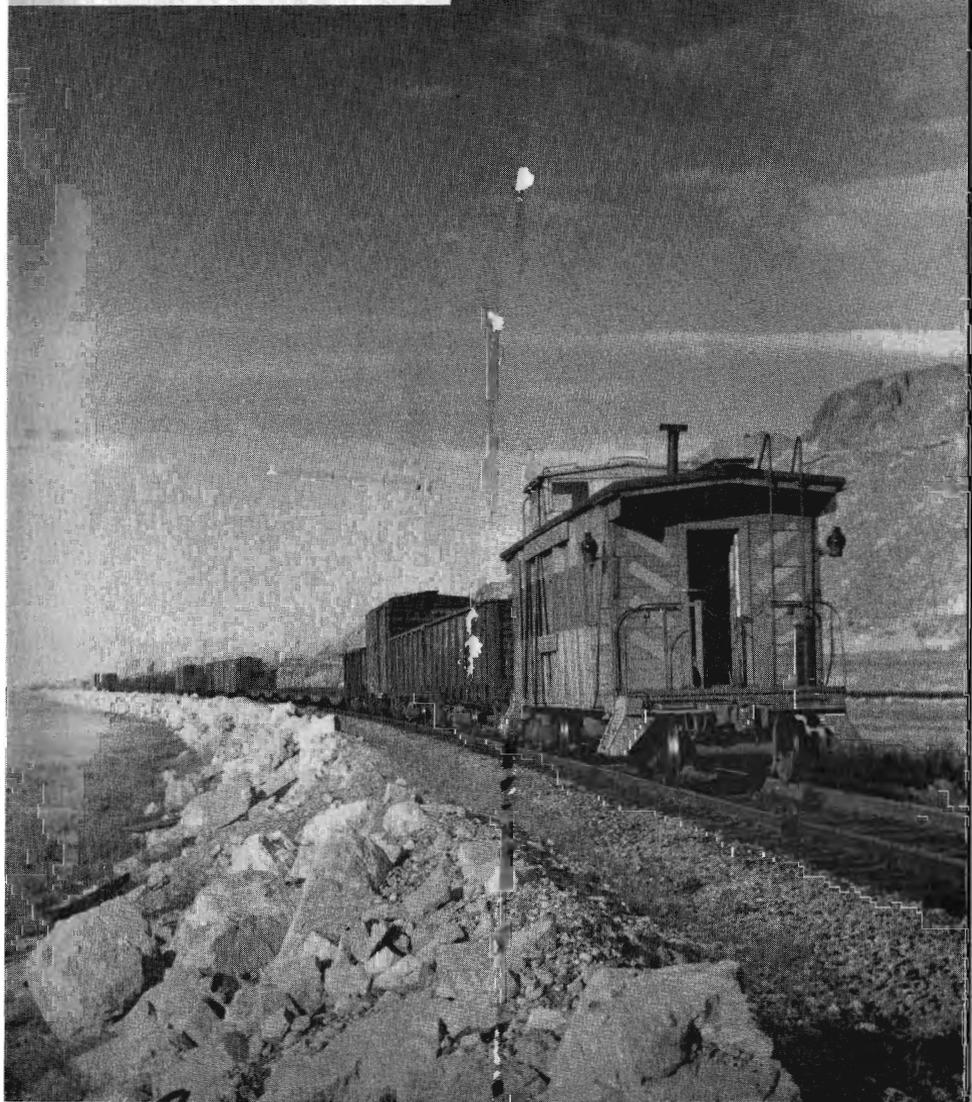
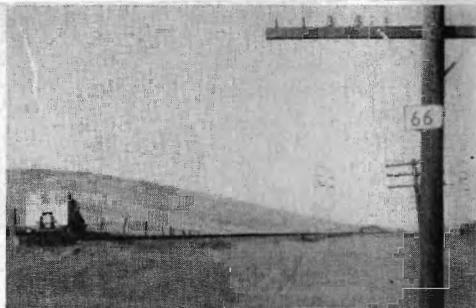


WESTERN PACIFIC
Mileposts
JANUARY 1955



WESTERN PACIFIC Mileposts



Vol. VI, No. 6

JANUARY, 1955

*Milepost No. 66

Department of Public Relations
WESTERN PACIFIC RAILROAD

SACRAMENTO NORTHERN RAILWAY TIDEWATER SOUTHERN RAILWAY
526 Mission Street, San Francisco 5

Lee "Flash" Sherwood, Editor • Arthur Lloyd, Jr., Associate Editor
Maurice Notter, Sports Editor

Member

*American Railway Magazine Editors' Association
International Council of Industrial Editors
Northern California Industrial Editors' Association*

* Milepost No. 66: Section Foreman P. J. Pedercini and his crew pass Milepost 66 on motor car while making track inspection.

COVER

The Tooele Valley Local passes Milepost 908, just east of Lago, Utah, on return to Roper Yard in Salt Lake City, after spending a day on the Tooele and Ellerbeck Branches.

WESTERN PACIFIC
Mileposts



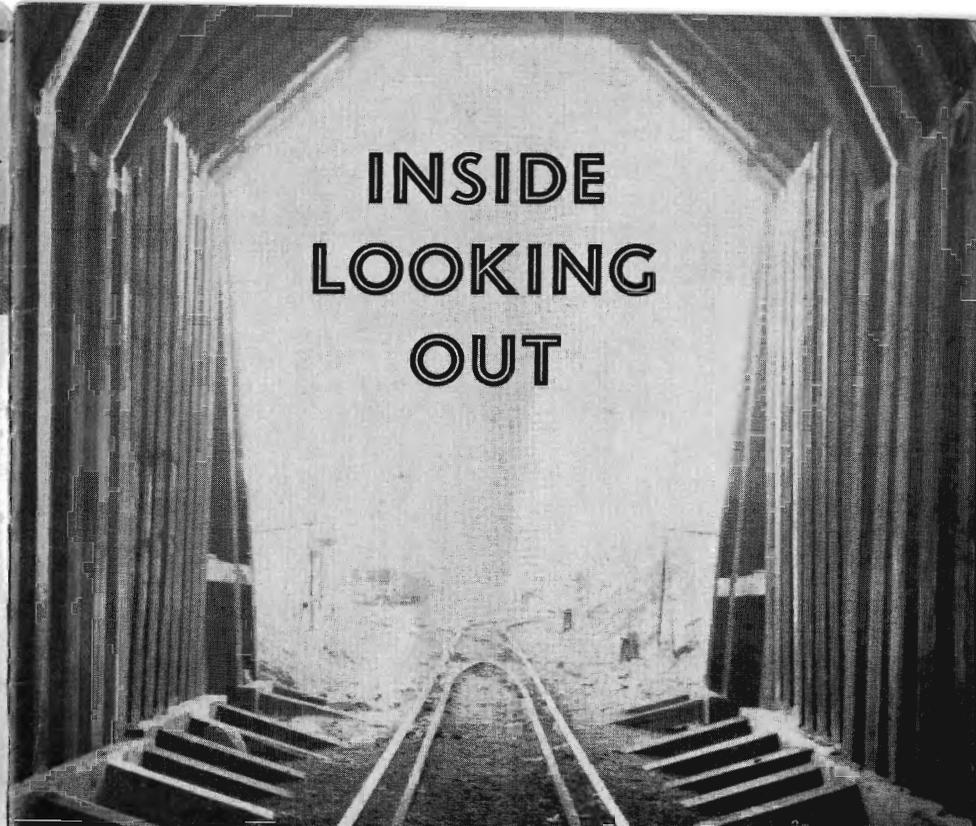
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MILEPOSTS

INSIDE LOOKING OUT



It is quite likely that many of our readers have never seen the inside of a railroad tunnel other than a fleeting glance while passing through in a railroad car. Even then there is little chance to see much unless the tunnel is a short one except for train and engine men who have the advantage of illumination from headlights or markers shining through the inky darkness.

But there's a lot more to a railroad tunnel than being just a hole through the earth with a portal at each end.

Anyone of the gang of 35 to 40 men now replacing timber and rock with smoothly poured concrete in Tunnel No. 1, just east of Niles, can tell you that, and the job they're doing takes a lot more than use of a pick and shovel.

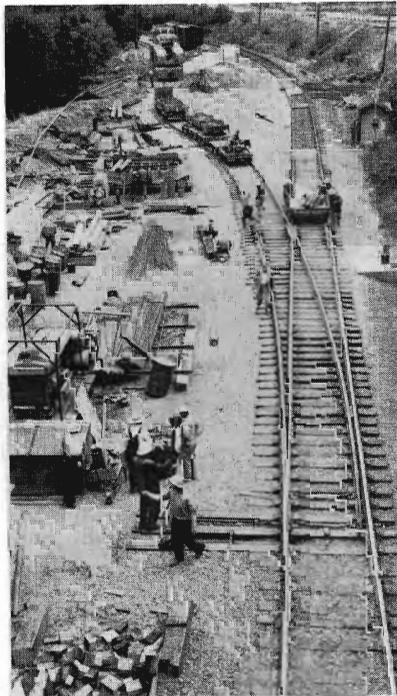
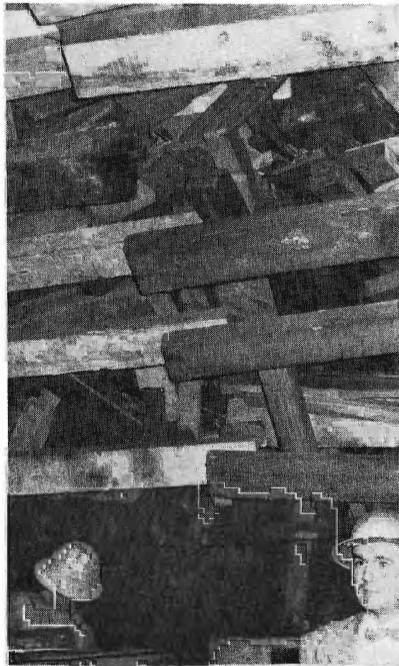
The Niles tunnel, 4,320.9 feet in length, is the fourth longest and one of 42 on the main line. There are six other tunnels on the Inside Gateway Route between Keddie and Bieber, and it might surprise some to learn that a 1,625-foot tunnel, numbered "A," is located between the freight

depot and 25th Street slip in San Francisco. The shortest, 51.4 feet in length, is at Milepost 237.69, and the longest, 7,343.7 feet, is located between Spring Garden and Sloat at Milepost 297.18.

