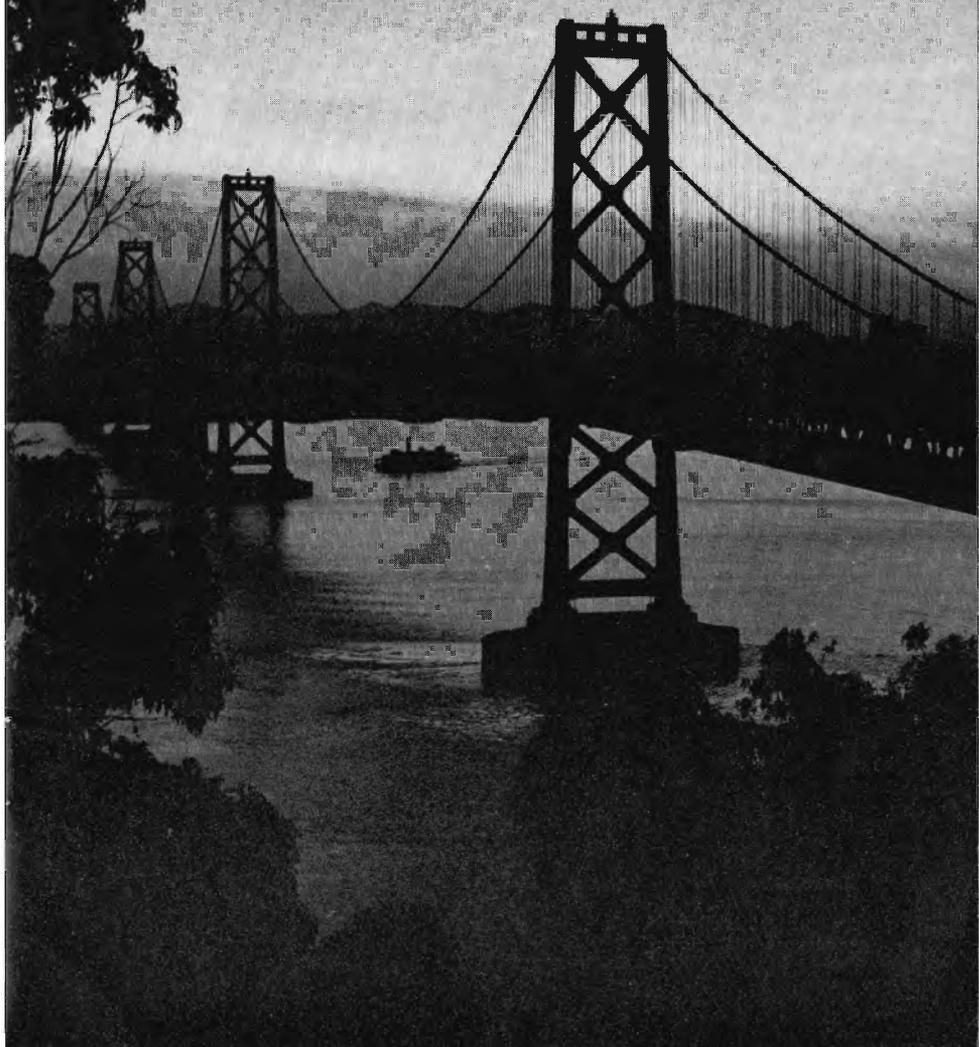


WESTERN PACIFIC

Mileposts

AUGUST 1958



Mileposts

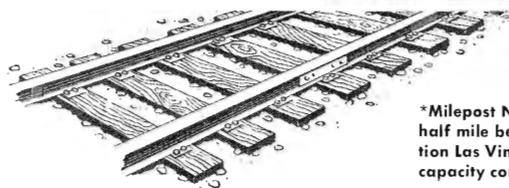
WESTERN PACIFIC

Vol. X, No. 1

AUGUST, 1958

*Milepost No. 109

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. 109: One-half mile beyond is station Las Vinas and 50-car capacity commercial track.

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COVER: A feeling of solitude has been captured in this scene of a San Francisco Bay passenger ferry passing under the San Francisco-Oakland Bay Bridge in commemoration of its last run on July 29.

—Photo by Lionel Bridge



A familiar whistle is gone

SAN FRANCISCO BAY looks lonely today. There's an unfamiliar silence, too. The ferries are no more — their whistles have been silenced.

There was a time in San Francisco when thousands of commuters, Ferry Building newsboys, taxi drivers, hotel bus hustlers, and the cops on the beat could just about set their watches by the ferry boat whistles. Except for an occasional fog those squat old ferries paddlewheeled or propellered their way against Bay tides and currents on regular 20-minute schedules. It's not the same today. The few who still frequent the foot of Market Street can check their watches by the clock on

the Ferry Building tower. Or, by the Ferry Building siren which runs up and down its discordant scale at eight in the morning, at noon, and at four-thirty in the afternoon. There still remain other familiar sounds, like the bellowing of the many-toned fog horns when the fogs come rolling in off the Golden Gate. But these sounds have lost their most colorful competitors.

It's the end of another era. Perhaps you were one of the 40 million persons who, in the peak year 1930, were shuttled across the Bay in one direction or another by more than forty ferries. Remember the "Monday morning quarterbacks" who replayed the week-



A trans-bay crossing by ferry was an invigorating experience not only for the novice but for the experienced as well.

end games, who settled local and world affairs, and joined in festive affairs? You could always kibitz a card game or two if you weren't one of the "regulars," get a shine, walk the decks, or go below for a cup of coffee, ham and eggs, or a bowl of soup. Memories! That's all that's left today.

The passing of the Southern Pacific ferries means an end, too, for one of the most charming experiences for out-of-town travelers—the prelude to or the climax of a pleasant crossing of the continent by rail. Thousands of Western Pacific passengers have been thrilled by the 20-minute crossing between San Francisco and Oakland Pier. They tasted the salt spray, felt the sea air in their faces, and raced to the rails for a better last view of the City by the Golden Gate or their transcontinental train on the rails at Oakland Pier. And they laughed at being frightened by the blast of the ferry whistle as their ferry entered or left the slips.

