

WESTERN PACIFIC
Mileposts

DECEMBER 1957



Merry Christmas

FELLOW MEMBERS OF THE
WESTERN PACIFIC FAMILY:

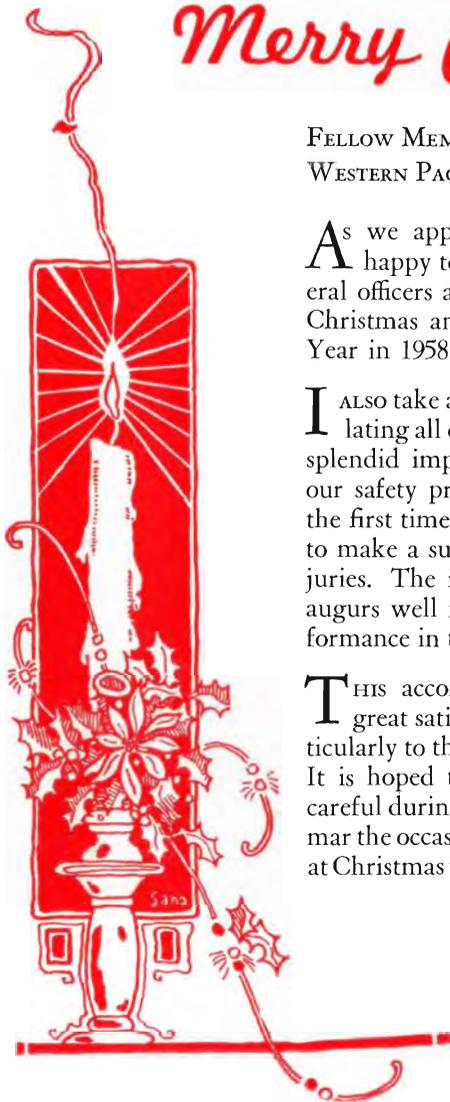
As we approach the Holiday Season I am happy to extend best wishes from our general officers and board of directors for a Merry Christmas and a Happy and Prosperous New Year in 1958.

I also take a great deal of pleasure in congratulating all of our officers and employees on the splendid improvement that has been made in our safety program during the past year. For the first time in several years we have been able to make a substantial reduction in personal injuries. The improvement that has been made augurs well for an even more satisfactory performance in the years to come.

This accomplishment must be a source of great satisfaction to each and every one, particularly to the families of each of our railroaders. It is hoped that all of us will be particularly careful during December so that no casualty will mar the occasion of pleasant family get-togethers at Christmas time, the greatest of all our holidays.

Most sincerely,

F. B. Whitman



Mileposts

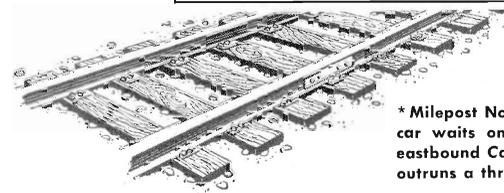
WESTERN PACIFIC

Vol. IX, No. 5

DECEMBER, 1957

*Milepost No. 101

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. 101: A motor car waits on set-out as an eastbound California Zephyr outruns a threatening storm.

FEATURES

	Page
President's Christmas Message.....	2
Christmas at the Eldridge Home.....	4
How We're Doing.....	8
Dear Editor:.....	9
Promotions and Transfers.....	10
In Memoriam.....	12
Mileposts in Gold.....	13
Medical Rules Revised.....	14
Caboosing.....	16
Sports.....	26
Debt and Taxes Again.....	27
Railroad Lines.....	28

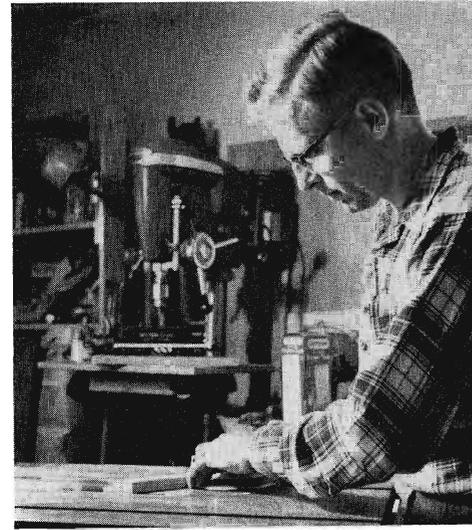
COVER: Jolly old St. Nick thought that reindeer were here to stay! But a traffic jam on an overcrowded milkyway forced him to abandon his antlered friends and sleigh for the 12-inch gauge Tilden, South Gate & Pacific Railway. With the throttle on the little "Cricket" wide open, he makes an on-time arrival at Tilden Regional Park in Berkeley without any further delay, to the joy of his waiting friends.



The giving of gifts means much to this family and their lists are long. Window shopping offers suggestions, but a good many of their gifts have a personal touch, especially designed for



the persons intended. A combination sewing room and workshop offers Marian, above, and Colin, next page, an opportunity to spend spare hours together finding happiness for others.



Wrapping of presents is a personal problem for each of the children. Wendy holds up a package for mother's inspection as little David, Mary and Carol anticipate approval.

Christmas at the Eldridge Home

BEHIND the celebration of the birth of Christ, there probably are as many Christmas customs and traditions as there are countries, religions, languages, people and generations. Christmas, perhaps, has more meanings to more people than any word in the English language.

Our story tells of Christmas with a Western Pacific family of six. A family known to many along the railroad and a family which observes most of the customs and traditions known to many of us. They are the Eldridge family—Colin, transportation engineer, his wife, Marian, and four children, Wendy, Mary, Carol and little David.

Christmas involves this entire family in the spirit of giving and receiving and appreciation for what the day has come to mean. There are many gifts to be made and shopping is done as an

idea is born. Church is not overlooked—Marian is a member of the choir and Colin has a Sunday School class—and lessons learned during the year make it possible for the children to conduct a candlelight devotional service following their Christmas supper.

Their tree is trimmed on Christmas eve and remains standing through the Twelfth Night (the time it took the three Wise Men to travel from their homes to Bethlehem after seeing the Star on Christmas Eve).

The children, along with David Galbraith and Billy Lyman, are featured on the cover. St. Nick is none other than Trainmaster Philip F. Prentiss. Another employee, Erich Thomsen, engineer-inspector, owns and operates the Tilden, South Gate & Pacific Railway at Tilden Regional Park, Berkeley, scene for our Christmas cover.