Preliminary work on reconditioning Tunnel No. 1 began about the middle of last year, and the job is scheduled for completion in about three years at the present rate of construction. Total cost for lining the entire tunnel is estimated at \$1.5 million, although authority has been given for only one-third of the entire project at the present time.

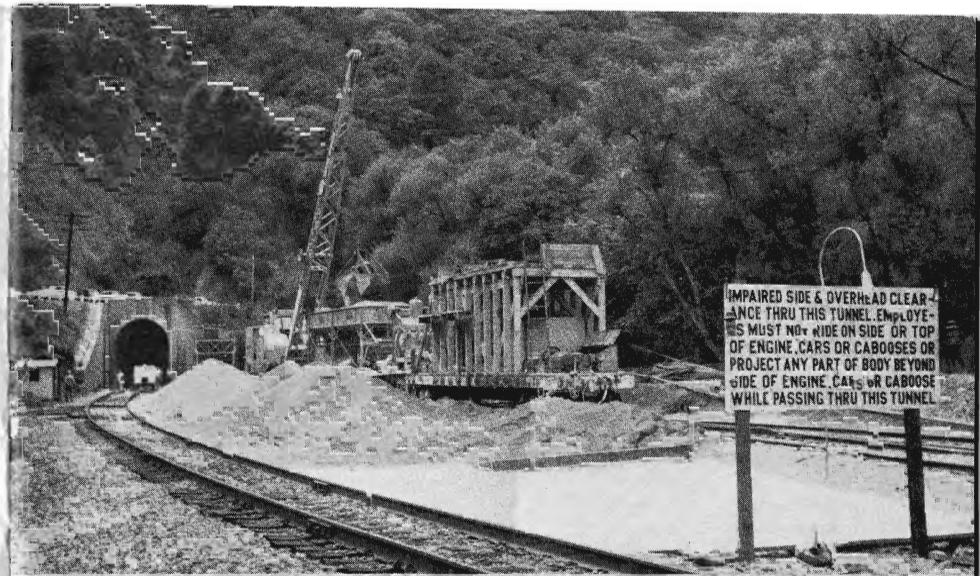
A major phase of this tunnel lining operation requires the removal of old timber lining and mining out rock and

earth material to a sufficient depth to allow the placing of a new minimum 18-inch section of concrete. Progress is slow. This work is done from atop a "fixed" jumbo, a horseshoe shaped form with elevated platform which fits the contour of the tunnel and is skid-mounted along the tunnel curbs. Designed by Western Pacific engineers, this "fixed" jumbo has replaced the type normally used by railroads which is mounted on a platform with wheels for



Yard layout looking from the top of the east portal. "Bin-an-Batch" and aggregates storage are at top of picture beyond other stored materials.

Crown bars and lagging required to support earth after removal of old sets and lagging.



Looking west into tunnel, in foreground is cement slab poured from waste concrete used for storage of aggregates, "Pumpcrete" machine, mixer, "Bin-an-Batch" and crane.

moving over the rails. This eliminates bringing out the jumbo for other trains and the loss of valuable time while waiting for trains to pass before returning to the work inside the tunnel. The mined out section is temporarily supported by side and crown bars until the concrete is placed. Steel bars are then lashed in place to reinforce the concrete, after which a steel form is moved into position in the prepared section to receive the wet concrete.

A new method for combining the operations of a "Bin-an-Batch" hopper, cement mixer, and "Pumpcrete" machine has also been developed by Western Pacific's Engineering Department, and is meeting with success in its original test at Tunnel No. 1.

The three machines have been arranged as one work unit on two flat cars, which permits moving the entire

operation from sand, gravel, and cement storage areas outside the tunnel directly to the job inside. Aggregates are quickly and accurately measured in and by the batcher of the "Bin-an-Batch" which are then carried on rails beneath the bins to the mixer. From there the mixed concrete goes into the Rex "Pumpcrete" machine through the use of a Garbro skip elevator, which was modified to suit the requirements of the job by the engineering department. Moved inside the tunnel, the mix is then pumped from the "Pumpcrete" machine into the steel forms already set in place.

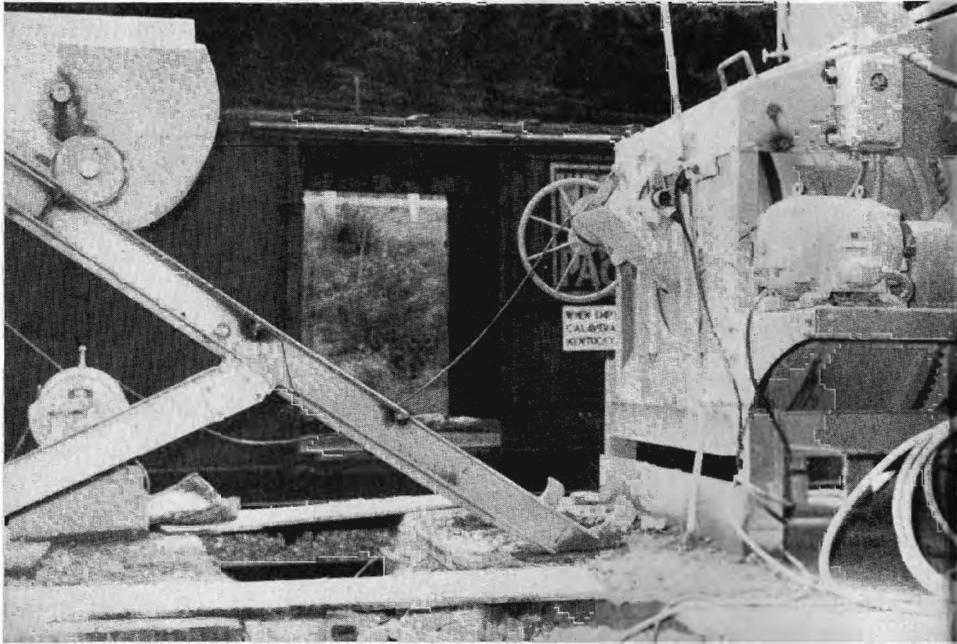
The crane used for loading sand and gravel into the "Bin-an-Batch" also supplies motive power for moving the entire unit. Electricity for operating all machinery is brought in from Pacific Gas & Electric Company lines just

IMPAIRED SIDE & OVERHEAD CLEARANCE THRU THIS TUNNEL. EMPLOYEES MUST NOT RIDE ON SIDE OR TOP OF ENGINE, CARS OR CABOSES OR PROJECT ANY PART OF BODY BEYOND SIDE OF ENGINE, CARS OR CABOSE WHILE PASSING THRU THIS TUNNEL.



Loading aggregates into "Bin-an-Batch." White dotted lines indicate path of measuring device, shown by solid white lines at right of machine. Accurately mixed aggregates are weighed before dumping into bucket at right which carries them to mixer at extreme right.

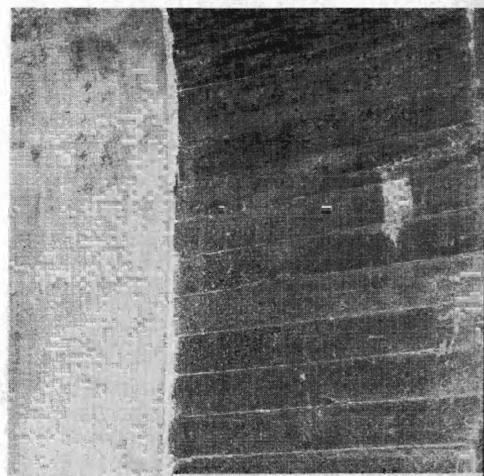
This photo, taken from opposite side of equipment, shows mixer at right. Concrete storage car is spotted in such manner as to provide ready access to sacks of cement, eliminating necessity for separate cement house and decreasing labor required to bring sacks to mixer.



outside the west portal of the tunnel, to provide greater efficiency and to improve working conditions. Refuge pockets are placed every 400 feet on both sides of the tunnel for the safety of workers when required to leave their work when trains are passing through the tunnel.

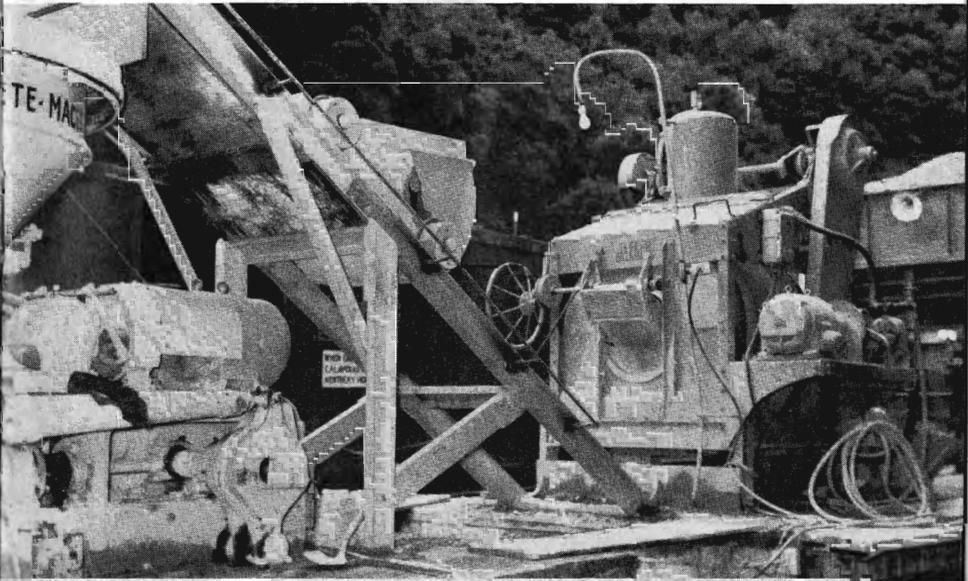
At the present time approximately 24 track feet of lining is being placed during three pours a week. One new form and jumbo were added to the equipment the first of December, which it is expected will increase the number of pours each week to four. Each pour constitutes a complete tunnel section.