BUT it's all changed now—a change the railroads disliked to make. The operation of the ferries has been a costly burden for the railroads ever since the commuters left them to travel over the Bay Bridge by train on January 15, 1939. The charm and the excitement of the colorful ferries and their whistles have disappeared. The cost for charm, however, is high, be it for feminine enchantment or the operation of trans-bay ferries. Since the retirement of Western Pacific's own two ferries, this company's passenger trains have operated out of Southern Pacific's Oakland Pier, and passengers have been brought to and from San Francisco by SP ferry boats. For this service, and for rental of a ticket office and baggage facilities in the Ferry Building, SP's handling of our passenger trains in and out of Oakland Pier to our Third Street connection in Oakland, and other incidental costs, your railroad paid Southern Pacific about \$86,000 for the year 1957.



Beginning July 30, California Zephyr passengers boarded Greyhound buses at the Ferry Building in San Francisco for transfer to WP's Oakland station (shown below). The bus shown in these pictures was used for experimental run.

Depending upon the number of passengers, up to four or more Greyhound busses now provide the new service between San Francisco and Oakland at a cost to Western Pacific of \$30 per bus for each round trip. The 25-minute ride is a pleasant one, offers some unusual views from the lower deck of the Bay Bridge, and is more expeditious than the former ferry service. But it will never replace the ride on a ferry.

The busses also carry hand-carried, or Red Cap checked, luggage. Eastbound checked baggage is transferred by truck to WP's Oakland yard and put aboard the train's baggage car there. Westbound checked baggage, as well as luggage, is trucked to San Francisco direct from the Third and Washington station.

The Oakland City Council has allowed Western Pacific fifteen minutes for loading and unloading at the Oakland station. Trial runs made prior to July 30 proved satisfactory. In order to keep under the fifteen minutes allowed time after arrival of westbound trains a sufficient number of Red Caps



The eastbound California Zephyr on July 29 was the last WP train to leave Oakland Pier's trainshed.



and porters have been assigned to adequately handle the baggage and luggage.

Effective with the beginning of the new service, the westbound schedule for the *California Zephyr* was reduced 55 minutes to San Francisco. The train now arrives at Third and Washington in Oakland at 3:20 p. m. Pacific Standard time. San Francisco passengers arrive at the Ferry Building, where luggage and baggage is reclaimed, by

4:00 p. m. No change has been made in the eastbound schedule, leaving San Francisco at 9:25 a. m., Pacific Standard time, and Oakland at 10:10 a. m.

There are few areas left today which offer ferry service, one exception being New York harbor. There, for the price of a nickel, you can still enjoy a ride to Staten Island. A bargain? It certainly is, when you consider the price includes a few blasts from the ferry whistle!

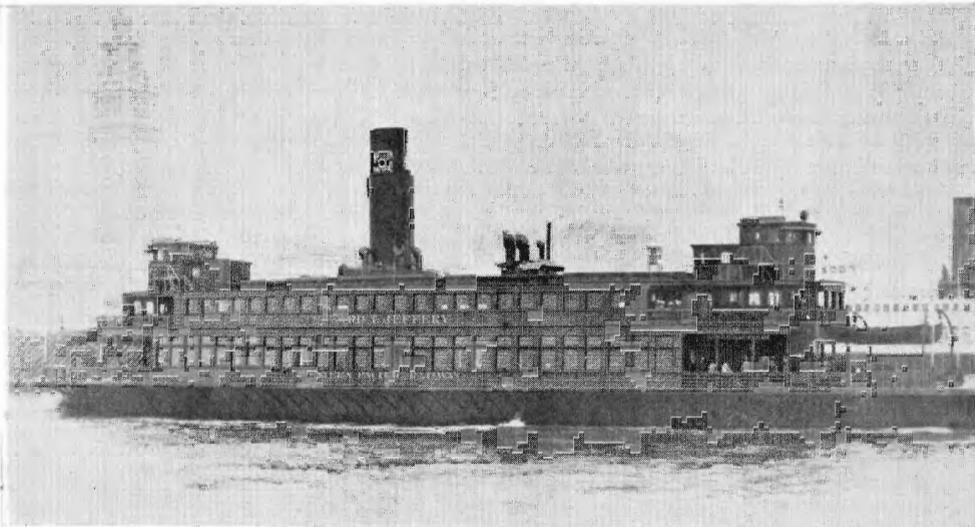
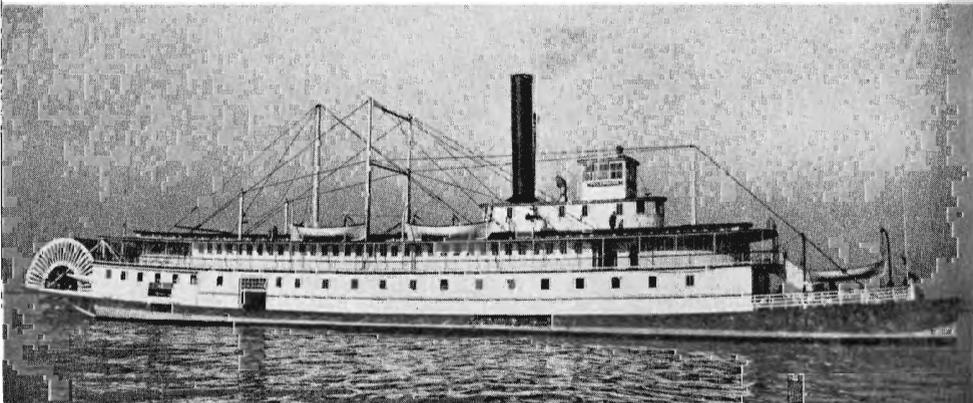
WP ran ferries, too

THE first of two passenger ferry boats owned and operated by Western Pacific on San Francisco Bay was the old stern wheel paddle steamer *Telephone*, purchased on July 15, 1909, from J. H. Middleton, of Portland, Oregon. She was actually the second *Telephone*. The original steamer bearing that name was launched on October 30, 1884, for runs up and down the Columbia River between Portland and Astoria. Some of the runs she made are still the topic of conversation among the old-time river pilots of that area.

Before she was destroyed by fire on November 20, 1887, the *Telephone* made one round trip run of 228 miles in 11 hours and four minutes. On July 2, 1887, she made an even better run from Portland to Astoria in four hours and half a minute, covering the last 40 of the 114 miles in the teeth of a gale. It was a speed record never since equalled by any similar type of river boat. This record event is only one of many stories about this historic old steamer and it would require volumes to tell them all.