The tiny fingers of David and Carol are much too small to operate the cookie mold, so mother lends a helping hand. Of course, in addition to helping mother, there's always an opportunity to dip a finger in the batter.

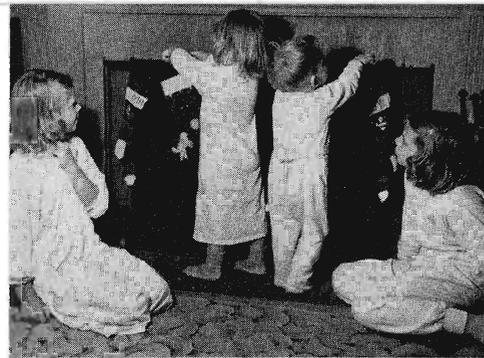


Despite modern appliances, sensitive little noses and healthy appetites seem to be warning enough that the cookies are done just right.

After Christmas cookies are baked, Carol and David enjoy a nap. Mary and Wendy add the colored icing.



Outdoor Christmas lights add much to the spirit of Christmas around the Eldridge home. With the help of Mary and Wendy daddy's task has been made an easier one. Rustproof hooks are left in place the year 'round, and cords and lights are put away in easily identified boxes.



"Stockings are hung by the chimney with care . . ." Then, with the children hustled off to bed, Marian soon leaves for her role as choir soprano in mid-night Christmas Eve church services. Colin "baby sits" at home.



Only Christmas stockings are opened before the family breakfast. Presents are then opened one by one in rotation by age to permit participation by all in each other's enjoyment. The model *California Zephyr* shown beneath the tree follows a route extended each year as new track is added and now nearly circles the halls and rooms of the entire home. Following a late Christmas dinner with all the trimmings, the children hold a devotional candlelight service which may or may not involve the entire family in song and prayer, depending upon plans the children have made.





Relocation of WP's main line around proposed Oroville dam is in full progress. This Department of Water Resources photo shows one crew installing tunnel ribs for temporary support at the west portal of the 8,800-foot-long Tunnel 5 in Dark Canyon. Construction work is being done by Peter Kiewit Sons' Company.

How We're Doing

Total operating revenues of \$46,559,916 for first ten months 1957 about three per cent better than same period 1956, but month of October showed decrease of 8.22 per cent over same month 1956.

. . .

California Zephyr's load in October 1957 averaged 60.7 per cent of train capacity compared with average load of 73.8 per cent in October 1956.

. . .

WP's board of directors approved 1958 road and equipment modernization budget totaling \$4,293,100.

. . .

The 1,400 adults and children who rode fourteenth and probably last "Cin-erama" train on November 11 from Stockton, brought total passengers carried to San Francisco from Valley points on 14 special trains to 16,500.



Dear Editor:

MILEPOSTS helpful

This is written to ask if it might be possible for my name to be added to the list of those who receive MILEPOSTS regularly. As a professor of social science at this college, I am constantly searching for material relative to the efforts of the railroads to secure equality of regulation with competing forms of transport. I have found publications such as yours particularly helpful in furnishing such information.

If consistent with your policies of distribution, your favorable consideration of this request will be very greatly appreciated.

L. C. Johnson, Ph.D.
Professor of History
Eastern Oregon College
La Grande, Oregon

We are grateful in having Professor Johnson on our side, and hope our magazine will be helpful. We are sure he would also welcome any editorial material WP railroaders find in their daily newspapers and other printed media on this subject so important to our railroad industry.

* * *

Vive la France!

I have the honor to inform you that we would be interested in the photograph of the locomotive (WP's

Zephyrette) which appeared on page 5 of your magazine for the month of March, 1957.

May I request, if it does not inconvenience you, that you forward us a copy of this magazine in order that we may publish it in our weekly *La Vie du Rail*, wherein we will mention, of course, the origin of this photograph, and in return will forward you a like number.

Thanking you in advance, I beg you to accept, gentlemen, the expression of my distinguished sentiments.

R. Perlet
The Director
La Vie du Rail
Paris, France

* * *

Liked October issue

MILEPOSTS has been improving both in content and in form for the past several years, but my opinion is that your October 1957 issue is a new high.

Your picture story on hands (see my "Railroads of America") is very fine, as is your article on packing and shipping freight.

The cover picture is superb, one of the best I have seen, and gives the diesel visual appeal stature. I think that even that old diesel-hater Lucius

(Continued on Page 11)

Promotions and Transfers

Effective November 1, Bruce L. McNeill, Jr., succeeded the late A. L. Herbert as signal engineer, with headquarters at San Francisco.

Bruce is a native of Yuma, Arizona; born January 29, 1920. He received his education in Elko schools, and in 1938 hired out on a Western Pacific survey party as chairman. He served as a telegraph operator on the Western Division from 1940 until he entered the Army in January, 1942. Until his discharge in January, 1946, Bruce served as master sergeant instructor of communications.



Returning to the railroad in February, 1946, he served as train dispatcher on the Western Division until the spring of 1948, when he entered the signal department as assistant signalman. After advancing through various positions on the line, he came to the general office as junior draftsman, served as draftsman, junior assistant engineer, senior assistant engineer, and office engineer. He was appointed assistant to signal engineer on October 1, 1955.

McNeill lives in San Francisco with his wife, Llewellyn, and son, Mark. He was a "ham operator" during the 1936-1948 period, and while in Elko had his own radio repair shop and hired out as a motion-picture projectionist.

Earl A. Thompson succeeds Bruce McNeill, Jr., as assistant to signal engi-

neer, effective November 1. His headquarters will be at San Francisco.

Earl was born at Winnemucca, Nevada, on January 11, 1917, and he attended elementary and high school at Sparks, Nevada.

His entire career has been with Western Pacific, first hiring out as signal helper on August 24, 1936. Since that time Earl has worked as assistant signalman, signalman, signal maintainer, and general TCS maintainer. He was promoted to position as

assistant signal supervisor at Livermore, California, in July, 1950, and in April, 1953, was promoted to position as signal supervisor at Elko.

Thompson lives in San Francisco with his wife and three children. He is a member of Plumas Lodge No. 6, F. and A. M., at Quincy, California.

J. R. Hillam, formerly assistant signal supervisor at Salt Lake City, was appointed acting signal supervisor, succeeding Earl Thompson. He began his new duties November 16 at headquarters in Elko.