All waste concrete accumulated during a day's operation, which is cleaned from the equipment, is utilized for constructing concrete pads on which to store the aggregates, and for constructing sidewalks alongside the outfit cars on a specially built spur, providing greater accessibility, par-



Comparing finished section of old concrete, right, with finished section of new concrete.

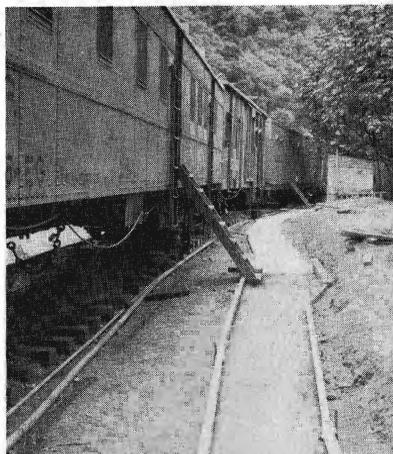
Photo shows relative position of mixer to skip elevator which transports finished concrete to "Pump-concrete" machine at left.



ticularly during the rainy season. These cars are equipped with electricity and running water and are used for living quarters for the men. Stationary sanitary facilities include flush toilets, water basins, and showers for the men. All wastes are carried to a septic tank insuring healthful working conditions. A combination kitchen-dining car provides pleasant meal-time facilities.

Other innovations now being studied to improve operations of the project from the standpoints of cost, working conditions, and speed of completion include an improved type of muck car for removing rock and earth from inside the tunnel, and the formation of an extra cutout crew to work in conjunction with the concreting gang so as to provide continuous operation.

All work is being done by WP personnel under the direction of M. J. Crespo of the San Francisco engineering office. John Howard, supervisor, is in charge of field operations, and he is assisted by Roscoe Powers, tunnel mining foreman, and Al Barton tunnel concreting foreman.



Waste concrete cleaned from equipment is utilized for making sidewalks along outfit cars providing greater accessibility for workmen.



Roscoe Powers, mining foreman, and Al Barton, concreting foreman.

Maurice Crespo, engineer, John Howard, supervisor, and an unidentified brakeman, discuss the plans for the day's operations.

A New Year Message

From H. C. Munson

"The New Year is again at hand, together with its personal resolutions—resolutions which are the result of dissatisfaction and a desire for self improvement. One resolution I have made, and in which I sincerely hope you will join, is that we will have fewer personal injuries to employees in 1955.

"The year 1954 was a tremendous disappointment safety-wise. Together, we have been able to set records, or at least come very close to record performance, in every important operating statistic except personal injuries.

"Out of 119 railroads in the United States, 96 had fewer such accidents per man hours worked than we. Only 23 roads trailed us with more, and they were generally small lines.

"I know we are capable of better performance in the field of personal injury prevention. Men who can es-

tablish record performance in other operating statistics can set records in safety if they put their minds to it.

"Recent years have witnessed many improvements which have made Western Pacific a better and safer place to work. The effectiveness of improvements, safety devices and modern methods, however, are only as effective as the people who work with them.

"Remember, safety is of the first importance in discharge of duty!

"Let's join in 1955 and make it work!"

Introducing . . .

"THE EXPEDITOR"

Effective with the train departing Los Angeles December 27, the new "Advance SWG," operating over Santa Fe, Western Pacific and Great Northern railroads between Los Angeles and Seattle, will be known as the "Expeditor."

Placed in service October 18 primarily to handle forwarder traffic, the "Expeditor" will leave Los Angeles on Mondays, Tuesdays and Fridays with a 56-hour running time, assuring a third-morning delivery in Seattle.



"He was always the one for being only half safe."

B. of L. F. & E. Adopts Industry-Welfare Program

Rail employees will campaign nation-wide during 1955 to help their industry in the struggle for fair and equal terms of competition.

New peaks reached in 1954 by programs to subsidize highway, air, and waterway transportation led to the aggressive employee assistance plan being developed by the Brotherhood of Locomotive Firemen and Enginemen.

The drive will oppose unwarranted subsidies, seek to revise oppressive regulations, and will support reasonable tax structures for all types of transportation. Brotherhood representatives from 48 states met recently in Chicago and mapped the new activities for the program which will be twofold.

Congress, state legislatures, and governmental regulatory bodies will hear appeals for better competitive conditions. At the same time, the story of railroad service to national economy and its irreplaceable part in national defense will be told.

Special emphasis is given to action at state and community levels in an effort to help the general public realize the stake it holds in healthy railroads.

Before setting up the program, the group heard carrier representatives in candid discussions of problems which concern everyone in the industry.

"For America to prosper, it must have thriving railroads," H. E. Gilbert, president of the Brotherhood, said in keynoting the BLF&E National Legislative Board conference.

The Board agreed to support a system of sound highway financing and to

oppose further unequal distribution of such costs. Efforts will be made to transfer excessive high expense from public funds and general taxpayers to users of roads on a proportionate basis. Nation-wide, ton-mile or axle-mile levies will be urged for big commercial trucking.

Diversion of mail from the rails will be fought in every way at the organization's command, it was announced. Another goal is to seek changes in methods of assessing railroads for costs of grade-crossing separations, putting them on a basis of charges keyed to benefits received.

Additional objectives include improved protection for the public through required use of automatic brakes on tractor-trailer trucks; higher insurance on trucks against damages; and realistic safety precautions and regulations for highway transport of flammables and explosives.

Among those planning the California fight to equalize competitive opportunity for railroads is William V. Ellis of San Francisco, chairman of his state's legislative board.

IN 30 MINUTES OF RAILROADING

Some 600 freight and passenger trains will start on their runs somewhere in the United States, and another 600 will pull into terminals, their runs completed.

* * *

Passenger trains will produce transportation equivalent to carrying 1,807,000 persons one mile, and they will handle more than 85 per cent of all non-local United States mail.

* * *

Railroads will pour out more than \$304,000 in wages to their employees and \$110,000 in purchases of fuel, materials and supplies.

THE MEDICAL DEPARTMENT

"The Western Pacific Railroad's Medical Department is your department," is Chief Surgeon Dr. Glenn Cushman's message to WP employees. It is governed by a Board of five Directors, of which three are appointed by the General Chairmen of all the crafts with contracts on the railroad, and the other two from management.

"The activities and problems of the Medical Department are naturally of great importance to you, and your attitude toward them is reflected through the Board of Directors," he continued.

The Board and the Chief Surgeon with his professional and administrative staff have answered below some of the most frequently asked questions about the Medical Department. They hope that these will not only be of interest but will stimulate thoughtful consideration of ways and means of improving the department's efficiency and service.

Question: "How much does it cost the Medical Department to furnish medical and hospital care to employees injured on duty?"

Answer: "Nothing. The injured employees are taken care of by staff doctors on the same basis as any other patient but all items of expense are automatically charged to the railroad company."

Question: "What about Portola Hospital? Is it an expense to us who do not live in that area?"

Answer: "Portola Hospital is self-supporting. The cost per patient day to the employees at Portola was, in 1953, lower than the average cost per hospital day of all

hospitals used by your Medical Department. This is because private patients in the Portola area are carrying a just proportion of the expenses of the hospital."

Question: "It has been stated that transient track laborers do not have to have pre-employment examinations and therefore receive treatment at the Medical Department's expense for pre-existing conditions. Is this so?"

Answer: "It is true the nature of employment of transient track laborers makes it impracticable to have them examined before employment. However, several spot checks have been made of the expense incurred in the treatment of this group and it has been found that they are not using any more of the facilities of this department than are other groups of employees. Treatment for pre-existing conditions is well controlled since it is almost always possible for the doctor to determine whether or not a condition antedates employment."

Question: "Where does the monthly dues we pay go?"

Answer: "Each dollar of revenue of the Medical Department during the first ten months of 1954 was expended as follows: 51.6 cents for hospital accommodations; 25 cents for professional service; 11.6 cents for prescriptions; 6.6 cents for X-ray service and laboratory; 4.5 cents for administration; and 0.7 cents for miscellaneous."

PROMOTIONS AND TRANSFERS

A. D. Quackenbush is promoted to position as principal assistant engineer, and his former position as office engineer is being filled by J. C. Miller, assistant office engineer, according to an announcement by F. R. Woolford, chief engineer. The appointments are effective January 1, 1955.



John Miller, left, and Al Quackenbush go over some engineering problems in the office.

Quackenbush was born in Berkeley on March 8, 1901. He received his schooling in Berkeley, Oakland, and at San Raphael High School, after which he started his engineering career with the U. S. Corps of Engineers at Rio Vista in 1918. He then worked with the State Highway Division in Humboldt County and spent about four years with a field office of the Pacific Gas & Electric Company. Al spent another year with the Reclamation District in Sutter Basin and about four years with a private engineer and the City Engineering Department of Piedmont before coming to Western Pacific in May 1929.

He returned to Western Pacific in 1933 after an absence of three years during the depression during which

time he worked for the National Park Service. He then worked on the drafting tables and was chief draftsman before being made office engineer.

Al lives in Redwood City with his wife, and they have two sons, Ralph, 25, now in military service, and Donald, 21, married and an engineer-draftsman.

He enjoys woodworking and has made many things such as bows and arrows, fishing rods, ship models, boats and furniture, most of which he has given away as gifts.

Miller was born June 16, 1918 at Paterson, New Jersey, and is a graduate of Tri-State College, Angola, Indiana.