The old stern wheel paddle steamer *Telephone* as she looked on San Francisco Bay. Her original hull, 175 feet in length, was increased to 201½

feet at load water line. Over-all width was 37 feet; hull depth 31.5 feet. Her tonnage was 632 gross; 565 net. She was retired in 1937.



The *Edward T. Jeffrey*, a double-screw propulsion ferry with steam steering gear, was 219 feet long at load water line. Her over-all width

was 62½ feet and she carried an 11-foot draft. Total passenger capacity (seated) was 1,150. Her tonnage was 1,587 gross; 1,025 net.

Enough of the original *Telephone's* hull and machinery was saved from the fire to begin immediate construction of the second steamer to bear that name. Thirty feet longer than her predecessor, she was launched on April 28, 1888, and made her trial run to Astoria on May 20 of that year. In 1894 she made 312 round trips between Portland and Astoria and logged 12,731 landings. She was sold in 1903 to Captain James Cochrane of the Arrow Navigation Co. Cochrane had a new hull built, installed a new boiler, but retained a portion of the old superstructure, the former pilot house, and original wheel. She was sold by Cochrane to Middleton.

Western Pacific paid \$24,500 for the steamer and spent another \$42,200 to remodel her for ferry service on San Francisco Bay. She arrived like a conquering hero looking for all comers in speed runs. After her first round trip across the Bay she held her title as the

fastest river steamer that ever turned a paddlewheel until the day of her retirement on December 31, 1917. No other ferry could equal her speed on the Bay.

The double-ended steel screw ferry *Edward T. Jeffrey*, named for Western Pacific's second president, was built by the Moore & Scott Iron Works, San Francisco. The deep-red colored *Edward T.* was launched at Oakland harbor on July 19, 1913, at which she was christened by one of the daughters of Charles M. Levey, who was later fourth Western Pacific president. She entered service in August. When the Railroad Administration took over the railroads during World War I, the *Edward T.* ran between San Francisco and WP's mole in Alameda. Upon her return from the Administration, she was painted white and renamed by Western Pacific the *Feather River*. She was sold to the Southern Pacific in

May, 1933, who renamed her the *Sierra Nevada*. Payments for the ferry were applied against Southern Pacific's charge for use of Oakland Pier by Western Pacific.

The *Sierra Nevada* was used by the Key System, and repainted their orange, for use in transporting visitors from San Francisco to the Golden Gate International Exposition on Treasure Island.

During World War II she was put into service by the U. S. Maritime Commission for use in carrying ship-

How We're Doing

Effective August 1 the 3 per cent tax on the transportation of freight was removed as a result of congressional action. On July 22 House-Senate conferees agreed on a compromise railroad aid bill which would give the ICC authority for the first time to order discontinuance of interstate rail service; also, authority to the ICC to guarantee \$500 million in loans to railroads to finance capital improvements. (See next page—Your Letters Brought Action.) * * *

The *California Zephyr* average load in June 1958 was 92.4 per cent of train capacity, compared with an average load of 95.1 per cent for the same month a year ago.

* * *

During July two cameramen from Universal Pictures rode the *California Zephyr* between Oakland and Salt Lake City, and the *Zephyrette* between Salt Lake City and Wells, Nevada, shooting pictures for inclusion in a film to be entitled "Magic Rails—Today and Yesterday."

yard workers between San Francisco and Marinship at Sausalito, carrying more than a million riders during the period it operated.

This speedy ferry saw her last service as a white-colored auto-ferry operated by Southern Pacific between Richmond and San Rafael prior to the opening of the Richmond-San Rafael Bay Bridge.

MILEPOSTS is indebted to Carl Germann, retired assistant chief clerk, engineering department, and historian, for much of the above data.

Operating revenues for the month of June, 1958, compared with June, 1957, were down 14.69 per cent; operating expenses down 5.06 per cent. Earnings per share of common stock were down from \$4.14 for the first six months of 1957 to \$2.39 for the same period in 1958. * * *

The remodeling and modernization of the Elko depot-office building is about 56 per cent completed. * * *

The concrete lining of 526 lineal feet of Tunnel 28 (near Paxton) is about 30 per cent accomplished, 7 per cent of the work having been done in the past month. About 8 per cent of the concrete lining work was done last month on the 293-lineal-foot Tunnel 27 (also near Paxton), bringing that job to 19 per cent of completion. * * *

The slag ballasting of 2.5 miles of track east of Milepost 878 is now 88 per cent completed; ballasting work between Mileposts 667 and 672, and between Mileposts 685 and 690 is about 32 per cent completed.

Your letters brought action

The avalanche of letters, cards and telegrams received by members of Congress from railroaders across the nation, evidently had a considerable favorable effect on their action in repealing the three per cent Federal excise tax on movements of freight. The House, however, refused to go along with the Senate on the repeal of the 10 per cent tax on passenger fares, imposed at the beginning of World War II as a temporary measure to restrict civilian travel. MILEPOSTS has been informed that a sizable number of Western Pacific railroaders individually or collectively sent letters, cards and telegrams, urging their Senators and Congressmen to take urgent action to strengthen and improve the critical railroad situation.

Senator George A. Smathers, who initiated the measures, said: "I think the freight tax repeal should do as much to stimulate the economy of the nation as anything of which I know."

Removal of the levies not only takes pressure off production costs, but also ends a discrimination against small businesses and long-haul shippers, and lifts a heavy competitive burden from all for-hire carriers.

During the fiscal year of 1957 these taxes amounted to \$468 million. They were paid entirely by shippers, but the carriers bore the expense of acting as agents in collecting the taxes for the Government.

Their repeal does away with a tax inequity which has fostered phenomenal growth in private transportation during the postwar period, at the same time diverting traffic from and creating severe problems for all common car-

riers. With removal of the tax, shippers no longer have this inducement to set up and operate their own fleets of trucks and barges.

"Western shippers especially will benefit by the repeal of this tax on freight," said Clair M. Roddewig, president of the Association of Western Railways. "This is another step along the road to restoration of economic health to the railroad industry."