Effective December 2, Reginald W. Heard was promoted to position as acting assistant signal supervisor, with headquarters at Elko. He succeeds R. B. Russell, transferred to Salt Lake City as assistant signal supervisor.

Effective November 15 the following location changes were announced

by the freight traffic department: D. H. Copenhagen, regional traffic manager, metropolitan region, will be headquartered at 149 New Montgomery Street, San Francisco. S. E. Dinkel, regional traffic manager, western region, will have headquarters in the passenger station, Weber and Union Streets, in Stockton.

Their responsibilities are supervision and responsibility for the agencies in their respective regions, strictly on line and in the field. The location changes were made in order that they might not be hampered in discharging their assignments with unnecessary staff work which had been imposed upon them at the general office.

Any subject covering staff matters, sales and service, research, special equipment, etc., should now be addressed directly to freight traffic manager-sales, or the officer involved in the general office.

Greater emphasis on research as a means of tailoring railroad freight services to meet changing economic factors is the reason given for two new appointments announced last month by M. W. Roper, vice president-traffic.

The new men are David Wolcott, special assistant-research, and Larry L. Moore, special assistant-statistics. Their task will be to keep Western Pacific's traffic department continually abreast of changing economic indices and developments as they pertain to anticipated needs for various types of rail service, industrial site locations and price adjustments.

Wolcott, a New Yorker, is a Princeton graduate in business economics and comes to Western Pacific after a number of years in the executive de-

partment of the American Express Company. He resides in San Francisco with his wife, Mary Louise, and two daughters, Victoria and April. He is a golfer and also enjoys photography and reading.

Moore comes from Baker, Oregon. After attending Walla Walla College and Annapolis, he obtained a Federation for Railway Progress scholarship to the University of California where he completed his scholastic training. He has recently been with the Great Northern Railway as assistant to the assistant freight traffic manager at Seattle. Larry is a water-skiing enthusiast.

Dear Editor:

(Continued from Page 9)

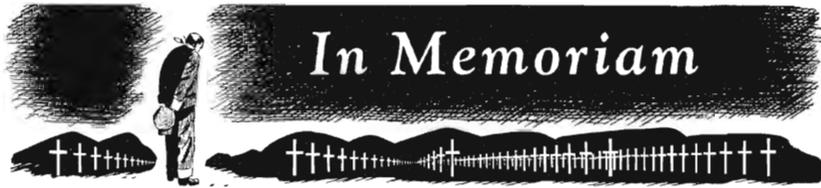
(Beebe) would approve of it—up to a certain point, that is!

Anyway, congratulations, and keep it up. . . . I am still a hot railroad fan, a WP admirer, and a *Zephyr* recommender!

Merle Armitage
Manzanita Ranch
Yucca Valley, California

The Railway Clerk Magazine recently ran this story of a young married woman who worked in the offices of a railroad down South. She was extremely bashful, as the story goes, so that when it came time for her to don a maternity dress she was so upset that she was on the verge of quitting her job even though her salary was needed. Finally, after talking it over with the other 30 girls in her office, explaining how conspicuous she'd feel as the only one wearing a maternity dress, the entire feminine contingent agreed to wear similar garments to make her feel at ease. On the very first morning, the chief clerk walked in and dropped dead!

Life in our civilization presents numerous troubles and one of them seems to be that many adults, and not enough children, believe in Santa Claus.



In Memoriam

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

William C. Burke, retired machinist helper, October 26.

Neal Campbell, retired conductor, November 1.

Henry E. Forsberg, switchman, October 16.

Allen L. Herbert, signal engineer, October 30.

Sylvester O. Jacks, retired statistical clerk, October 27.

Charles C. Johnson, retired switchman, September, 1957.

Peter S. La Prade, retired conductor, October 27.

John H. McGuire, retired round-house foreman, date not known.

Joseph C. Moreno, laborer, October 26.

Mrs. Geneva T. Pendergraft, retired crew caller, October 24.

Claude O. Roberts, retired agent-telegrapher, October 23.

Frank E. Silveira, retired warehouse foreman, November 4.

Michael A. Sullivan, retired yard clerk, October 12.

Fred O. Walts, retired conductor, October 2.

Rolland J. Wolff, retired carman, September 17.

Joseph G. Wheeler

Joseph G. Wheeler, retired passenger traffic manager, died at his home in Palo Alto November 21. He would have been 61 in December.

A native of Aspen, Colorado, "Joe's" first railroad service was as ticket agent at various locations in California for the Southern Pacific from 1917 to 1926. His first Western Pacific duties were as San Francisco city ticket agent in 1926, and he held various passenger department positions during his climb to position as passenger traffic manager in 1948. He retired on January 31 this year because of his failing health.

During Wheeler's tenure as passenger traffic manager he was closely associated with the design and introduction of the *California Zephyr*, of which he was extremely proud.

"Joe" was widely known among the travel fraternity, not only because of his respected authority in his field, but also because of his fine sense of humor and remarkably subtle wit.

Wheeler is survived by his wife, Florence, of Palo Alto, his daughters, Mrs. Barbara Martin and Mrs. Harold Klein of Palo Alto, and Mrs. Harold Simmons of Los Gatos. He had four grandchildren.

Funeral services were held in the Chapel of Roller & Hapgood Mortuary in Palo Alto on November 25.

MILEPOSTS



IN GOLD

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

45-YEAR PIN
Dennis J. McKenna.....Locomotive Engineer.....Eastern Division

40-YEAR PIN
Hazel M. Devey.....Clerk.....Western Division

35-YEAR PIN
Albert Stadler.....Machinist.....Mechanical Dept.