His first railroad service was with the New York Central in the division engineer's office in New York City. He served in the U. S. Navy during World War II as flight engineer on the Navy flying boat "Mars," as officer in charge of testing at Patuxent River, Maryland, Naval Air Station, and as officer in charge of maintenance detachment for the "Mars" at Majuro, Marshall Islands. He is a member of the U. S. Naval Reserve.

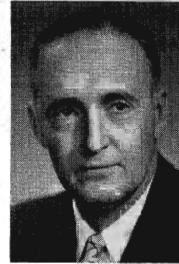
Miller joined Western Pacific on April 1, 1948 as office engineer for the Western Division at Sacramento, and was transferred to general office in July of 1949.

John makes his home in San Lorenzo with his wife and two children, Mary, 11; and John C. Jr., 9. He is taking his degrees at San Lorenzo Lodge No. 709, F. & A. M., the Pacific Railway Club, and the American Railway Engineering Association.

Kenneth V. Plummer, Jr., acting as-

BOARD ELECTS NEW DIRECTORS

At a special meeting held at general office in San Francisco on December 6, Alfred B. Layton was elected to Western Pacific's board of directors to fill the vacancy created by the death on November 8 of Senator Charles B. Henderson.



Layton was born in St. Louis in 1902, but has been a resident of San Francisco since 1908.

The new director

is presently vice president and a member of the board of directors and executive committee of Crown Zellerbach Corporation. He started with that firm at Stockton upon graduation from Stanford University in 1924, and reached his present position in 1951. Layton is also a director of Bank of California, Fibreboard Products, and the National Association of Manufacturers.

He is on leave of absence as commander in the United States Naval Reserve and now makes his home in Diablo with his wife and two children.

Thayer Retires from Quincy RR

L. H. Thayer, superintendent, assistant treasurer and director of the Quincy Railroad Company, retired from service on December 31, completing over 50 years of railroad service. Thayer at one time worked for the Western Pacific, and has spent the last 31 years with the Quincy.

O. A. Myers, agent for the past 13 years, will become superintendent January 1, 1955, and E. M. Thompson has been appointed agent.

PROMOTIONS AND TRANSFERS . . .

Assistant superintendent of transportation since July 1, 1954, is appointed superintendent of transportation effective December 16. His position as acting assistant superintendent which was reported in the August 1954 issue of MILEPOSTS, has been abolished.

Clothes Needed

At a regular meeting of the Parent Teachers Association of Portola Schools held on December 6, the school nurse asked for donations of overshoes, warm stockings, shoes and snow pants suitable for primary and elementary school children.

A number of these children are from families that are more or less destitute because of the closed lumber mills and military installations.

Donations should be sent to Mrs. Hanna Monahan, School Nurse, Portola, California.

Doctor: "How is the boy who swallowed the half dollar?"

Nurse: "No change yet, doctor."

WP WILL REMEMBER

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

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

George W. Barte, telegrapher, Wendenover.

James G. Breedlove, locomotive engineer, Sacramento.

Ralph S. Coates, Tidewater Southern brakeman, Modesto.

Hugh Edmunds, conductor, Winnemucca.

Harry Gumm, conductor, Winnemucca.

Edwin E. Hughes, telegrapher, Sacramento.

James L. Lee, Central California Traction brakeman, Stockton.

Harry H. Mercer, laborer, Sacramento Shops.

Charles L. Rowell, switchman, Sacramento.

John Scott, water service repairman, Portola.

Hans M. Teichman, assistant chief clerk, Elko.

* * *

Frank O. Bridges, chief clerk dining car and hotel accounts, retired from Western Pacific service on November 30, after 26½ years with the company.

Frank was born at St. Helena, California, on November 28, 1889. He received his schooling in the Bay Area which concluded at the Polytechnic Business College in Oakland.

After working for a while at odd jobs, Frank went to France in 1918 where he served with Base Hospital



Frank Bridges anxiously opens a surprise package given him on his retirement by employees. The package contained a beautiful clock radio.

55, U. S. Army Medical Corps. Upon return to the States he worked for about one year with the American Smelters Security Company at Selby, California, and then entered the division accounting department of the Southern Pacific in 1920. In 1921 he went to Alturas, California, as an accountant with the Nevada-California-Oregon Railroad, but returned to Southern Pacific a short time later.

His name first appeared on WP payrolls on May 28, 1928, as an employee in the capital expenditures department under the late Ralph Allen. He next spent four years in the statistics bureau, which was formed in 1943, and then replaced Frank Asprer after his death in October, 1947, as dining car accountant, which preceded his final employment as chief clerk of that department.

Bridges lives in San Francisco with his wife, Bothilda. He plans to take life easy, spending some leisure time gardening, at his wood working bench and at photography.

Frank is a past Nobel Grand of the Independent Order of Odd Fellows.

* * *

On December 29, members of the engineering department and friends gathered at St. Julien's Restaurant in San Francisco for their annual Christmas party and to honor 67 years of service spent with Western Pacific by two faithful employees of the railroad.

Honored, on retirement from service December 31, were Everett P. Peterson, assistant chief engineer, and W. T. Richards, engineer maintenance of way and structures.



"Pete's birth was reported on September 22, 1888 in Brockton, Massachusetts, where he received high school education. After graduating as a civil engineer from Worcester Polytechnic Institute, he spent his first year out of college in a testing laboratory for the Frest Service at Madison, Wisconsin. For the next two years he was engineering irrigation projects for the U. S. Reclamation Service in Arizona. Deciding to become a railroader, "Pete" joined the Oregon-Washington Railroad & Navigation Company and engaged in maintenance construction and valuation work at Portland and Seattle.

His railroading career was cut short in order to serve 23 months overseas as a First Lieutenant with the 18th

Engineers Railway Regiment in World War I. He returned to the Northwestern Pacific as special engineer at San Francisco. He became a Western Pacific employee in September, 1921, first as office engineer, then assistant engineer, principal assistant engineer and in September, 1953, assistant chief engineer. Among the many projects he has engineered for WP, probably his most important was the supervision of the track installations for the new Ford Plant at Milpitas.

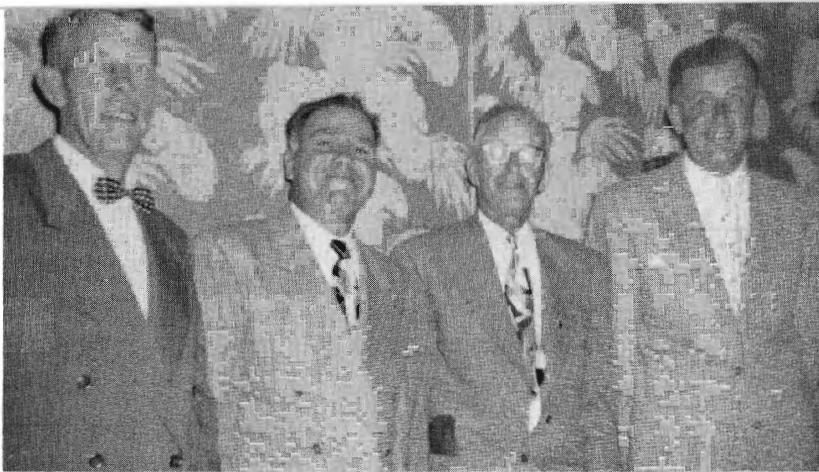
Plans for the future include traveling with his wife to visit with many friends and relatives in the New England states, working in his beautiful flower garden at his San Francisco home, adding to his growing stamp collection and looking forward to the baseball season.

Peterson is a member of Balder Lodge No. 393, F. and A. M., California Consistory No. 10, and Islam Temple, A.A.O.N.M.S., all of San Francisco. He is a registered civil engineer and a member of the American Railway Engineering Association.

Wellesley T. Richards is a native of Benson, Arizona, where he was born on April 18, 1889. He went to work in 1901 at the age of 12 as a rear



flagman on a preliminary survey for the San Diego-Eastern Railway between San Diego and Yuma, Arizona. In 1903 he was a member of a reconnaissance survey party from Yuma to Fairbank, Arizona, which was then the western terminus of the El Paso & Southwestern Rail-



Present at the retirement party for Clarence L. Doane on November 6 (story in December issue) were Car Foreman George Schank, C. L. Doane, George Benedict and General Car Foreman R. L. Ackeret.

road, a Phelps-Dodge property with which Arthur Curtis James was associated as a principal owner. These surveys were part of a plan to extend the EU&SW to the Coast, but the plan was not consummated and in 1924 the road merged with Southern Pacific.

From 1904 to 1909 "Rich" went to school and worked on various surveys for railroads, highways and an irrigation project. His first job with an operating railroad was with the Southern Pacific during 1910-1913 on the Los Angeles and San Joaquin divisions as assistant engineer, gang foreman and assistant roadmaster. This was followed by 1½ years with California Western Railway of Fort Bragg, California, and then three years with Northwestern Pacific as assistant engineer on standard gauging and steel bridge construction.

Between 1917 and 1919, Richards served in France with the U. S. Army Corps of Engineers. With the rank of captain, he returned to civilian life and

spent a year with a contractor on reinforced concrete building construction and with the City of Los Angeles on drainage design and construction. He joined the San Francisco-Sacramento Railroad on October 1, 1920, and remained with that road as construction engineer, B&B supervisor and chief engineer until January 1, 1944, when he joined Western Pacific as division engineer at Sacramento. He was appointed to his position as engineer of maintenance of way and structures on July 1, 1949.

Richards married Frances Arne, of Santa Barbara, on October 3, 1922, and they have one child, John T. Richards, now serving in the U. S. Army.

He is a member of the Masonic Order, American Railway Engineering Association, American Railway Bridge & Building Association, Roadmasters and Maintenance of Way Association, and is a past president of the Pacific Railway Club.