Woman, 7 children aided by train crew

General Agent Fred McMullin, Portland, related the following incident reported by a coach passenger aboard the *California Zephyr* during May:

"A woman and her seven children were traveling in the same coach. The woman's husband had been cut to a three-day week at the Ford plant, Milpitas, and he could no longer support his family, who were returning to her parents' home in Wisconsin. She had no money for food, but had with her several loaves of bread and a couple of jars of peanut butter. The children soon became cranky, as well as ill, and hungry for other food. Other passengers in the coach took turns taking the children to the diner. On the last morning of the trip, Steward Albertsen and Zephyrette Nancy Tremarco took the entire family to the diner for a complete meal."

The nice gesture of Steward Albertsen and Zephyrette Tremarco was brought to the attention of their superior officers by J. J. Hickey, passenger traffic manager.

Inflation hits the mail box

With the increase of postage rates for all classes of mail, under the provisions of the Postal Pay Act, on August 1, inflation has hit just about everything now except the five-cent package of gum.

The individual increases may seem small. Collectively, however, the additional expenditures for postage required by Western Pacific's daily volume of mail will run considerably higher than the \$42,000 spent by the company during the year 1957.

Each employee can help to keep down the cost for mail by using company mail instead of U. S. mail wherever possible, by cutting down on excessive letter writing, and by enclosing in one general envelope, instead of individual envelopes, all mail forwarded to one address.

As a reminder to those employees who may have occasion to send some individual copies of MILEPOSTS,

each magazine hand addressed on the back cover, or mailed in unsealed envelopes, will require three cents postage for the first two ounces, and an additional 1½ cents for each additional ounce. MILEPOSTS mailed in sealed envelopes, with or without an accompanying letter, will require First Class Mail postage at the rate of four cents per ounce.

The new rates now are:

First Class Mail.....	4c per ounce
Postal Cards	3c each
Air Mail Letters (domestic)....	7c per oz.
Air Mail Postal Cards.....	5c each
Second Class Mail.....	2c first 2 ounces
	1c each add'l oz.
Third Class Mail (MILEPOSTS)....	3c first
	2 ounces
	1½c each add'l oz. up to 16 oz.
Fourth Class Mail.....	9c per pound
	5c each add'l lb.

P. S. And the taste of the glue is no better!

Shippers like our cars

Western Pacific's participation in the 106th meeting of the Pacific Coast Shippers' Advisory Board at Fresno on June 19 and 20 was quite beneficial.

It is estimated that more than 100 persons inspected the Tidewater Southern 50-foot insulated boxcar on display during the period of about one hour at one point of the two-day meeting. Total attendance was high.

Of particular interest to the visitors were the 25 cross-members used in the car as opposed to the 35 to 50 cross-members used in cars of competing railroads.

Another desirable feature was the

demonstration to show that one man could easily install and remove the aluminum cross-members.

Many of the visiting traffic managers and shippers expressed a desire to make test shipments, and inquiries about other WP equipment were numerous.

How about tank cars?

Someone said recently that "freight car loadings keep dropping, while the consumption of beer, wine and whiskey is up seven per cent so far this year."

This only goes to prove that more people, rather than freight cars, are getting loaded!



Two doctors, who were aboard the train, examine one of the bodies in the demolished truck, as a Pullman porter waits to be of needed assistance.

15 seconds too soon

MILEPOST's editor was aboard Train No. 18 the day the above collision occurred. It was a horrible and frightening occurrence which claimed two lives, those of the 39-year-old driver of the truck and a seven-year-old boy passenger. One can have nothing but sympathy for these two victims and for the families and suffering they leave behind.

Yet, it is difficult to understand how such a calamity could occur. The road used by the victims, two or more train lengths to the rear of the scene shown above, was unobscured for a distance of a half mile or more. Proper and adequate railroad crossing warning signs were clearly visible, and the engineer was properly sounding his crossing approach warning whistle.

MILEPOSTS dislikes to use such pictures. It is shown here only with the sincere hope that those who view it

will be so impressed that a repetition will be avoided.

Motorists, and others who must cross railroad tracks, will do well to remember that *it takes less than 15 seconds for a train such as this to cross a 50-foot road at a speed of 60 miles an hour.* JUST A 15-SECOND WAIT!

Railroad travel safest

Railroads last year again proved themselves the safest way to travel, according to a July release by the Association of American Railroads.

The release reports that travel by railroad in 1957 was nearly twice as safe as travel by domestic airline and bus, and about 37 times as safe as travel by automobile and taxi.

Fatalities in auto accidents last year totaled 25,700, against 70 for buses, 31 for air carriers, and 17 for railroads.

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 who recently retired:

Manuel Anton, section foreman, Marysville.

Joseph M. Bartorelli, carman, Elko.

Benjamin L. Battles, agent-telegrapher, Gerlach.

Andrew J. Brewer, fireman, Western Division.

Howard W. D'Orman, electrical foreman, Sacramento.

William H. Jones, Central California Traction Co., janitor, Stockton.

James F. Martin, Central California Traction Co., watchman, Stockton.

Paul D. Meiers, clerk, Oakland.

Fillipo Peralta, Sacramento Northern, deckhand, Sacramento.

George B. Weast, conductor, Stockton.

Floyd E. Wilson, locomotive engineer, Stockton.

Elizabeth G. Woosley, estimated earnings clerk, San Francisco.

Emmitt Young, track laborer, Winnemucca.

John Connelly retires

Roadmaster John Connelly, No. 1 on the seniority roster, retired on June 30 with a service just short of 45 years.

John was born in Philipsburg, Montana, on June 14, 1892, one of four children of P. C. and Margaret Connelly. The family left Spokane, Washington, where John attended Gonzaga College, moving to Denver where his father was appointed general roadmaster for the Rio Grande after 30 years with the Great Northern. John worked for a while as a clerk in the Rio Grande freight office there. The family next moved to Oakland in the summer of 1913 and his father became general roadmaster for Western Pacific.

John also became a WP employee, starting as "straw boss" and timekeeper on September 1, 1913. In 1915 he was sent to Stockton as relief section foreman under Roadmaster John Halloran.



He returned to Oakland several months later as yard clerk under Yardmaster Jack Henry, father of present Trainmaster Les Henry. In September, 1917, Connelly returned to Stockton as foreman of Stockton

Yard which at that time was on Flora Street. He was promoted to roadmaster on October 1, 1920, and headquartered at Sacramento. From there John had several assignments as roadmaster at Portola, Winnemucca, Salt Lake City, again at Sacramento and finally to Oakland in the summer of 1944, where he has since remained.

