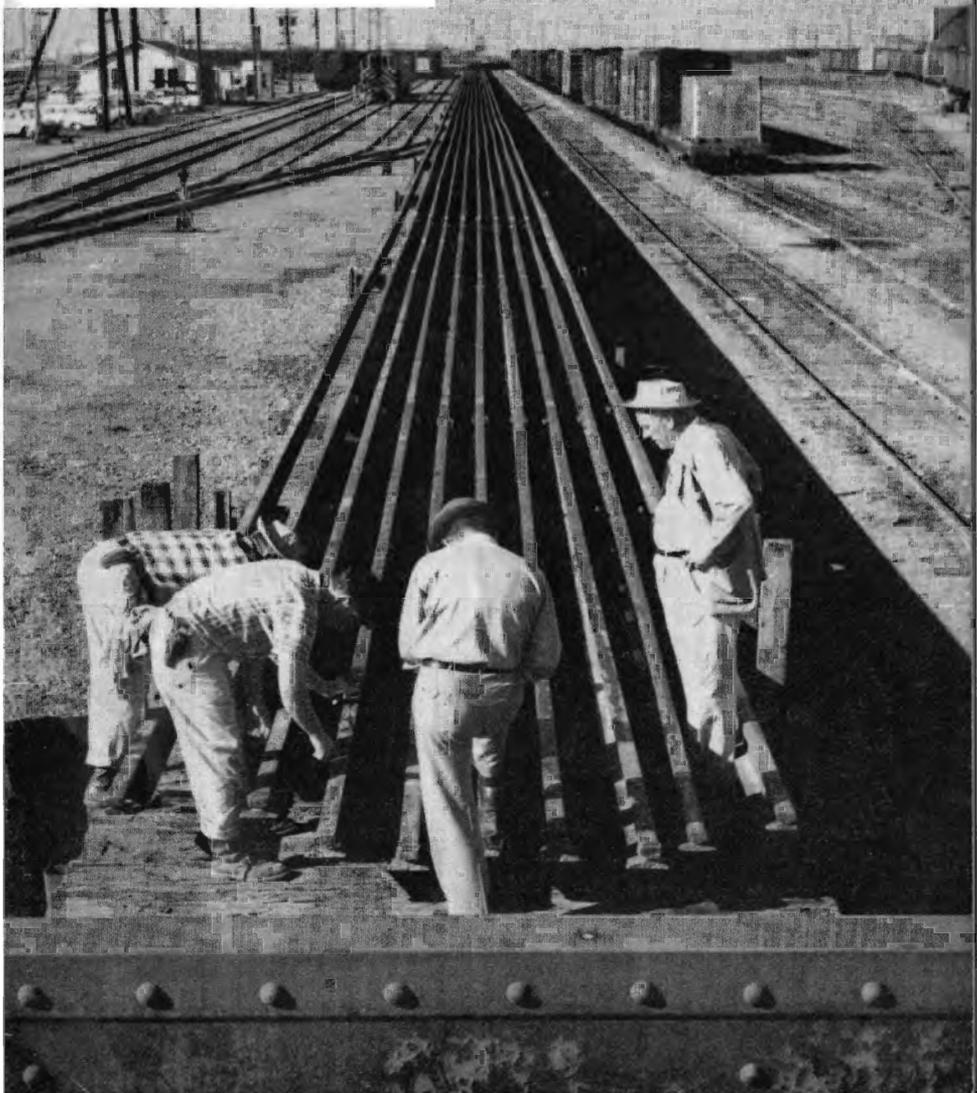


WESTERN PACIFIC
Mileposts
JANUARY 1959



Mileposts

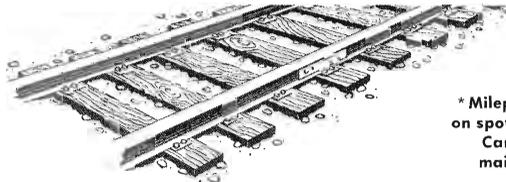
WESTERN PACIFIC

Volume X, No. 6

JANUARY, 1959

*Milepost No. 114

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. 114: Cars on spot to serve Thornton Canning Company on main line at Thornton.

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COVER: Ten lengths of continuous welded rail stretch around curve in distance at Oakland Yard. Measuring rails for cutting are Engineers A. C. Strickler, Fred Weller, Ed Dobbins, and Walter Klabo. Story on Page 6.