30-YEAR PINS
Hobert H. Elliott.....Division Engineer.....Eastern Division
Herman G. Mahlin.....Sheet Metal Worker.....Mechanical Dept.
W. E. Vanskike.....Chief Clerk-Treasury Dept.....San Francisco

25-YEAR PIN
Samuel J. Hargrave.....Section Foreman.....Eastern Division

20-YEAR PINS
Arthur W. Carlson.....Engineer Bridges and Structures.....San Francisco
James D. Ronan.....Conductor.....Western Division
Charles L. Servia.....Conductor.....Eastern Division

15-YEAR PINS
Glenna D. Green.....Clerk.....Western Division
Edgar W. Grow.....Brakeman.....Western Division
Albert C. Jones.....Conductor.....Eastern Division
James M. McAdams.....Carman.....Mechanical Dept.
William Milfe.....Clerk.....Western Division
John G. Mims.....Laborer.....Mechanical Dept.
James R. Quick.....Clerk.....Mechanical Dept.
Thomas C. Reynolds.....Brakeman.....Eastern Division

10-YEAR PINS
Dennis Dinneen.....Laborer, Extra Gang No. 1.....Western Division
Thomas Dowd.....Rate and Division Clerk.....San Francisco
Ava Y. Moore.....Telegrapher.....Western Division
Frank J. Ramos.....Carman.....Mechanical Dept.
Eugene A. Trace.....Clerk.....Western Division
Wallace Logan.....Traffic Representative.....Stockton
Thomas Yrene.....Assistant Section Foreman.....Western Division



Joe Marchand, purchasing agent, and Walter Brunberg, manager, purchases and stores, simultaneously affix 35-year service pins to the lapels of Rolland Cantelow, stationer at Oakland, and John Baird, chief of planning and control.

Medical Rules Revised

Board votes dues increase and more liberal benefits

THE medical department's board of directors, at a special meeting held on October 17, voted a fifty-cent per month increase in dues, effective November 1. This was necessary because of increased costs for doctors' fees, hospital charges, prescriptions, and wage increases for medical department employees under terms of wage agreements between management and the labor organizations.

The board also adopted a series of rule revisions, to become effective January 1, 1958. These changes followed recommendations made by the medical department's advisory committee (general chairmen of WP's labor organizations) at their meeting the preceding day. As a result, more liberal benefits will be made possible, principally through savings to be realized because of an amendment to Rule 16, beginning January 1. Under this rule, employee members must personally pay up to the first \$1.50 of any charge for each individual prescription item or subsequent refill. Cost in excess of \$1.50 will be paid by the medical department. Members will have to pay for relatively inexpensive items, but will continue to be protected against the high cost for medications such as the various antibiotics.

The most basic rules change is for automatic prepayment of dues one month in advance for all active employee members. January dues deductions will apply to benefits for both January and February (with no extra

payment by the members), and deductions made each month thereafter will apply to the succeeding month. For example, this will automatically protect an employee who becomes ill in January through the month of February, and he will have until the last day of February to pay his dues for March if he has not by then returned to work. Too frequently in the past, members who have been absent from the payrolls because of sickness, accidental injury, leave of absence, or furlough, became delinquent in their payment of dues the very first month and thus faced suspension of benefits at a time when they may have been most needed.

On and after February 1, 1958, Treat-



"It's a cast! You'd be surprised how many guys ask for it by clowning around on the job."

ment Orders for medical care (other than for injury on duty) will be issued by supervisors only to members who were on the payroll the preceding calendar month. Any employee off the payroll and who fails to keep up his medical department dues by direct payment will not be eligible for Treatment Order during his first calendar month back on the payroll. New employees will be eligible for benefits in the second calendar month of employment. An employee who resigns or is terminated will be entitled to refund on request for the dues paid in advance. This change will not affect pensioner members who already pay their dues in advance. The medical department will accrue a legal reserve of approximately \$60,000 to underwrite the liability of this advance commitment.

RULE 11 has been revised to permit refund by the medical department to members who secure medical care from other than WP staff doctors, whether on- or off-line. Up to 80 per cent of the cost which might have been incurred if the member had been attended by a WP staff doctor, will be refunded, instead of the present refund of only two-thirds of the equivalent staff cost. Refunds will be paid only upon submission of receipted, itemized bills to the medical department within 60 days of their incurrence. This revision extends as much, or greater, financial protection on the average as is available under any of the indemnity-type medical insurance plans for members who prefer their personal physicians.

Beginning January 1, the medical department will pay for eye examinations for glasses for all employees

after they have been members for two or more years, whether or not they wore glasses or had refractive error at the time of their original employment.

The board is also considering an amendment to Rule 19, which excludes any benefits for physical conditions or ailments that a member may have had prior to the time of his employment. Benefits will be extended for pre-existent conditions to all employee and retired members who have been in service for 15 or more years. Since the immediate removal of this present restriction could expose the department to possible financial bankruptcy by a sudden rush for surgery or medical care, it is planned to determine the cost by actual experience over a period of a few years. Further steps in reducing the restriction time limit to five or even less years will hinge on the actual experience as to resulting cost during the trial year of 1958.

Charges will continue to be accepted only from pharmacies officially appointed by the medical department for drugs purchased at a cost of more than \$1.50. Members preferring to patronize their local store for WP prescriptions should pay cash and submit receipt together with copy of the prescription for partial refund, as in the past. Full refund, less the \$1.50, is allowed only when there is no official WP pharmacy open to supply the item, and this should be explained when submitting the receipt.

Present exclusion of certain drugs (such as vitamins and glandular products) are in no way affected by the new Rule 16, and must be paid for in full by the patient as provided in Rule 23.

Printed copies of the new rules will be mailed to employees soon.



WINNEMUCCA

Ruth G. Smith

Night Yard Clerk D. G. MICHAELS has returned to work after a major operation. Relieving Michaels during his absence was DEAN COOMBS, who has now left Winnemucca for Pardo where he is extra gang timekeeper.

The serious illness of his son, "Butch," called Engineer ACE QUIGLEY home from his elk-hunting vacation recently. After two weeks in the hospital, Butch is recovering rapidly.

Recent California vacationers were retired Mechanical Foreman and Mrs. LEONARD WILLIAMS.

NELS ANDERSON, brakeman, was first in Winnemucca to purchase a new Edsel.

Western Pacific employees, with a few exceptions, are escaping a current outbreak of Asiatic flu in Winnemucca. The local high school, however, has not been this fortunate, reporting an average of 40 absences per day during the last week of October and cancellation of the October 25 football game.

The death of Frank Pedlar, husband of Mrs. EVA PEDLAR, manager of the Western Inn at Winnemucca, is regretfully reported. Mr. Pedlar, a life-long Nevada resident, died October 6 following a major operation. He and Mrs. Pedlar are both well known to many Western Pacific employees.

Mr. and Mrs. GEORGE TORNFELDT will

Caboosing

live in Arizona, they have revealed since his retirement on October 1. Mr. Tornfeldt worked for Western Pacific as a fireman for 13 years, starting on October 16, 1944.