On April 30, 1917, John married the

former Hazel Loretta Hopkins. They have two children, James Thomas, a machinist in the Oroville diesel shop (the third generation of the Connelly family to work for Western Pacific), and a married daughter, Patricia Mae Abbott, who also worked for WP as a secretary to Agent Jimmy Dillon, Oakland. John has one grandchild, Linda, age 9.

If John never before realized the number of good friends he has on the railroad, he must have been amply rewarded on the night of June 21, when over one hundred Western Pacific railroaders and their wives turned out for his retirement party held at International Kitchen in Fremont. It was an occasion he, and they, will long remember.



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:

Homer D. Brown, brakeman, June 28.

Clyde E. Elliott, retired janitor, June 16.

Frank Marshall, retired blacksmith

helper, date of his death not known.

George A. Miles, retired conductor, June 14.

George M. Norton, retired stationary engineer, June 30.

Paul B. Score, retired section laborer, April 11.

Joseph M. Weyer, retired section foreman, July 3.

Arthur W. Harris—Stanley N. Compton

The untimely deaths of two labor organization officials occurred in July. Arthur W. Harris, general chairman, Brotherhood of Railroad Trainmen, died on July 12; Stanley N. Compton, general chairman, Brotherhood of Locomotive Engineers, died on July 13.

Harris was born at St. Louis, Mo., on October 19, 1891. He began acquiring organization experience in 1910 after working as a youth for several large railroads. Art entered WP service as a brakeman on September 6, 1926, and was promoted to conductor

on November 30, 1936. He became general chairman for his organization in 1945.

Compton was born at Pasadena, California, on November 8, 1902. After an education which included a diesel engineering course at the University of California, he spent nearly three years with the U. S. Navy in the early twenties. He entered WP service as a fireman on September 16, 1927, and was promoted to engineer on July 22, 1938. He became general chairman for BLE in 1954.

MILEPOSTS



IN GOLD

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

40-YEAR PINS		
Amos W. Fuller.....	Locomotive Engineer.....	Western Division
Oliver J. Hill.....	Locomotive Engineer.....	Eastern Division

35-YEAR PINS		
Wilburn J. Booth.....	Machinist.....	Mechanical Dept.
William E. Fosha.....	Erecting Foreman.....	Mechanical Dept.
William G. Howell.....	Assistant Superintendent.....	Eastern Division
Cyrus A. Oels.....	Telegrapher (retired).....	Western Division

30-YEAR PINS		
Leonard F. Avery.....	Chief Clerk, Statistical Bureau.....	San Francisco
Harold T. Bashford.....	Locomotive Engineer.....	Western Division
Carl F. Hettinger.....	Locomotive Engineer.....	Western Division
Willard E. Horn.....	Sheet Metal Worker.....	Mechanical Dept.
Harry B. Lammpan.....	Marine Captain.....	Western Division
Warren I. Tillery.....	Locomotive Engineer.....	Western Division

20-YEAR PINS		
Miguel F. Alvarado.....	Laborer.....	Western Division
Charles L. Anthony.....	Yardmaster.....	Eastern Division
William F. Dean.....	Switchman.....	Western Division
James W. Hale.....	Waiter.....	Dining Car Dept.
Louis Hill.....	Tavern Car Attendant.....	Dining Car Dept.
James A. Moore.....	Waiter.....	Dining Car Dept.
Jonathan B. Morgan.....	Traveling Accountant.....	San Francisco
Milton Raleigh.....	Tavern Car Attendant.....	Dining Car Dept.
Alphonse A. Schuetter.....	Extra Gang Foreman.....	Western Division

15-YEAR PINS		
Jess C. Currier, Jr.....	Fireman.....	Western Division
Eldred H. Dunston.....	Fireman.....	Eastern Division
Louis F. McGarrah.....	Water Service Foreman.....	Eastern Division
Ralph E. Murray.....	Switchman.....	Eastern Division
Carl Nelson.....	Brakeman.....	Western Division
Herbert W. Pettengell.....	Laborer.....	Mechanical Dept.
Nelson L. Rowland.....	Brakeman.....	Western Division
Justo Ruedas.....	Laborer.....	Mechanical Dept.
Alexander Travelow.....	Carman Helper.....	Mechanical Dept.

10-YEAR PINS		
Douglas Binion.....	Carman.....	Mechanical Dept.
H. Dean Dorsey.....	Traffic Representative.....	Fresno
Jasper S. Galloway.....	Laborer.....	Western Division
Marion F. Hill.....	Traveling Accountant.....	San Francisco
Gordon P. Knapp.....	Traffic Representative.....	Los Angeles
Rafael J. Landrove.....	Laborer.....	Purchases and Stores Dept.
Robert E. Lee.....	C. T. C. Maintainer.....	Signal Dept.
John L. Lynch.....	Car Inspector.....	Mechanical Dept.
Gerald P. McCarthy.....	Yardmaster.....	Western Division
Willard R. Martinson.....	Section Stockman.....	Purchases and Stores Dept.
Rennell Miller.....	Senior Rate and Division Clerk.....	San Francisco
Kenneth J. Mize.....	C. T. C. Maintainer.....	Signal Dept.
Tracy L. Monks.....	Bridge and Building Miner.....	Western Division
Willie H. Pollock.....	Car Inspector.....	Mechanical Dept.
Charles B. Reid.....	Purchase Bill Clerk.....	Purchases and Stores Dept.
Pantaleon G. Reyes.....	Laborer.....	Purchases and Stores Dept.
Edward M. Reynolds.....	Signalman.....	Signal Dept.
Lester B. Sterrett.....	Water Service Maintainer.....	Stockton
Norman M. Vizina.....	Laborer.....	Purchases and Stores Dept.



Service Pins honoring 145 years of service were recently issued four accounting department employees by Vice-President L. J. Gosney, left, above. Recipients were William G. Levy, 35 years; Henry C. Wendt, 45 years; David J. Spowart, 35 years; Leonard F. Avery, 30 years. Not present for the picture were Nicholas A. Schoeplein and Jonathan B. Morgan, who also received 35-year and 20-year pins, respectively.