MILEPOSTS

'59 Should Be a Better Year

IT IS GENERALLY agreed by reliable sources that 1959 will be a better year than was 1958, which is good news for every Western Pacific railroader. It is also predicted that the present upturn in business, which began about last mid-September, will continue even beyond 1959.

Although final 1958 figures were not available as this issue went to press, MILEPOSTS did learn that the company's estimated gross revenues for 1958 will be about six percent less than for 1957. However, an encouraging sign was a 9¼ percent increase in October's gross figures compared with that same month in 1957.

Net operating revenues for the January-October period were about \$1½ million below that same period in 1957.

Economy was necessary

The decrease in traffic hauled over our railroad in 1958 was considerable, despite a concentrated effort by our freight department to prevent it. Freight rate increases could not be generally sought to offset this loss in tonnage, as the general level of rates is already so high that to raise them further might drive away business the railroad already had. The only other alternative was for the railroad to economize wherever possible by reducing expenses. Unfortunately, one necessity meant some reduction in forces. It was also necessary to defer the major portion of the improvement program planned for the year.

Pending actual results, it was also necessary to again defer important

roadway projects and other desirable improvements. Tentatively, a 1959 budget of \$2½ million has been authorized, but if conditions improve, the railroad expects to expand the budget beyond that figure.

More rolling stock

The cash allocated for purchase of new freight cars this year was also curtailed to fit the cash available. With the upturn in business and prospects for its continuance, the railroad hopes to expand its original plans in that category, so it will be in a position to handle all traffic available.

Costs are sure to continue upward as long as inflation lurks in the background. No one gains from an increased income if it is necessary to turn right around and pay out that gain for increased costs of purchases. And, the additional tax on the increased income also reduces the value of the dollar. One way to curb inflation is to place a ceiling on wages and prices. This has been tried before, however, and it has never proven to be a satisfactory answer to the problem. One better method is to increase production without increasing the cost to produce, simply because of the balance between supply and demand. When demand for products or service is greater than supply, prices always increase; they decrease when supply is greater than demand.

Everyone likes to receive a raise. Unfortunately, someone is stuck to pay the bill. The recent November wage

and cost-of-living increases received by all employees, plus the added tax on payrolls the railroad must pay, increased the railroad's payroll about \$75,500 a month. This is equal to the average net earnings on approximately 1,800 cars of freight each month.

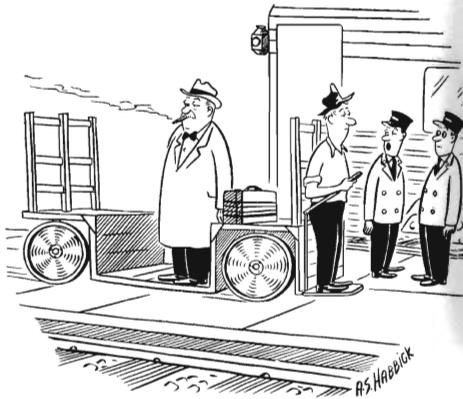
New sales approach

Effective January 1, Western Pacific is revamping its entire sales organization. Railroad selling has become specialized to the point of providing more individual service to fit each customer's needs. The new plan is aimed in that direction.

Briefly, Western Pacific's new sales organization will be identified as "Marketing Division." The marketing division will be divided into four component groups—sales and service; pricing; industrial development; and research. Each is designed to work closely with the other in performing a necessary function in the over-all picture. It is hoped that by the time *MILEPOSTS'* February issue goes to press a more complete report can be given.

One goal of the marketing program will be to obtain an average of 120 more cars a day in 1959 than was obtained in 1958. This represents an increase of about 20 per cent, which may seem to be a sizeable task. Actually, such an increase is less than nine per cent over what we did in 1957.

The railroad is most optimistic about its industrial possibilities, principally because of the increasing growth in the Far West. WP has more than \$21 million invested in industrial acreage for sale, on which it is hoped to locate in-



"Sure they pamper him. He routes all his freight over the Western Pacific."

dustries from which it can expect profitable traffic.

Western Pacific is a leader in developing special-purpose freight cars and in assisting shippers with their transportation problems. This program will be stressed in 1959.