MILEPOSTS



IN GOLD

MILEPOSTS congratulates the following employees to whom Service Pin Awards will be issued during the month of January, 1955:

45-YEAR PIN		
Ralph E. McElroy.....	Agent.....	Western Division
35-YEAR PINS		
Gertrude Varborg, Mrs.....	Clerk, General Agent's Office.....	San Francisco
James L. Collins.....	Conductor.....	Eastern Division
30-YEAR PINS		
Hugh Edmunds.....	Conductor.....	Eastern Division
Lind Hutchinson.....	Motor Car Maintainer.....	Eastern Division
Raymond T. Ronan.....	Diesel Terminal Foreman.....	Mechanical Dept.
25-YEAR PINS		
George C. Boates.....	Locomotive Engineer.....	Western Division
Harry J. Kelly.....	Roundhouse Foreman.....	Mechanical Dept.
Joe F. Silva.....	Clerk.....	Western Division
20-YEAR PINS		
William F. Boebert.....	Chief Special Agent, General Claim Agent.....	San Francisco
Wilbur C. Hardy.....	Motor Car Maintainer.....	Western Division
15-YEAR PIN		
Elmer H. Carleton.....	Asst. Chief Special Agent, Claim Agent.....	San Francisco
10-YEAR PINS		
Roderick Davis.....	Painter.....	Mechanical Dept.
Ralph A. Drown.....	Machinist.....	Mechanical Dept.
Bessie Mae George.....	Laborer.....	Mechanical Dept.
Clayton E. Heineman.....	Carman.....	Mechanical Dept.
Anne Irwin, Mrs.....	Stenographer-Clerk.....	Western Division
Lee W. Marshall.....	Chief Clerk, Traffic.....	San Jose
Roy Peterson.....	Switchman.....	Western Division
Wilber V. T. Randolph.....	Machinist.....	Mechanical Dept.
William D. Rucker.....	Carman.....	Mechanical Dept.
Wilfred D. Scott.....	Brakeman.....	Western Division
Samuel T. Siler.....	Brakeman.....	Western Division
Edson C. Wadsworth.....	Switchman.....	Western Division

A proud young lady from Kentucky was trying to justify her state to a Texan. "In Kentucky," she said, "we have Fort Knox, where enough gold is stored to build a golden fence three feet high ~~completely~~ around Texas." "Go ahead and build it," drawled the man from ~~the~~ yonder. "If I like it, I'll buy it."

* * *

The colt trotted up to the mutual window at the track and neighed: "I want a two-dollar ticket on myself in the third."
"What?" screamed the man behind the window.
"Surprised to think I can talk, eh?" inquired the horse.
"No," replied the ticket seller. "I just don't think you can win."

A man was applying for a job and asked the personnel manager, "Does your company pay my hospitalization premium?" "No, you pay for it. It's deducted from your salary each month," he was informed.

"Last place I worked they paid for it," the applicant said.
 "Did they give you a life-insurance policy too?" the interviewer asked.
 "Sure."
 "Profit sharing?"
 "Sure."
 "Three- and four-week vacations?"
 "Yes, and they had big bonuses and gifts for your birthday and—"
 "Why did you leave?"
 "The company folded."



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, whose death has been reported:

Andrew W. Best, retired blacksmith helper, December 7, 1954.

Homer G. Birdsall, Sr., engineer, November 21, 1954.

Gilbert E. Gorman, Alameda Belt Line fireman, November 22, 1954.

Frank R. Randolph, retired conductor, November 26, 1954.

Pedro L. Rosas, retired track laborer, September 30, 1954.

Norman H. Settlemoir, retired locomotive engineer, October 30, 1954.

Clinton Snyder, retired switchman, November 24, 1954.

Ernest E. Sprowl, laborer, November 14, 1954.

John H. Stapp, retired locomotive engineer, November 24, 1954.

Clifford L. Wemmer, retired locomotive engineer, November 26, 1954.

How Employment Affects Benefits to Survivors

Beneficiaries drawing monthly survivor benefits under the Railroad Retirement Act are reminded that employment and self-employment may affect the payment of these benefits, according to an announcement by the Railroad Retirement Board. This reminder is particularly important at this time because new provisions governing employment of survivor beneficiaries become effective January 1, 1955.

There is no change in the provision that a survivor annuity cannot be paid for any month in which the beneficiary works for a railroad, regardless of how much he earns. However, the effect of employment outside the railroad industry is different than in the past.

The law now provides that a survivor beneficiary under age 72 may earn as much as \$1,200 in a taxable year (usually the calendar year) in employment for hire outside the railroad industry or in self-employment without losing any benefits. If a person earns more than that amount, his annuity will be suspended for one or more months, depending upon the amount of the earnings and the extent of the work. Beneficiaries are required to report such earnings to the Board.

More specifically, an annuity must be suspended for one month for every \$80, or part of \$80, the beneficiary earns over \$1,200 in a taxable year. For example, a beneficiary who earns \$1,201.01 in a year loses one month's



Caboosing

PAT MARIA, secretary, has succeeded NORMA JOSEPH, on leave of absence, as MILEPOSTS correspondent for the mechanical department at Sacramento. The cooperation of employees in that department in furnishing news items of interest for her column will be greatly appreciated.

MECHANICAL DEPARTMENT

Pat Maria

We extend a big welcome to our new stenographer-clerk, Mrs. DONNA MACIAS. We sincerely hope you will enjoy being with us.

Western Pacific Amusement Club held their annual Bass Derby November 13 and 14 and BILL MITCHELL, passenger car accountant, placed fourth with a 16½ pound bass. He missed by one-half pound of taking the third prize cash award of \$5 which went to CHUCK LYNCH. Other cash winners, both machinists in the shops, were ACE DRUMMOND, \$12.50 first prize for a 21½ pounder; and BUCK BOWLING, \$7.50 second prize for a 19½ pound catch.

Brotherhood of Railway Clerks Local Lodge 266 enjoyed its annual dinner dance on November 19 at the Dante Club in Sacramento. Approximately 100 persons attended the affair and besides dancing, enjoyed turkey, ham and all the trimmings excellently prepared by Mrs. BILL MITCHELL. Food and refreshments were furnished by Local 266.

Happy New Year to all of you!

WENDOVER

Esther Witt

Former Yardmaster and Mrs. THOMAS W. JONES, of Skagway, Alaska, visited their daughter, Mrs. Jerry Lusk and family. Tom is working for the Alaska Railroad.

Employment Benefits . . .

benefits; and if he earns \$1,280.01, he loses two months' benefits; and so on. However, a benefit cannot be suspended for any month in which the earnings do not go above \$80 or if the beneficiary is engaged in self-employment, for any month in which he did not perform substantial service.

If, however, the survivor did not earn more than \$80 in every month, fewer payments would be withheld. For example, if a widow earned \$1,950 in 1955, but earned \$80 or less in each of four months, only eight payments would be withheld instead of ten.

The rules are somewhat different for survivor beneficiaries outside the United States. Although such a beneficiary may not receive his or her annuity for any month in which they work for an American railroad, the \$1,200 rule does not apply. Instead, their annuity is not payable for any month in which they work on seven or more days in any employment—other than for an American railroad—as long as they are under age 72.

Agent JOHN W. NAYLOR is no longer a bachelor, his wife and son having returned from Holland. Johnny hasn't "talked" yet, but we hope to have some highlights of Mrs. Naylor's trip for the next issue.

Signalman ROBERT E. LEE is stationed at Carpenter on the signal gang. Wife Betty, and daughter Cheryl, are residing in Doyle. Bob and his family spent some time visiting in the home of Bob's brother, Switchman and Mrs. DAN W. LEE.

Retired Engineer and Mrs. PERCY HEWITT went to Oakland recently to return their grandchild to her home.

A speedy recovery is wished Section Foreman J. L. PRICE who recently underwent an appendectomy.

Shirley Ann Lee, daughter of Switchman DAN LEE and Telegrapher SHIRLEY LEE, proved that Conductor J. B. PRICE was wrong when he stated he had never won anything on a punch board. Bert drew the lucky number which won him a beautiful Toni Doll which he gave to his niece for Christmas.



"Honey, I'll be a little late for supper. I'm waiting for a highball."

Every year for two or three weeks we borrow the City of Sacramento, and move it to Wendover so that our Mechanical Foreman ROBERT COLVIN can bask in the California clime and still not leave home for his vacation. We were glad to have GEORGE P. LAMBERT with us during Bob's vacation.

T&T Lineman and Mrs. THOMAS SHEA and family were called to Glenwood Springs, Colorado, by the sudden illness of Tom's mother. The doctor didn't expect Mother Shea to live but latest reports are that she is fully recovered and will soon be about her household duties again, which is wonderful news.

May the New Year bring to each and everyone of you the Happiness and Prosperity you have long sought!

OAKLAND

Hazel Petersen

Received a letter from JOHN L. NICHOLS, retired switchman, now living in Omaha, Nebraska. Says he is still able to kick up his heels and sends his best to all the gang.

RUSSELL B. DOOLAN, retired switchman, has recovered from an appendectomy and is planning an extended trip to the East with his wife soon. E. F. SOUZA, retired millman, is back in business again and has eight months scheduled for remodeling his home. Shouldn't be difficult for him with his well equipped shop and power tools and his "know-how."

BILL WOODS, secretary in the B&B department, retired December 4. Bill plans to go to Salt Lake City so as to spend all the time he can with his invalid mother, now in her eighties.

ART ROKE, interchange clerk, is planning his next year's vacation al-

ready! Accompanied by Mrs. Roke, they will go to New York City to meet their son, Arthur, Jr., when he arrives from Germany where he has been stationed with the Air Force for the past three years. Together, they will visit relatives in the New England states before returning home. Mrs. Roke has been proudly displaying three beautiful decanter sets sent home from Germany by her son.

BEAULAH KENNEDY, PBX operator, just returned from a wonderful vacation in Southern California. "The smog didn't bother me a bit," she claims, "because I was too busy having a good time to notice it."