Vince Carr, traffic representative at Cleveland, reads a congratulatory letter from Vice-President M. W. Roper as Traffic Manager A. H. Lund, Chicago, affixes his 30-year award.

General Purchasing Agent J. C. Marchand pins a 30-year pin on the frock of Charley Vincent, duplicating bureau supervisor. Witnessing the award are Bob Pfeiffer and Frank Brogdon.





KEDDIE

Elsie Hagen

Taking vacations this month have been Brakeman **BILL BENEDICT**, who traveled to Tucson and Las Vegas; Brakeman and Mrs. **L. C. GILBERT**, who spent their time off in Grass Valley, Sacramento and Stockton with friends and relatives; and the retired **BOB MCILVEENS**, who spent some time in Irvington and Los Angeles.

Mr. and Mrs. **IVAN FINLEY** and their son from Stockton stopped off in Keddie during their vacation.

Roadmaster on the Keddie high line for several years, **WALTER CHAPMAN** has been transferred to Winnemucca. **VIRGIL KEANS** from Nevada has replaced him at Keddie.

Now home after several weeks in St. Joseph's Hospital at San Francisco, Engineer **HAROLD BASHFORD** is still very ill. Our best wishes for a speedy recovery.

Sympathy is extended to Brakeman and Mrs. **WALT HALSTEAD** for the loss of their twin sons. Born June 26, one of the infants died at birth and the other a short time later.

The body of **JOSEPH M. MEYER**, section foreman who retired on April 13, 1956, was found near his demolished auto at the foot of a 158-foot bank five miles west of Crescent Mills recently. He was returning from a visit with his brother at a week-end camp on the Feather River and probably fell asleep at the wheel.

STOCKTON

Elaine Obenshain

Working together on the same yard engine crew on June 7 was an added coincidence for Engineer **H. E. VANDERVOORT**, Switchman **R. G. JORDAN** and Switchman **R. R. ACKLEY**—who also celebrated their respective birthdays on that date.



H. J. Kelly, J. E. Hightower, L. C. Skadden, and R. E. Travel, at retirement dinner for Skadden. Photo was taken by Engineer Frank Lemon.

Belated best wishes are extended to Machinist Helper **L. C. SKADDEN** who retired on April 30 and was honored at a retirement dinner given by his fellow employees in the mechanical department. Mr. Skadden plans to rest and travel.

Congratulations are also sent to Engineer **FLOYD E. WILSON** who retired on

June 30 and is moving to Minnesota. Mr. Wilson started railroading in 1911, joining WP in 1930.

Our deepest sympathy to the family of Brakeman **HOMER D. BROWN** who died on June 26 in Portola following a long illness. Another recent death was that of Conductor **GEORGE MILES** in Stockton on June 14. The latter had no family. He retired on May 31, 1958.



Robert Martinez, son of Roundhouse Clerk and Mrs. **F. J. MARTINEZ**, has been chosen president of the Franklin High School student body for the next school year. The 16-year-old junior polled a majority of over 700 votes cast in the Stockton school.

Daughters of two railroad families were married in Stockton during June. Miss **Carol Meinig**, daughter of former Switchman and Mrs. **JOHN R. MEINIG**, became the bride of **Donald Latimer** of Stockton. The other new bride is the former **Mary Lemon**, daughter of Engineer and Mrs. **F. F. LEMON** and sister of Fireman **G. C. LEMON** and Brakeman **W. R. LEMON**. Miss Lemon married **William Buettner** of Stockton. Both couples will live here.

WINNEMUCCA

Ruth G. Smith

Among several changes of personnel during June was the transfer of Assistant Signal Supervisor **ROY GIFFORD** to Wells, Nev. **ELFRED WALL** has been assigned to his job in Winnemucca. Mrs. Wall (Peggy) is the daughter of Fireman and Mrs. **F. M. GOLLIER**.

Mrs. **CARMEN ALVAREZ**, former PBX operator and roadmaster's clerk, has moved to Elko as assistant timekeeper. In addition to his own, Cashier **HENRY MENTABERRY** has taken over her duties.

Transferred to Oakland is Roadmaster **DAN LAUGHLIN**, and **WALT L. CHAPMAN** is replacing him in Winnemucca. Chapman and his wife **Rosemarie** have established their home in Winnemucca, moving here from Keddie.

A recent bridal couple are **Gloria Owens** of Weed Heights, Nev., and **Stuart Louis Pearce**, the son of Fireman and Mrs. **LOUIS J. PEARCE**. The couple was married on June 8 in Yerington, Nevada.

Emma P. Hauer of Carmel, Calif., and Engineer **CHARLES L. HAWKINS** were married on June 9 in Reno. They will build a new home in Portola.

New parents of an infant daughter are Mr. and Mrs. **JACK LAWRENCE** of Sacramento. Grandparents of the baby, who arrived on June 10, are Engineer and Mrs. **JOE E. MOORE**.

Agent **BEN L. BATTLES** of Gerlach retired on July 1.

After being off almost three months due to illness, Conductor **RAY SMITH** is back at work.

Conductor **D. L. SPEEGLE** made his first run in passenger service on Train No. 1, Wendover to Oroville, on the occasion of his fortieth birthday, July 2.

SAN JOSE BRANCH

Philip Hazlett

CLAYTON ASHLAND, car and demurrage clerk, has just returned from a vacation trip to Europe. Mr. and Mrs. Ashland flew the polar route to England and then took several side trips on the Continent. The vacation abroad fulfilled a lifelong wish, the Ashlands say.

All of his fellow employees at San Jose will miss L. T. "CASH" TRURO, who died on May 25. Cashier of this station, he also was known for his many kind acts, among them one well remembered by this correspondent, for whom "Cash" found a living place upon arrival here in 1955.

Traffic Representative and Mrs. JOHN P. CARROLL, San Jose, announced the engagement of their daughter, Beverly Ann, July 13. The prospective bridegroom is John L. Ahearn, Jr., who is presently studying business administration at San Jose City College. No date has been set for the wedding.