A very Merry Christmas to you from all of us!

CHICAGO

Carroll W. Wilkie

Best wishes to all of his friends are sent from DAN DUTKIEWICZ, former MILEPOSTS correspondent in Chicago, who is now affiliated with the Continental Bank.



Shirley is PBX operator in Chicago. No date has been set for the wedding.

Rate Clerk LEON PAUKSTA, Export Clerk FLORENCE DUDLEY and Assistant to T.M., W. F. (BILL) McGRATH are furthering their studies in transportation during the winter quarter at the College of Advanced Traffic.

With the approaching holiday season, sales representatives are looking forward to the Heels' Club Christmas

Romantic news is foremost at Western Pacific's Chicago office with SHIRLEY MAE MICHALEK's formal announcement of her engagement to Ronald Nagel, blueprint designer for the electro-motive division of General Motors.

party. GEORGE WENIG, general agent, is entertainment chairman for the party. Plans are also being made for the annual Christmas party of the office force.

The Chicago staff extends Season's Greetings to our many associates, patrons and friends.

SACRAMENTO STORE

Irene Burton

Sacramento Store department is glad to see FRANK PEDROZZA back on the job after two months' leave of absence due to being hospitalized.

We are sorry to hear that Mrs. EVELYN RICHARDSON's daughter, Katherine, is in the hospital suffering from a relapse of influenza.

We send to all of you a store full of best wishes for a Merry, Merry Christmas!

STOCKTON

Elaine Obenshain

Best wishes for the future are extended to Switchmen ELMER C. LYNN and ALBERT A. LINDHOLM, both of whom retired in October.

Mr. Lynn, who left Western Pacific on October 21, started his railroading career with the old C&A in Bloomington, Ill., in 1909. He next worked for the Terminal Railroad, East St. Louis, Ill., then the AT&SF in Los Angeles, and started his Western Pacific service in November, 1941. Planning to live somewhere in Virginia when his son, who now works for the Federal Government abroad, returns to the United States, Mr. Lynn also has a daughter, Pearl, who lives in Stockton.

With his wife and daughter, Judy, Mr. Lindholm plans to enjoy his retirement on his Mariposa ranch where he will build a new home. He retired

October 31 after a railroad career begun in 1913 with the CNW. Mr. Lindholm also worked for the SOU and SF before joining Western Pacific.

Another retired switchman, GEORGE POTTER, paid the Stockton employees a brief visit recently from his home at Morro Bay.

Sympathy is extended to the families of three Western Pacific employees who died recently. A long and severe illness took the life of Crew Caller GENEVA PENDERGRAFT. She is survived by her husband, son and his family, Condr. N. G. PENDERGRAFT and Crew Clerk R. S. PENDERGRAFT. Former Conductor PETER LA PRADE and retired Machinist Helper WILLIAM "BARNEY" BURKE were both fatally injured in a traffic accident at Stockton October 27.

Switchman H. C. HUGHES, JR., proudly passed out cigars on October 18, announcing the birth of his first daughter, Elaine Inez. The Hughes family also have three sons. Clerk R. A. ROSS also has three boys and one girl now, announcing the birth of Diana Renée on October 16. A proud grandmother is Clerk Mrs. MIRIAM GRUDE. Robert Rauzi, Jr., was born recently to her daughter, Mrs. Robert Rauzi. Little Bob joins two big sisters, Susan and Edith.

Western Pacific's president, F. B. WHITMAN, helped open the Stockton United Crusade on October 4, giving the guest speech at the kick-off luncheon held at Risso's. Mr. Whitman's address was heard by local chairmen and representatives of labor organizations. Chairman this year of the United Crusade campaign for Western Pacific employees in Stockton is R. R. TAYLOR, general traffic agent.

Mr. Whitman was also guest speaker October 16 at the House of Murphy in

Stockton for the National Office Management Association dinner.

The fifth annual reunion dinner of the Western Pacific Good Will Ambassadors Club was held Sunday, October 13, at the home of Engineer and Mrs. ROBERT L. GRUBBS. Ambassadors and their wives began the all-day party with cocktails and buffet lunch. After turkey dinner in the evening, Dispatcher COY MILLER and Engineer JOHN SYPHER entertained the group with movies taken during a trip to Mexico City.

Those present were RUTH and BOB GRUBBS, RITA and GENE HANSEN, EARL and ZELDA LYLES, GENEVIEVE and WALLACE BERG, VADA KENNEDY, ELLEN ALLEN, LEONA and BERT O'NORTHAM, MILDRED and FRANK EDGERTON and ANDY and HELEN STENE, all of Stockton.

Also attending were GARNET and LOU JASKALA, COY C. MILLER, RUTH and HARRY SCHAFER and CLARK VARNEY of Sacramento; MONA and ROY EVANS and ELIZABETH and RAY WISE, Tracy; EDNA and JIM MURRAY, San Leandro; LEONA and JOHN SYPHER, Portola; IDA and WALTER BRYANT, San Francisco; and ANTOINETTE BETTGER, Lodi.

Very best wishes to all for a Christmas full of good cheer!

OROVILLE

Helen R. Small
Clayton W. D'Arcy

Newlyweds being congratulated in Oroville are Brakeman LEX H. PARKER and the former Miss Winnifred Ann Macy. Both from Oroville, they were married October 1 in Reno.

With 11,000 miles of northern highway behind him, retired Communications General Foreman M. C. MADSEN is back home in Oroville. Madsen left



June 11 in his new GM truck, fully equipped for northwest camping. Taking the Alcan Highway, he traveled extensively in Alaska. Although the fishing was not as good as Mr. Madsen had hoped it would be along the highway, wild animals were numerous, and he saw many caribou, moose and bear. Madsen, who returned September 25, was one of more than 75,000 tourists visiting Alaska last summer.

Funeral services were held this fall for retired Carman JOHN C. HELMICK who died September 4 at the age of 69. A native of West Virginia, Mr. Helmick moved to Oroville in 1920 and retired from Western Pacific in 1951. Sympathy is extended to his survivors, his widow, Mary Rebecca of Oroville; two sons, Melvin of West Virginia and Dwight of Oroville; two daughters, Mrs. Esther Taylor of Palermo and Mrs. Violet Russell of San Quentin.

Interment was in Memorial Park Cemetery at Oroville.