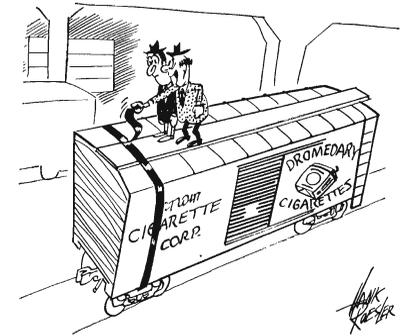
Speaking of Southern California, we're wondering if their smog has anything to do with very little mention of that glorious (?) Southern California weather the Los Angeles correspondent, FRANK SELL, used to tell us about regularly?

What's in a name? You might ask JOHN VICTOR LELAND, steno-clerk in the assistant superintendent's office, probably better known to all of you as "Ad Gebala." In addition to having his name changed during October, he enjoyed a December vacation which he claims was just like traveling incognito.

SACRAMENTO SHOPS

Marcella Schultze

A very successful first "Bosses' Night" was held by the Sacramento Chapter of the Railway Business Women's Association at the Sacramento Hotel, November 10, with 107 members and their bosses attending. A minstrel show put on by members really showed talent, we had no idea we had—especially the "Marilyn Mon-



"- ONE ZIP AND IT'S OPEN !"

roe" and the "Jane Russell" of the Sacramento Northern. From the way Superintendent H. J. MULFORD was laughing, though, we doubt that he was fooled!

Congratulations to Electrician and Mrs. JESS CABRERA on the birth of their baby daughter, and to Machinist Apprentice and Mrs. ROBERT HAYNES who have a new baby son.

Winners in the WPAC Deer Derby were Blacksmith "DUTCH" PAULE, Sheet Metal Worker HARVEY BRINSON, Blacksmith GEORGE ROLLER, and last but not least Electrician VINCE LATINO who brought in the smallest pair of legal horns anyone has ever seen. Honors in the Fish Derby went to Machinist "ACE" DRUMMOND, furloughed Machinist Helper Apprentice "BUCK" DOWLING and Carman "CHUCK" LYNCH.

Stationary Engineer HARRY MERCER retired after over 23 years of service with WP. He was presented with a very lovely pen and pencil set from his co-workers.

Another one to leave our midst—not by retirement, but by transfer to Elko,

was Machinist Foreman FRANK COLEMAN. Frank was only with us about a year, but everyone hated to see him leave.

Our sincerest sympathy to the family of retired Carman MATTEO PUCCETTI who passed away recently. Also, to Machinist GEORGE NYE who lost his father.

A big vote of thanks to my "roving" reporters who helped gather news for this column during the year—Sheet Metal Foreman HERB GILLESPIE, Machinist MARION VELASICH, Blacksmith CLIFF BENNETT, Car Foreman RAY FENDER, Laborer BERT PETTENGELL, furloughed employees AL CAPALBO and ERNIE BROMELL, and also my husband, HERMAN SCHULTZE, sheet metal worker, who every once in a while manages to "scoop" me on the news.

And now another year begins; we at the Shops hope it will be a very happy and peaceful year for all of you!

OROVILLE

Helen R. Small

Congratulations to Diesel Foreman W. F. STEVENS and wife upon the arrival of a daughter on November 8.

Telegrapher E. L. HENSLEY has bid in the agent's job at Carbona and his wife, LOLA M. HENSLEY, has bid in his former position at Oroville depot.

Christmas Greetings were received from the W. C. DASELERS who are visiting their son, Jack and family, in Kaiserslautern, Germany, and report having a wonderful time.

Trainmaster P. F. PRENTISS and wife called on friends in Oroville while on vacation recently.

Clerk W. M. FOSDICK, chairman of our Credit Committee, and Clerk J. J. McNALLY, Jr., Treasurer of the WP Oroville Employees Federal Credit

Union, attended the District Credit Union League meeting held in Sacramento on November 27. Plans are being made for the annual meeting to be held here in January.

Trainmaster R. C. MADSEN was guest speaker at the Veterans' Association of Chicago South Shore & South Bend Railroad in Michigan City, Indiana, on November 11. His subject was a survey of European Railroads which he made during a three-months stay early this year.

Airman Charles Dryden, son of Conductor and Mrs. A. W. DRYDEN, wed Miss Ruth Braun, of Kingsville, Texas, on Christmas Day. Charles is in an electronic division of the U. S. Navy.

Patricia Smith, daughter of Brakeman and Mrs. CHARLES SMITH, was married to Gilbert McGarr at Carson City, Nevada, on November 28.

The orange crop is wonderful this year and our bus driver, DAN RAYNOR, has been kept busy delivering bags of oranges from his ranch.

Mrs. Robert Lovig, of Gilman, Iowa, spent the Christmas holidays with her sister-in-law, HELEN R. SMALL, trainmaster's clerk.

Happy New Year!

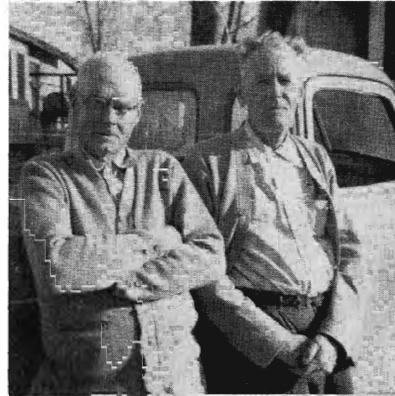
WINNEMUCCA

Doris Cavanagh

New Year, 1955, means a different kind of life for WP freight conductors HARRY GUMM and HUGH EDMUNDS, who have retired.

Harry Gumm was born in a section house at Portis, Kansas, October 11, 1889, a son of Frank and Margaret O'Hara Gumm. His father, the section foreman, was later roadmaster on the central branch of the Missouri Pacific.

In 1906 the family moved to Raton, New Mexico. The following year Harry



Conductors Hugh Edmunds and Harry Gumm.

started braking on the Santa Fe, and in 1912 he joined the Order of Railway Conductors in New Mexico and continues as a member in good standing.

California appealed to him and he spent the next seven years with the SP at San Pedro. Returning to Raton in 1920 he acted as agent for the Sinclair Oil Company for a year, then went back to San Pedro as a switchman for the Outer Dock and Wharf Co.

As a WP brakeman he entered Humboldt County in 1924, stayed three months, quit, went back to San Pedro. But not for long. On October 12, 1925, he was back on WP time-rolls in Nevada as a brakeman. Four years later he advanced to conductor keeping Winnemucca as his home terminal.

On March 11, 1942, he was married to Mrs. Anna Carlson in Winnemucca where the couple have continued to reside on Railroad Street. He made his last trip as a WP freight conductor October 29.

Other relatives include his 92-year old father, a brother, Frank Gumm,

Jr., and a sister, Mrs. Maud Andrews of Raton, New Mexico. Harry's son, Clark Louis Gumm, has just returned to Denver from a U. S. Land Department two-year assignment in Iraq. The Gumm pickup in Winnemucca can well expect to make many fishing and prospecting trips now that the conductor no longer rides a caboose.

Retired Conductor Hugh Edmunds was born October 2, 1889, in Lenox, Iowa, only son of James and Elizabeth Smith Edmunds. He attended the Lenox schools, was married to his childhood sweetheart, Fern Bruington, February 21, 1912, and the following year came west to Nevada. Hugh and his father engaged in farming for about five years as part of the Grass Valley Development south of Winnemucca. Then the Hugh Edmunds family moved to Idaho Falls to continue ranching until the spring of 1924.

Entering the employ of Western Pacific at Winnemucca, Hugh worked in the car department for a year before becoming a brakeman in August, 1925. Though he made both east and west runs, the family home has been maintained on West Sixth Street in Winnemucca. He qualified as a conductor on March 20, 1936.

For the last 15 years, Hugh has served as treasurer, Harry Wilson 313, Brotherhood of Railway Trainmen. He is also affiliated with the Masonic Lodge. There are three Edmunds children, Mrs. Don Engstrom, Winnemucca; Kenneth Edmunds, Ogden, Utah; and James Edmunds, Saskatoon, Canada.

Forty-five years ago in January, Vice President Charles H. Schlacks predicted passenger trains would be running on the WP by May first. Not until August 18, 1910, did Winnemuc-

cans see coaches carrying company officials and newspapermen to Salt Lake City before the return trip to the coast for the grand opening a few days later in Oakland.

SACRAMENTO STORE

Irene Burton

Sacramento Store department sends congratulations to Storekeeper and Mrs. EARL CHRISTIAN, Stockton, upon the safe arrival of Dolores Deleah, born November 12, weighing 6¼ pounds!

A trip to Durango, Durango State, Mexico, made an enjoyable vacation for RALPH LANDROVE recently, and ROY FALQUIST took his third week during Christmas and New Year's so he would be all ready to start out the new year right. Other recent vacationists are JOHN PINKHAM and ED FIELDS.

We're sorry to report that C. E. BROCKETT and MARTIN D. COUGHLIN have been absent for awhile because of illness.

BRUCE STILWELL held one of the lucky numbers in the Christmas drawing and collected \$50 for having the right number. Nice time to win it, Bruce.

LOU REEVES was a recent visitor. Since his retirement he has been busy as can be remodeling his home. GEORGE HOOVER came in recently, too. Since his retirement he has been quite busy on his little ranch out in Del Paso.

Come spring and ALTON DABBS will be cruising on the Sacramento River in a cabin cruiser he is now building. Al is quite thrilled and is spending all his spare moments getting the boat completed.

Nothing will take the starch out of you like a diet.

SALT LAKE CITY

J. B. Price

Robert Jr., and Garry, sons of Brakeman and Mrs. ROBERT C. HEITKAMP were stricken with polio, but latest reports are that both boys are progressing slowly toward recovery. We sincerely hope the New Year will find them both well.

Conductor and Mrs. EUGENE H. BEITEL report having a wonderful attendance at their open house and a good time was had by all who attended.