PORTOLA

Gladys K. Lorgan

HOWARD GARY BLAIR, employee of the WP Hospital in Portola and son of Engineer and Mrs. J. D. BLAIR, was awarded five citations when he graduated with honors from Portola High School in June. Selected "Student of the Year," he was also given a trophy from the Bank of America



for excellence in fine arts, a life membership in the California Scholarship Federation, the American Legion Citizenship pin and citation, and the Parent-Teachers Association scholarship cash award of \$150. In May, Howard won the Arian Award for proficiency in music. He is also president of the Methodist Youth Fellowship, Portola Community Church.

Spending a few weeks here this month were retired Engineer and Mrs. J. R. COPE. Besides visiting their son, RFE W. S. COPE and his family, "Ray" also had a short rest and treatment in the Portola Hospital.

Miss Geraldine Brown and Thomas E. Pearson exchanged wedding vows on June 22 in Portola. The bride is the daughter of retired Brakeman and Mrs. R. J. BROWN, while her new husband is the son of Fireman and Mrs. OVA PEARSON. Both mothers are employed at the WP Hospital here.

Guest of honor at a dinner party given on June 20 by city officials and others was IRA C. BALDWIN. Ira, icing supervisor here, is also former Portola mayor and a long-time city councilman. On behalf of the group, Winslow Christian, former city attorney, presented Ira with a gift. Present Mayor Raymond W. Ross paid high tribute to Ira's service to the city.

Sympathy is extended to Brakeman L. M. JONES and his family on the death of his father in Oroville.

SALT LAKE CITY

J. B. Price

More and more of our employees are getting into the swing of golf. According to reports, doing especially well are three of our conductors. Conductors JAMES R. HERRON and R. L. HANSEN have each made a hole-in-one—the former achieved this after much practice at Nibley Park No. 4, and Hansen hit his hole-in-one at 180 yards on the Elmonte course in Ogden. Now competing in the finals of the D&RGW golf tournament is Conductor V. L. KIMBALL.

Engineer and Mrs. CECIL G. TRUMBO are proud grandparents, with the birth of a healthy baby girl to their daughter.

SACRAMENTO MECHANICAL DEPARTMENT

Rod Rodriguez

Proud WP parents are Mr. and Mrs. J. R. LAMALFA and Mrs. NORMA JOSEPH, stenoclerk in the department.

Lead Draftsman JOSEPH R. LAMALFA's daughter, Carmen, graduated with a number of honors from Bishop Armstrong High School in Sacramento this spring. Besides receiving award medals for languages and speech, Carmen was chosen queen of the school May Rally, was president of the Junior Red Cross, and a member of the student council, CSF and prefect of Sodality. This fall she will enter the College of Holy Names in Oakland to major in education and speech correction.



Jo Anne Joseph, age 13, recently placed second high in the eighth grade final examination at Immaculate Conception School where she was in seventh grade this year. She was permitted to take the test due to her advanced work and has been promoted



to high school next fall and given a one-year scholarship for St. Joseph's High School.

Paying the department a recent surprise visit with her two-month-old son

was MOLLY BLISS, former stenographer for W. B. WOLVERTON.

WENDOVER

Esther A. Witt

Helping Switchman and Mrs. GERALD D. SHEPHERD celebrate their wedding anniversary on June 5 were twin babies who arrived on that day. A boy and a girl, the twins have both a big sister and brother, Wendy and Lynn.

Another new arrival in Wendover is Kent D. Shelton, born April 29 to Switchman and Mrs. VAUN A. SHELTON. The Sheltons have another child, their daughter Susie.

Retired Boilermaker JAMES A. MANAHAN has been confined to St. Mark's Hospital with an eye infection. We hope he will soon be recovered.

Wendover employees enjoyed recent chats with retired Engineer OTTO J. KELLY and retired Brakeman WALLACE "BOOMER" REESE. Otto stopped in on his way through on No. 1, and "Boomer" came out to spend a day here.

SACRAMENTO STORE

Irene Burton

A speedy recovery is wished to EVELYN RICHARDSON, who has been in the hospital having surgery on her foot.

On the "lucky" side of the ledger after spending a week at Lake Tahoe are Chief Clerk AL MADAN and his family.

The boys on the scrap dock were mourning the loss of their mascot, BICKA, one morning recently, but the dog was located at the city pound and retrieved at a cost of \$2. A neighbor of the store had called the dog catchers when he found the pooch running loose . . . Bicka is now chained each night.

SACRAMENTO SHOPS

Marcella G. Schultze

Best wishes to the following newlyweds:

LARRY J. DERR, electrician apprentice, and Peggy Rumsick, who were married Memorial Day in the Centennial Methodist Church and honeymooned in San Francisco.

Gene Steuben, son of Electrical Foreman E. W. STEUBEN, and Louise Colombani, married June 22 at the Lady of Our Grace Church in West Sacramento. After a honeymoon in northern California, these newlyweds will live in West Sacramento.

Alice Reule, daughter of Machinist DANIEL REULE, and Kimbiz Nasser, who exchanged vows on June 24. The groom is from Prussia where the couple will live after he completes his studies at Sacramento Junior College.

E. W. STEUBEN has been elevated from electrician to electrical foreman, replacing H. W. D'ORMAN, retired.

Winning monetary awards in the annual Bass Derby were J. JELACICH, carman, first with a seven-pound fish; G. RIOLO, carman, second with a six-pounder; and "ACE" DRUMMOND, machinist, third with a three-pound bass.

Lineman sends thanks

Earl Brooks, division lineman for the communications department, has asked MILEPOSTS to inform all communications employees how grateful he is for the many cards and gift sent to him while he was in the hospital last month.

"Your messages and gift are very much appreciated and I wish to thank you one and all."

SAN FRANCISCO

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

Congratulations to MARTIN GOLDMAN, rate and division clerk, who received his Bachelor of Business Administration Degree in traffic from the Golden Gate College on June 13. Graduation exercises were held at the Veterans' War Memorial Building in San Francisco.

We all will miss ELIZABETH WOOSLEY, who retired on June 30 after more than twelve years' service, most of this time working in passenger accounting under BILL RACINE. Bess was guest of honor at a luncheon held at the Leopard Cafe, and later in the day was presented with a camera from her friends in the office. Before coming to WP, Bess spent several years with the Louisville & Nashville. Her home is in San Jose, and after commuting between there and the office all these years, she is certainly looking forward to a less hectic life of leisure.