Condolences are also addressed to the family of the late HAMILTON AUSTIN OTIS, engineer, who died on September 28 at the age of 63. Otis was born near Santa Rosa and had resided in Oroville since 1911. He is survived by his widow, Emma, Oroville; two daughters, Mrs. Lucy Whalen and Mrs. Martha C. Wertz, both of Sacramento; four sons, Hamilton A., Jr., U. S. Navy, Fred William and Charles Lowell, both of Sacramento, and William H. of Keddie; also nine grandchildren. Services were held at Scheer Memorial Chapel, and burial was at Memorial Park Cemetery.

All Western Pacific employees are urged to contribute during the next blood bank visit to Oroville. The Oroville Family Fund Blood Bank is reported very low at present.

Back on the job after several months' illness is Machinist JOHN C. NELSON. CORA MARIOTTA is still under the doctor's care, but expects to be at work again soon.



Really Cookin'

The Oroville Federated Shop Crafts Family Night dinner committee included, left to right: Pat Patison, C. G. Garvis, "Bud" Green, Herman Lightle and Gilbert Powers.

Over 250 attended the annual Oroville Federated Shop Crafts Family Night, October 26. Chairman PAT PATISON was assisted by GILBERT POWERS, HERMAN LIGHTLE, C. G. GARVIS and W. C. "WHITEY" DASELER.

Serving the excellent ham and potluck dinner were the committee and BUD GREEN, LOUIE WRIGHT, JR., WARREN SCOTT, DON JACO, FRANCIS LORD, LOREN THOMPSON, and Mesdames NORMAN OWENS, MYRA GARVIS and PATISON.

A variety of entertainment featured Betty Vance and Charlene Gilden, tap dancers; Daphne Seater, toe dancer; Joanne Haas, Hawaiian hula; Doug Wright, ventriloquist and Elvis Presley pantomime; and Gil Rice, Charley Ells, Joe Jimenez and Miss Hattie Jacoby, black-face act. The Shop Crafts orchestra provided music during dinner and for dancing.

Evening prize winners were Louie Wright, Jr., R. D. Fields, Tom Kocotis and John C. Nelson. Lorina Humphrey and Norman Owens, Jr., were awarded junior prizes.

Merry Christmas from all of us at Oroville!

TIDEWATER SOUTHERN

Bob Thomson

Hunting stories have been making the rounds at Tidewater Southern. Some of the best luck was had by Manteca Agent BOB THOMSON, your new correspondent, who bagged a 135-pound buck while hunting with his brother, Richard, during opening day of the Alpine County Sierra season. On the other hand, NICK WESTFALL, B and B foreman, missed the big one but bagged a nice forked-horn deer on the Coast Range.

A speedy recovery is wished to Mrs.

CLAY McGRATH after her operation on October 29 in Portland, Oregon.

One of Tidewater Southern's packing sheds at the McHenry Station was destroyed by fire early in the morning of October 26. The fire, apparently set by an arsonist, damaged four P.F.E. refrigerator cars at a cost of approximately \$300 each.

Now that perishable season is over, Escalon Agent ART TIBBETTS and his family have been enjoying their weekends at their oceanside home at Santa Cruz. Art did a fine job working the perishables for Escalon, Alba and Simms.

We on the Tidewater wish each and every MILEPOSTS reader a very Merry Christmas!

KEDDIE Elsie Hagen

Entertaining veterans at Veterans hospital in Reno recently were three young ladies from Keddie, members of the Foley Dance Revue. Those taking part included Cindy Barry, daughter of Roadmaster CHET BARRY; Wesley Shannon, daughter of Engineer JACK SHANNON; and Charlotte Nelms, daughter of TOD NELMS, manager of the Keddie Coffee Shop.

Two Western Pacific employees will lead the Keddie Eastern Star Chapter this term. Assuming office during a recent Saturday night installation were Conductor and Mrs. GLEN METZDORF, Patron and Matron, respectively. Installed conductress was Mrs. Stubblefield, wife of Conductor WILLIAM STUBBLEFIELD.

Brakeman WALT HALSTED has purchased a new trailer. He and his family, who recently sold their home on the Quincy-Keddie highway, are now

making their home in the trailer which is parked just below the Keddie depot.

Recently moved to Sacramento is JOHNNY SMITH, maintainer of heavy equipment. John, who was married last year, has bought a home in Sacramento.

Yardmaster and Mrs. CHARLEY SELF returned recently from a trip to the East which included participation in the convention of the 31st Engineers Division of World War I. Mr. Self is the only Western Pacific alumnus of

**Christmas
Seals
Fight
TB . . .**



**. . . have
You Bought
Yours ?**

MILEPOSTS

the Division left. LEO DOROTHY, formerly a Western Pacific man, is also one of the surviving members of the Division.

Recovered now after knee surgery is Petie Hanley, son of Agent PETE HANLEY. Petie injured the knee playing football. Most of the many influenza sufferers in Keddie have also recovered now.

Apologies to Mrs. L. C. ADAMS for the confusion in names in the report on her new great-grandchild in the October issue. Mrs. Adams, wife of Brakeman L. C. ADAMS, became a great-grandmother with the birth of Mathew Wells Powell, new son of Darrel Powell, a teacher in the Quincy elementary school.

The new father is the son of WILLIAM POWELL, one of Mrs. Adams' three sons by a former marriage. All three are in railroad service, William being an engineer in Portola and WALTER and LOREN both working out of Portola. The great-grandfather of the new baby was FRANK POWELL, an engineer, who died in 1924.

A Merry, Merry Christmas to you and yours!

SALT LAKE CITY

J. B. Price

Railroad women in Salt Lake City are taking reservations for their annual Christmas dinner, scheduled December 17 at the Elks Club. Committee for the dinner, sponsored by the Ladies Auxiliary of the Brotherhood of Railroad Trainmen, includes Mesdames LOU HANSEN, FERN PARKER and MARGARET PRICE.

A full and speedy recovery is wished for Fireman WILLIAM S. BOGUE who was recently released from St. Mark's

Hospital. Mr. Bogue is recuperating slowly at home and would greatly enjoy visits from railroad employees.

Fireman JAMES F. PHILLIPS, who retired from 14 years of service with Western Pacific recently, will be missed. He and his wife plan a trip to Columbus, Ohio, where they will visit relatives and then proceed to Canada and other places of interest.

Back to school again is Trainmaster ROBERT C. MADSEN, who has taken a year's leave of absence to attend Yale University. His place with Western Pacific is being filled during his absence by Road Foreman of Engines MAURICE W. HAMMOND.