Engineer and Mrs. FRANK M. NELSON sojourned to Fort MacArthur, California, to spend the holidays with their son who is in military service there.

The smiling face we are all glad to see back on the California *Zephyr* belongs to none other than Conductor EARL WOODWARD. Welcome back!

The new "captain" for the *Zephyrette* is Conductor I. L. KILGORE, who displaced Conductor HANS J. LARSEN. Hans in turn returned to freight pool.

Section Foreman J. L. COOK has transferred from Burmester to Salt Lake. Welcome to Zion!

We hope that Section Foreman C. L. ELLIOT likes our Mormon State. He recently transferred from Carlin, Nevada to Delle, Utah.

Section Foreman BRENT L. PETERSON is getting closer to his ranch at Grantsville, Utah, having transferred from Delle to Burmester.

We extend our deepest sympathy to the family of Engineer HOMER G. BIRDSALL, on the death of his father on November 21.

*The same old wish, yet ever new,
Happy New Year to all of you!*

When we were kids, ten cents was really big money. Wow! How dimes have changed!

SACRAMENTO NORTHERN

Milton Ziehn

The general office personnel of the Sacramento Northern held their annual Christmas party in combination with that of the Western Pacific at the Tuesday Club House, Saturday evening, December 18.

We ate, we sang, we imbibed, we danced, talked, laughed and, in short, all the elements of a swell party were there in abundance, including plenty of pretty ladies.

As the last tired but happy committeeman and amateur bartender walked down the stairs to the street, I think I heard a clock string "bong-bong."

Us SN'ers are quite proud of exceeding our last year's contributions for the recent Sacramento Area United Crusade drive this year!

Greetings to RAY E. PETERSON, new general clerk, and to ODETE GOUGH, who is working the steno-general desk while Winnie Schneider takes a short leave of absence for an expected arrival.

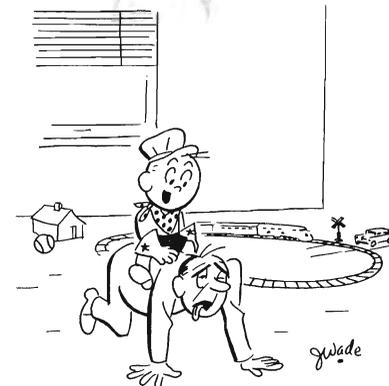
Captain and Mrs. ALBERTSON, of Carmel, have asked me to say hello to all those on the SN whom they haven't seen for a long time. They have returned from a recent trip through most of Europe this side of the "Iron Curtain," bringing back with them one of those diesel operated German autos on which they scoot in and around the Carmel traffic like school kids on bikes.

Proper Young Man from Boston (reproving his girl for putting on her gloves as they started down the street): "Where I come from people would just as soon see a woman put on her stockings in public as her gloves."

Pert Young Lady from Texas: "Where I come from they'd rather." * * *

Baby Sitter: "And after Goldielocks ate the porridge, she went upstairs and saw three beds."

Junior: "Jumpin' creepers! That porridge musta been spiked."



"YOU'VE LOST YOUR STEAM, POP.
YOU SHOULD CONVERT TO DIESEL."

STOCKTON

Elaine Obenshain

Mrs. Pauline Rustan, mother of JOHN RUSTAN, clerk, Lyoth, passed away in Tracy on November 5. Mrs. Rustan was 87 years of age.

Crossing gates have been installed by the WP and SP at the Main, Market and Weber streets crossing.

We were sorry to learn that Mrs. C. S. OLSON, wife of the former agent at Pleasanton, passed away recently.

Best of luck to Carman EARNEST NERI, who has transferred to a new job in the Oakland car department.

Congratulations to EARL S. CHRISTIAN on the arrival of Dolores Deleah, born November 12. Dana, age 6, and Dennis, 13 months, are her brothers.

Our deepest sympathy to Engineer E. L. WEMMER and Carman C. A. WEMMER, on the death of their father, retired engineer, recently.

Carla May joined the Brakeman DONALD O. BERKSTRESSER family on

November 29. Happy about her arrival, too, is big sister Debbie, aged 7.

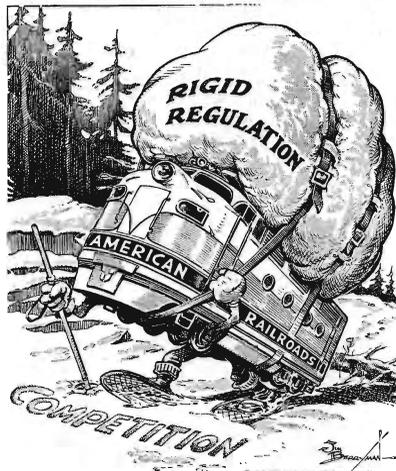
Engineer and Mrs. FRANK F. LEMON and daughter, Mary, have returned from Miami, Florida, where they attended the wedding on November 26 of WILLIAM R. LEMON TD-2, U. S. Navy, and Ruth Walden, who were married in the Miami Gospel Tabernacle with Mr. Lemon acting as best man and Mary acting as bridesmaid. Bill worked as fireman and brakeman before entering the Navy. He is at present stationed at Key West, where the happy couple will make their temporary home.

The second annual dinner commemorating a trip to the New Orleans Mardi Gras in February, 1952, by a group of WP employees was held at the home of Mr. and Mrs. JAMES F. MURRAY in San Leandro on November 15. All the Mardi Gras fun seekers checked in except the Bert O'Northams from Los Angeles. The entire day and far into the night was spent in reliving their experiences in New Orleans, sipping cocktails and enjoying a wonderful dinner served by the popular hostess, assisted by Mesdames Ann Rutherford, Ida Bryant and Dorothy Canevari. H. R. ALLEN and his wife reached into the travelers' hat and came out with a capsule informing them that the 1955 dinner would be held by them in Stockton.

Signing the register with their wives were EUGENE HANSEN, FRANK EDGERTON, H. R. ALLEN, R. C. KENNEDY, and O. E. LYLES, of Stockton; JOHN SYPHER, Portola; R. L. SMALL, Keddie; WALTER BRYANT, San Francisco; GEORGE T. RUTHERFORD and MARIO CANEVARI, Oakland.

Some people's only idea of exercise is letting bills run.

TOO HEAVY A LOAD



KEDDIE

Elsie Hagan

JAMES BURROWS, his wife and family, of Stockton, spent Thanksgiving in Keddie with Trainman and Mrs. JIM Fox.

Keddie residents who spent their Thanksgiving away from home included Brakeman and Mrs. ALDEN THOMAS, in Oroville; Mrs. L. C. ADAMS, in Oroville; Brakeman and Mrs. HERB WOMACK in San Diego; and the L. C. GILBERTS in Sacramento.

Fireman JOHN MOORE and wife are very proud grandparents, their daughter having announced a baby girl.

JOE CLINTON, yardmaster, who has been a big help to me in gathering material for this column, spent his vacation first in San Francisco, then on to Chicago for Christmas.

Others on vacation are MEL STRANG, brakeman; HAROLD BASHFORD, engi-

neer; HUGH AUSMUS, brakeman; CLAUDE STRAHAN, conductor; G. J. ADDIS, engineer; and BRAKEMAN SHIPPEN.

JOE WILSON and his tunnel gang were in Keddie for a while but have now moved out to Milepost 3 on the Keddie-Bieber line.

JACK SAPP, signal maintainer, and his family, have moved here from Winnemucca. He replaced PAUL DUFFY who has gone to Oroville.

We were sorry to learn of the death of MICKEY HALLORAN, line service, who was found dead in his trailer house. He had been sick for some time and was living on a mining claim down the Canyon. Mickey had worked on sev-



"Okay, fellers, I'll call the signals!"

eral gangs and also as engine watchman.

Bob Fitzsimmons, son of R. FITZSIMMONS, relief train desk clerk, was married December 5 to MARGARET NELMS, waitress in our Hotel Coffee Shop. Margaret is the daughter of Mr. and Mrs. HARRY NELMS, and sister of TOD NELMS, who runs the coffee shop in Keddie. They will make their home in Quincy where the groom is employed.

A verry Happy New Year to all Western Pacific railroaders.

ELKO

Theda Mueller

Assistant Chief Clerk HANS M. TEICHMAN retired November 30 after 25 years with the Western Pacific. His office associates presented him with a beautiful overnight kit, an electric frying pan and a chicken to go with it, and several cans of dogfood for his dog.

GLEN FOX, brakeman on the TV local, and wife, spent the Thanksgiving holidays in Elko.

Our sympathy is extended to Chief Clerk L. W. AMES in the recent death of his mother. She resided with another son in Reno.

Mrs. MARGARET THOMPSON, first trick operator KN office is on a 90-day leave of absence. Her mother, Mrs. Fowler of Auburn, California, is visiting with her.

I. C. WILCOX, second trick wire chief KN office, recently transferred to Western Division and worked his first shift in Sacramento office.

JACK GODWIN, telegrapher at Wells, also transferred to the Western Division, and put in his first shift at Oroville relieving the agent.

JIM BROWN, dispatcher, is back at

Elko after working the past several months in Sacramento.

JESSE HODSON, section foreman at Red Rock, retired November 30. His service with Western Pacific dates back to July, 1933.

FRANK COLEMAN, wife and three sons, from Sacramento, have recently moved to Elko where Frank has accepted the position of relief diesel foreman at Elko, taking the place of MR. ANDERSON, who recently retired because of disability.

Signal Supervisor E. A. THOMPSON recently purchased a new home in Elko and is busily moving in and getting settled.

Machinist A. F. ROSE left suddenly for Texas where he was called due to the serious illness of his brother.

Congratulations to Fireman E. D. EYRE and his bride. They are making their home in Elko.

Understand Brakeman LARRY HAYES also took the vows recently and he and his wife are also living in Elko.

CINCINNATI

Charles J. Hudgins

We were happy to have a visit from C. K. FAYE of general office recently. It is always a pleasure when "east meets the west," which helps to bring us closer to the home office.