Recent happenings in the passenger department were BERNADETTE O'CONNELL's return after a leave of absence; a six months' leave from August 1 for CLAIR POSTEL; and the resignation of MARY KETTENHOFEN, who left on August 1 to return to her home in Wisconsin.

FRANK W. AHLERT has been appointed assistant auditor of miscellaneous accounts and FRANK W. FERGUSON has been appointed assistant auditor of disbursements. Their respective former positions, assistant to general auditor-insurance and auditor of capital expenditures, have been abolished.

Postcards received by the staff in the president's office from BOB GOLDEN, secretary-clerk, tell of beyond expect-



George Welch, right foreground, hands Elizabeth Woosley a camera, presented on her retirement by her friends in the auditing department.

tation experiences seen by him on his tour of the Brussels World Fair and visits to other nearby countries. He would be so lucky as to have an Italian guide whom "Fritz" described as being a second Sophia Loren!

Jack "Queen for a Day" Bailey was aboard the *California Zephyr* leaving Oakland on July 26. The popular television and radio star was booked by FRANK SELL, Los Angeles MILEPOSTS



Many WP railroaders were shocked at news of the assassination of King Faisal of Iraq and his uncle, Abdul Illab Said, remembering them as friendly democratic passengers on the *California Zephyr* in August, 1952 (above).

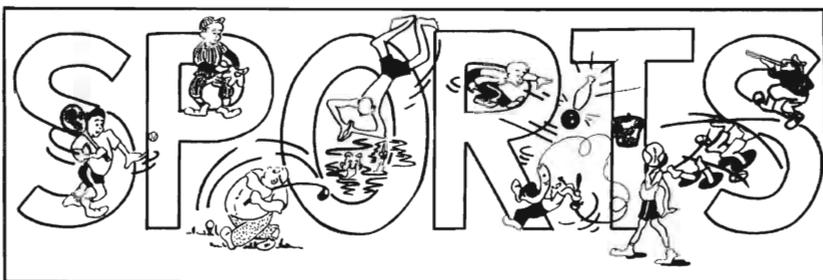
correspondent, who was told by Bailey's secretary, Betty White, that he loves train travel and particularly wanted to make the scenic trip on the streamliner.

ED BRIDGES, assistant transportation engineer, is a father for the first time. The arrival took place at Palo Alto Hospital on June 28, and the little fellow has been named Edson, the third in the Bridges family to bear that name.

Zephyrette ELAINE TROY tells this story which occurred on one of her recent trips across the country. Two passengers seated in the rear observation car were approached by Elaine for dinner reservations, and after receiving their tickets, stopped Elaine in her tracks by asking if the diner was ahead or behind!

CHARLES W. DOOLING, vice president and general counsel, is reported to be recovering satisfactorily following a heart attack suffered recently.

The death of HOWARD BRYANT, statistician, on July 22 was a shock to all in general office. Howard suffered a heart attack while driving his car, but had safely pulled over to the side of the road. He was to retire next year.



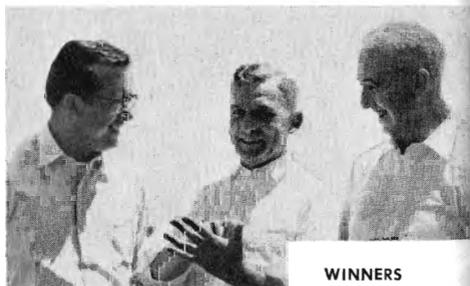
89 golfers in tournament

Two consecutive double bogies kept Dick Hocker, chief clerk - industrial, from winning his second consecutive WP golf tournament. Dick took a five on the par three fourth and a six on the par four fifth, his only two bad holes over the long-playing Almaden Golf Course. He finished with an 82 and a tie for low gross with Lee Sherwood, MILEPOSTS editor. Sherwood lost his chance for a win with a double bogey on the four-par ninth. Dick also shot an 82 last year which was good enough to win by one stroke.

Second low gross honors went to Fred Weller, junior engineer, who finished with an 85, one stroke better than Engineer Bob Joy's 86 for third low gross.

Johnny Miller, assistant engineer, won low net honors with a 59. A newcomer to the game, Johnny shot a 134 but he picked the right holes and drew a blind bogey handicap of 75. Voy Newman, switchman, took a second low net with a 110-48-62, one stroke better than the 105-42-63 shot by Leo Pope, freight traffic.

Best rounds for the day were shot by R. Shuman and B. Schneider, guests, who finished with 80's. Other guest



WINNERS

"I only had an 11 on the fifth," counts low net winner Johnny Miller, as he totals his score for Dick Hocker and Lee Sherwood who tied for low gross in the golf tournament.

winner E. Dunne, 84, and T. Dunne, 85. Guest low net honors went to T. Dunne for his 85-21-64; D. Dunne who shot an 89-21-68; D. McCown, 104-36-68; and P. Casilac, 89-21-68.

W. E. Blackerby, freight traffic, put a shot six feet from the pin to win the hole-in-one contest on the par three fifteenth. Guest Margaret Joy, only feminine golfer in the tournament, took second with a shot 9' 6" from the pin.

According to Frank Rauwolf, tournament manager, 89 golfers turned out for the event played on June 28.

Low Gross Winners:

	Par	544	343	544	36	444	543	534	36	72
Dick Hocker	555	563	645	44	544	543	535	38	82
Lee Sherwood	555	453	556	43	454	454	535	39	82
Fred Weller	565	443	655	43	543	554	655	42	85
Bob Joy	656	344	555	43	555	544	645	43	86

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• • •

Reading rearranging its division territories to streamline and improve train operation.

• • •

Pacific Fruit Express adding 1,000 self-operating mechanical refrigerator cars to its 34,000-car fleet.

• • •

Rio Grande studies microwave for trunk line communications between Ogden, Utah, and Denver, Colorado.

• • •

Baltimore & Ohio buys 29 steel barges, 17 covered, 12 open, for use in New York harbor.

• • •

Eastern railroads' application for 70 per cent mail rate boost settled by I.C.C.; roads to get average 30 per cent increase effective September 1.

• • •

Railway purchases of materials, supplies and fuel in last half 1958 expected to climb substantially above first half levels.

• • •

Boston & Maine hopes to begin construction of \$21 million freight classification yard near Greenfield, Mass., this fall.