C. Dale Trumbo, son of Engineer and Mrs. CECIL G. TRUMBO, has just been given a permanent position with Bethlehem Steel in Los Angeles. Since his graduation from school, C. Dale had been working for the corporation in Pittsburgh, Pa., and recently completed advanced training for the Los Angeles position.

From the Salt Lake City employees to all MILEPOSTS readers:

*The Merriest Christmas ever,
A Happy New Year, too,
From every one of us
To every one of you.*

ELKO

John L. Murphy

ROY MAINE, engineer, and CARL ROWE, dispatcher, recently returned from a successful hunting trip into Embako, British Columbia, 150 miles northwest of Prince George. They bagged a black bear and a moose, a piece, the bears weighing about 400 pounds each and Roy's moose 454 pounds dressed. The other moose registered 340 pounds dressed.

The hunters returned with enthusiastic reports on fishing around Embako and compliments for the hospitality of local people toward sportsmen. Roy said the trip is not expensive, and he would be happy to give full information and addresses to anyone interested. Write to him at 740 Wilson Avenue, Elko, Nevada.

Also back in Elko after a trip is LEE LAMPHEAR, roundhouse clerk. He traveled to Edgemont, South Dakota, to greet the arrival of a new granddaughter born to ALTA RICKENBACK MORRIS, formerly secretary to the division engineer.

Of interest to Western Pacific "old-timers" is a report on TOMMY DAVIES who retired from the railroad about 15 years ago. BILL HOWELL, assistant superintendent, during a recent visit to the Pacific Northwest, saw the former conductor, whom he found happy and in good health.

Engineer JOE GILLIS was released from the Elko County Hospital October 31 after convalescing for a month after a heart attack. He requires more rest before returning to work when we hope he will again be in excellent health.

A new citizen of the community arrived on September 27 when a baby boy, McNair Randall Hearon, was born to Mr. and Mrs. SAM HEARON. Sam is janitor at Elko.

An apparent rush of ticket business at the eastbound window October 11, on investigation, turned out to be a "pay-off." In the waiting line were lucky winners of World Series wagers made with Ticket Clerk JOHN G. FORD who was paying off for his loyal support of the New York Yankees.

A happier report on John is his marriage September 20 to the former



Miss FRANCES SCHULTZ. The bride has worked for Western Pacific for about a year and now is an assistant time-keeper.

A hearty Christmas Greeting to all our friends on the railroad!

SACRAMENTO SHOPS

Marcella G. Schultze

Best wishes are extended to NICK SURJAN, blacksmith helper, and the former Miss Valha Zulalva, who exchanged wedding vows this fall in Seattle. The wedding followed a trans-Atlantic romance which started by mail between Velka, Yugoslavia, and Sacramento.

Both bride and groom are from Velka, and the correspondence was started by the latter's brother who resides in the Yugoslav city. The new Mrs. Surjan came to the United States recently to visit her brother in Seattle. She met her future husband there.

Western Pacific couples congratulated on additions to their families this

month are Electrician Apprentice and Mrs. E. T. ROIDER and Machinist Apprentice and Mrs. GLEN GIBSON. A daughter, Toni Marie, was born to the former on October 11. The Gibsons' first child, a son, was born on October 28.

Our deepest sympathy to the family of J. J. O'BRIEN, who died in October. The late Mr. O'Brien was a retired Western Pacific boilermaker.

From all employees in the Sacramento Shops—a very Merry Christmas!

WENDOVER

Esther A. Witt

Two retired Western Pacific couples left Wendover recently. Now living in Grand Junction are former Fireman

JOHN P. DOWLING with his wife and son, Ray. Retiring recently after 14 years of service with Western Pacific, John worked his way up to fireman after serving as hostler helper and hostler.

Retired Section Foreman and Mrs. CHARLES G. CLONTZ have purchased a home in Salt Lake City. Following 22 years with Western Pacific with most of his service on the eastern division, Charlie retired in September.

Wendover welcomes Section Foreman and Mrs. VERN C. ROBYLER and their children who have moved here from Deeth.

Mrs. Mary Price is making a slow recovery at home after a brief stay in the hospital where she was treated for



"Junior insists on a Vista-dome California Zephyr!"

a broken arm. She is the mother of Conductors J. B. and B. T. PRICE.

"May the Peace, Joy and the Blessings of this Holy Season be with you this Christmas Day and Always."

NEW YORK CITY

Alan Hudson

WALT RIGDON, one of New York's eligible bachelors, became a family man recently when his French poodle, "Cezanne," littered five females (Annette, Cecile, Emilie, Marie and Yvonne) and one male. Walt advises that orders for Christmas stockings will be filled by air mail freight, collect.

Chief Clerk MERYLE REIGNER has a new adornment for his jacket lapel in the 10-year button recently earned and awarded.

Newest staff member is DOMINIC BIANCO, steno-clerk from up in Peekskill.

To our Western Pacific friends all over the country we send best wishes for a good old-fashioned Merry, Merry Christmas!

SAN FRANCISCO

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

MARSHALL E. BOYD, freight traffic manager, was elected a Founder Member of the American Society of Traffic and Transportation, Inc., during October. This honor is bestowed on traffic men known and respected for their important contributions to the great field of traffic and transportation.

President F. B. WHITMAN was one of four San Francisco business executives reelected as board member of the National Industrial Conference Board for a term of one year. The reelection took place in New York on October 24. The Board, founded in 1916, is an inde-



pendent and nonprofit institution for business and industrial fact finding through scientific research. The work of the Board is made possible through the support of more than 3,600 subscribing associates, including business organizations, trade associations, government bureaus, labor unions, libraries, individuals, and colleges and universities.

MADGE BRENNER, liberal arts graduate with newspaper and publicity experience, joined the public relations department on October 28. Madge succeeds JANET ANDERSON, who returned to Seattle with her husband who is entering the certified public accounting field in that city.

CATHERINE ROSSI returned to her desk in the labor relations department recently, fully recovered from her accident suffered during a round of golf at Lake Tahoe during summer vacation.

If you haven't already made his acquaintance, our new elevator operator is JOHN PHILIP. You now can't go wrong when entering either elevator

by saying: "Good morning, John," since JOHN MCCONLEY is the other operator.

From Portland, Oregon, it was learned that General Agent FRED McMULLIN became president of the Railroad General Agents' Association of that city on December 1.