The annual Cincinnati Traffic Club Stag was held November 18 and the WP had 100 per cent representation. Good relations were further cemented with our shipper and railroad friends, and the affair was enjoyed by one and all. JOE "FAST SHUFFLE" MOORE especially enjoyed the pleasures of the evening at the oval table. CHUCK HUDGINS walked off with a tool kit as



"Decent of you, Roberts, to help Miss Jones with the filing."

door prize . . . and, fellows, ask BOB RITCHIE about the "Mermaid Room" sometime!

The Ritchies, by the way, were much pleased with a surprise visit from Machinist Mate 3rd Class Robert Ritchie, Jr., stationed with the U. S. Navy at Charleston, S. C., spending his 20-day leave at home. Bob, Jr. will attain the title of "Mister" around February, 1955.

JACK HOPPENJANS and wife, Wanda, were proud to announce the arrival of their special "Carol Ann" at 8:01 a. m., November 27. Delivery was 18 days late, however, both consignee and consignor are most happy. This makes the third shipment received in "good condition," which makes us suspect that one of WP's cushion underframe cars may have been used by Mr. Stork.

*John loved the good things of life. So when an uncle, who was old and stingy, left him a sizable sum, John wrote friends the good news in these words: "Yesterday at five in the morning, my uncle and I passed on to a better life." * * **

Speaking of horse sense, wasn't it the horse that used to be afraid of the automobile at the time that pedestrians were laughing at it?

SAN FRANCISCO

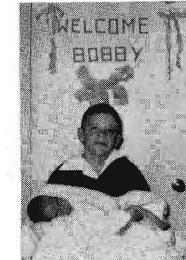
Rita Connolly, Molly Fagan, Lawrence Ger-ring, Howard Jaeger, Gwen Monds, Maurice Notter, Carl Rath, Bill Royal, Al Towne, Frank Tufo.

While it may be a little late to report the birth of Virginia Agnes Huesby, who arrived at the home of ERNIE HUESBY, assistant chief clerk-engineering, and his wife, Marjorie, on August 20, the excitement of it all must still be on the mind of the proud father. One recent noon time Ernie sat back at his desk and very casually opened his lunch bag only to find that it was nothing but a very large loaf of unopened bread. We don't think daughter, Janet Elizabeth had anything to do with it because she's only 2½ year old. One thing, though, Ernie wasn't late for work that day.

While recuperating at St. Joseph's from a blood clot in his right leg, correspondent HOWARD JAEGER, general agent's office, reports he has been fine company, with HENRY DONNELLY, district special agent-claim agent, and HERB SPENCER, traffic representative. Howard was still there at last reports, although "Hank," who suffered a blood clot behind his left eye, went home December 4, and Herb, recuperating from his leg injury caused by a hit and run driver last June 17, was due to leave for home on December 6.



We have it straight from his chief clerk, Mrs. ANNE CROWDER, that our Chief Surgeon, GLENN F. CUSHMAN, M. D., doesn't want to be called "grand-pappy," but we can't overlook reporting that Paul Edward Hubbard was born November 27, the son of the doctor's daughter, Bonnie. The doctor has another daughter, Kay, married and living in Massachusetts, and a son, Glenn, now attending University of California.



Wm. Thomas Knapp, 6, looks quite proud holding Robert Gordon Knapp, recently adopted by Passenger Traffic Representative and Mrs. Gordon P. Knapp. Young Robert was born on November 16, 1954.

PAUL MEYER, chief of divisions, and his wife, took a vacation trip to Tucson, Arizona. While there Paul attended the reunion of the Randolph Veterans of the War of 1812. From Arizona they went across the border to Nogales and Sonora where they did some of their Christmas shopping. For a little more excitement, Paul went out and caught a 22-foot boa constrictor in Sonora. When opening up the snake he found two small wild pigs.

FRANK CATUZZO, rate clerk-freight traffic, dropped in the office during a November vacation. Frank has been working in Chicago since last October on a freight rate case with FRANK W. STEEL, assistant freight traffic manager. Another new car in the traffic de-

Elford Wall, signal draftsman, is "toasted" by fellow employees the day he left WP on leave bound for Ciudad, Bolivar, Venezuela, to work on a microwave signal system for the Orinoco Railway, project of the Orinoco Mining Co.

partment. This time an English MG cream colored sports car for HELEN ESPOSITO, file and mail clerk.

ART ALLEN, chief sales and service, and his family enjoyed a vacation at Hawthorne, California, spending Thanksgiving with his brother.

We're sorry to report that RALPH OTT, chief rate analyst, and CHARLES TRYOR, Oakland passenger traffic department, suffered recent heart attacks and are in St. Joseph's Hospital. We wish them speedy recoveries.

Betty Droit, daughter of C. L. Droit, corporate secretary, returned home early this month after three years in the Argentine. In 1951, Betty joined the Foreign Service Staff of the U. S. State Department and after a short stay in Washington, D. C., for a briefing on diplomatic technique, was assigned to the Embassy at Buenos Aires.

While there she had many opportunities to travel around South America. During one motor trip over the Andes to Chile in the dead of winter, it was necessary to transport the auto on a flat car because of unpassable roads, and upon return to Buenos Aires was told by the natives that "only a Norte Americano would attempt such a trip."

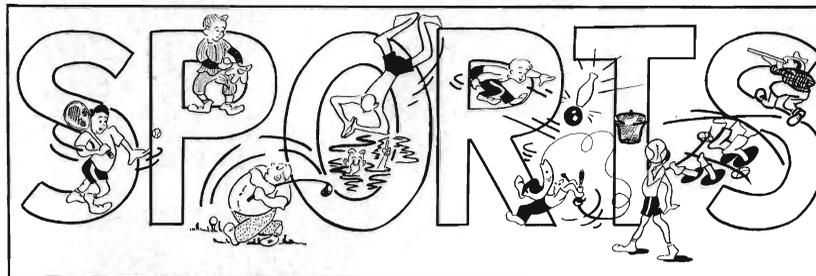
Betty Droit



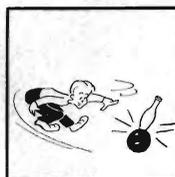
After several months home leave to renew acquaintances and get reacquainted with mother and dad, she will leave for a new two-year assignment at Bombay, India.

Betty graduated from Stanford in 1942, where she was a Phi Beta Kappa. She spent three years in the Waves, most of the time at Brooklyn Navy Yard, and then worked as secretary to the publisher of the *Argonaut*, secretary for the Crowell Publishing Company, San Francisco agency, and secretary to the publicity manager of the San Francisco Chamber of Commerce.

Another example of the kind of products the railroads can haul are these 20' x 20' x 100' house movers timbers recently shipped by GN-WP-D&RGW from New Westminster, B. C. to Denver, Colorado. Taken at GN's Interbay Yard, just before departure on October 30.



By MAURICE NOTTER



Repair Track No. 2 team took the lead in the East Bay Western Pacific Bowling League as the first half ended on December 9 after fourteen weeks of pin smashing. Three teams, Switchmen, Hot Boxes, and Freight Accounts, were tied for second only two games behind the leader.

Individually, J. Prise, Repair Track No. 2, and E. Newgard, Hot Boxes, finished the half tied for first with an average of 172. High game of 236 was rolled by M. Pierner, Hot Boxes, who placed third with an average of 169. A 600 high series was scored by W. Rickman of Repair Track No. 1. A contestant in all of the 42 games, J. Prise knocked over 7,229 pins to lead the field in high total pins.

Team standings at the end of the first half were:

	WON	LOST	PINS	AVGE.	HIGH GAME	HIGH SERIES
Repair Track No. 2.....	25	17	32,367	777	869	2,452
Switchmen	23	19	31,537	750	883	2,514
Hot Boxes	23	19	31,019	739	847	2,360.
Freight Agents	23	19	30,704	731	842	2,451
Repair Track No. 1.....	20	22	30,796	733	837	2,382
Freight Traffic	19	20	28,285	725	812	2,336
Zephyr Yard	18	21	28,245	724	912	2,425
Passenger Traffic	14	28	30,094	716	906	2,514

Keglers with the ten high averages at the end of the first half were:

	GAMES	AVERAGE	HIGH GAME	HIGH SERIES	PINS
J. Prise	42	172	213	566	7,229
E. Newgard	18	172	198	554	3,102
M. Pierner	39	169	236	581	6,616
J. Dietz	33	164	202	569	5,431
D. Sterne	33	162	221	564	5,351
T. Kyle	33	161	215	563	5,336
R. Rickman	42	158	189	532	6,650
R. Furtney	42	157	203	564	6,628
G. Laine	12	157	200	529	1,893
M. Trevarthen	42	154	210	557	6,492
E. Carleton	33	154	196	535	5,089
G. Sondegard	42	153	199	516	6,451
G. Barbosa	21	153	195	492	3,227
W. Rickman	42	151	232	600	6,371
C. Edmunds	42	151	199	543	6,369
R. Sellers	39	151	193	506	5,911
S. Smith	39	151	185	504	5,906

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A long-time Boston & Maine traveler recently bequeathed \$2,000 for the benefit of worthy employees as a "thank you" for past courtesies extended.

During 1954 Santa Fe presented 20 retired steam locomotives to parks in six states along its routes for exhibition purposes.

"The Seven Year Itch," starring Marilyn Monroe, will contain several scenes staged in Pennsylvania Railroad's mammoth station in New York City.

Union Pacific sells its destinations in weekly "wish-you-were-here" column for newspaper travel editors.

Plans for merger of 4,700-mile Louisville & Nashville and 1,000-mile Nashville, Chattanooga & St. Louis railroads now at development stage.

ICC Chairman Richard F. Mitchell calls for deregulation of railroads in talk before 47th annual meeting of National Industrial Traffic League.

New York Central adds a second train, the "CD-4" to its new fast daily Chicago-New York through freight service.

Illinois Central using specially equipped flat car for changing out trucks on diesel switchers at outlying points on the Iowa District.