SAM FORDYCE, assistant to director of industrial development, was last month appointed by the Contra Costa County Development Association to a 15-man committee to spur industry location, improve zoning and discuss industrial financing and other related problems.

Among the candidates nominated as 1958 directors of the San Francisco Chamber of Commerce last month was HARRY C. MUNSON, vice president-general manager, incumbent.

The WP San Francisco Employees Federal Credit Union announces that their interest rates on loans for that

Colin Eldridge, transportation engineer, explains the business end of a freight car coupler to Explorer Scouts Don Johnson and Jim Carlon, both members of Post 27, San Mateo. The trio was preparing for KQED television show on railroad-merit badge.—BSA San Mateo photo.



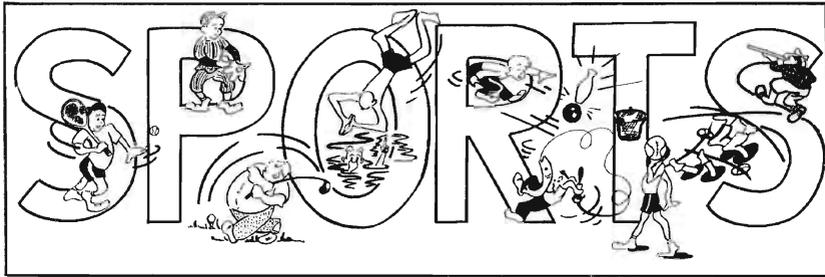
Checking their makeup for the annual show of the Oakland Old-Time Vaudeville and Dramatic Artists Club are (from left, in mirror): Leota Hopson, prima donna, and Marvel and Otto Frsch, comedy team. Marvel, purchasing department, just completed one year as president of San Francisco Theatrical Club, Inc.

new car or other Christmas buying should be compared with those of any other lending institution before you act. They also wish to remind you that life and total disability insurance equal to the amount of your loan is provided.

FRANK THOMPSON, manifest clerk, is back at work after hospitalization for nearly two months following surgery. A co-worker of Frank's, ANNE MALFA, was also a patient at St. Joseph's Hospital for about one week.

Nearby restaurants are doing a thriving business now that W. E. VANSKIKE, chief clerk-treasurer's office, is back on the job again. It really doesn't show much, but Van claims he lost at least ten pounds walking the pavements and ringing industry's doorbells as WP's solicitor for funds during the United Crusade drive.

A Merry Christmas to all!



Seven Consecutive Championships

Western Pacific's Sacramento Softball Team has won its seventh consecutive championship in the Sacramento City League, finishing its season with twelve wins against one loss.

The team, under the managership of Hy O'Rullian, has won 98 games and lost only 14 in their seven-year reign.

Four of their 14 losses over this period were to State Champions by exceptionally close scores.

The strong arm of Pitcher Vince Latino has held opposing batsmen to an earned run average slightly less than two runs per game over the seven-year period. In addition to his



pitching ability, Vince was the leading home-run hitter.

The team is a powerhouse at bat. The 1957 team averaged .500. The 1957 batting champ was Sam Latino with an unbelievable .700 average.

The railroaders also won impressive games against teams of other cities. Last year WP decisively defeated the runners-up in the Nevada State Tournament. The score was 9 to 0. This year the shophmen beat a selected team of all stars, composed of the best players in Northern Nevada. The score in that game, which was played at the Eastern Division picnic in Elko, was 12 to 3.

The team looks forward to another successful season in 1958.



The "Champs" pictured on the opposite page are, kneeling, from left: Tony Latino, Mike Bak- arich, Sam Vartanian, Sam Latino, Vince Latino. Standing: Jan Aitken, Don Francesconi, Manager Hy O'Rullian, Monte Latino, Pete Vartanian, John Latino and Faye Tomlinson.



Debt and Taxes Again

It sometimes is a source of unholy pleasure to read of the other fellow's tax troubles. But analysis of the \$6 million tax bite needed to keep three of San Francisco's utilities in operation during the last fiscal year offers a little food for thought as well.

Of the city's five major utilities, only two—the Hetch Hetchy Project and the Water District—operated in the black, as usual. The light, heat and power bureau, purely a purchasing department with no means of self-support, accounted for nearly one-fourth of the \$6 million deficit. The Municipal Railway, suffering from auto competition as do all railways, needed more than half.

The other fourth, approximately, went to the city-operated International Airport, which is maintained for the use of private carriers. One solace appears for San Francisco taxpayers. The airport has indicated that higher fees and increased traffic may in several years make the operation self-supporting. That is a trend that all taxpayers, and all self-supporting modes of transportation, will welcome.

—California Feature Service.



Engineer Jack Farnsworth hunted the 203-lb. (dressed) buck he is holding, for five years in White Pine County near Ely, Nevada, before bagging him last month. Jack reports that the big fellow, about 12 years old, was much bigger and had a bigger horn spread when he first spotted him five years ago. Jack was on a three-week observation trip as president of Western States Conservation League and was a former government hunter and trapper. John White holds a 140-pounder Jack killed in the west desert area of Utah.

—Milpitas Times-Observer photo.

WESTERN PACIFIC MILEPOSTS

526 Mission St., San Francisco 5, Calif.

Return Postage Guaranteed

THE WESTERN RAILROADER,
P.O. BOX 668,
SAN MATEO, CALIF.

Sec. 34.66, P. L. & R.

U. S. POSTAGE

PAID

San Francisco, Calif.

Permit No. 5371

Form 3547 Requested

RAILROAD LINES



Canadian National using truck-mounted suction machine to give customers spot-lessly clean cars.

New Haven asks for hike in commutation fares, citing deficit from passenger operations this year at over \$16 million.

Missouri Pacific directors authorize \$7 million expenditure for major improvements to property in 1958.

Southern Pacific will relocate main line track around 488-foot Tunnel 14 near Dunsmuir.

Norfolk & Western's new freight car shop at Roanoke, Va., for maintaining a fleet of more than 63,000 cars, nears completion.

Frisco's new \$10-million, all-electronic hump retarder yard near Memphis now open. Features 50-track classification yard, an 8-track receiving-departure yard, combination hotel and restaurant, and air-conditioned offices.

Railroads are still losing ground relatively as carriers of country's freight, but forwarders still favor railroads with more than 80 per cent of their payments for line-haul transportation service.