Your railroad does not go along with the position taken by some railroads that passenger service cannot survive. Our *California Zephyr* shows no sign of losing its popularity, and it is expected that the train will continue to operate—with good loads—far into the future. Ten years old this coming March, the popular cross-country streamliner will soon be redecorated, and other new features are expected to make it more popular than ever.

Railroads have had a hard struggle, largely because of over-regulation and over-taxation. The Transportation Act of 1959 was a good beginning toward overcoming some railroad problems, and it is hoped that the Act will lead to even better solutions in the future.

Railroads have a potential for a great future if they can succeed in getting out from under this blanket of over-regulation and discrimination.

Diversification needed

One goal for the railroads is transport diversification. Briefly, it will require amendments to the Interstate Commerce and the Civil Aeronautics Acts to remove certain restrictions as to who may engage in the business of motor carrier, water carrier, and air carrier. Such action will provide equal opportunity for all modes of transportation. The use of two or more modes of transportation, provided by a single ownership, will give the shipper the most efficient transportation service possible. That such a service would prove popular is attested by a recent editorial survey of the nation which showed approximately 80% expressed

the opinion that railroads should be permitted to provide service by other forms of transportation.

Individual interest

Whatever success our railroad has in 1959 will be due only to the individual efforts of its officers and employees. A good example was the recent interest shown by Engineman L. J. Clark. Mr. Clark reported the possibility of locating on our line an industry that was being forced to relocate. The matter was investigated immediately and, as a result, the concern is now on WP rails. Although it will not give us a great deal of traffic, every carload counts. Mr. Clark's action does indicate that our people are very much concerned in bringing more business to our railroad. His interest—and yours—is most appreciated.

New Director

Edwin V. Parker, of Philadelphia, was elected to the board of directors at a special meeting held in November.

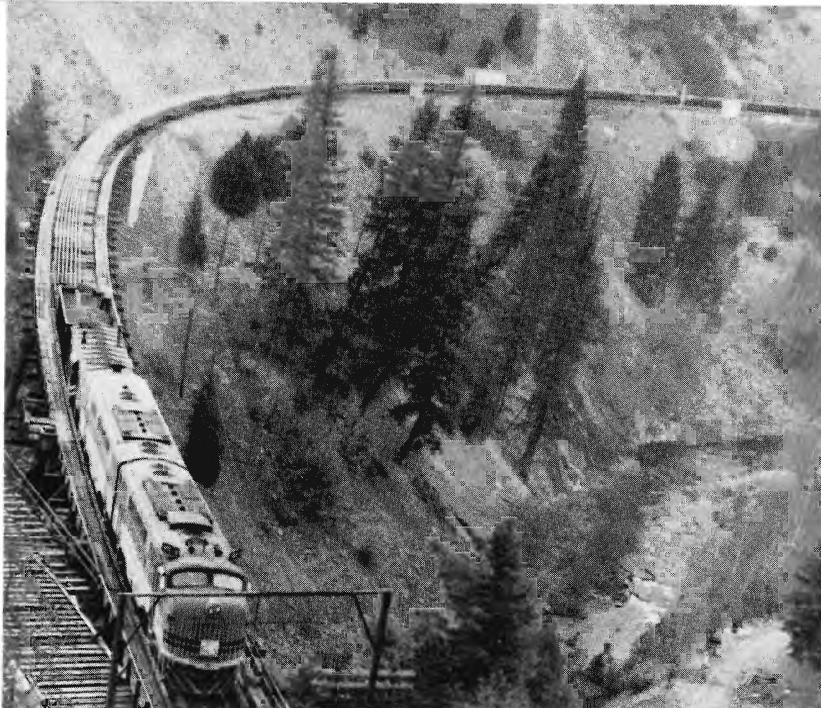
Mr. Parker is a native of West Virginia and received secondary education in Philadelphia public schools. He graduated from Colgate University in 1928 with a B.S. degree in economics. Following graduation he worked as an insurance broker and later established the E. V. Parker Company, insurance consultants. He was on active duty with the U. S. Navy for three years during World War II.

He is a Western Pacific shareholder. Mr. Parker replaces John D. Kerr, who has resigned.

There has been no change in the number of directors on the Board, which remains at fifteen.

AN URGENT REMINDER





—Sacramento Bee photo by Paul Webster.

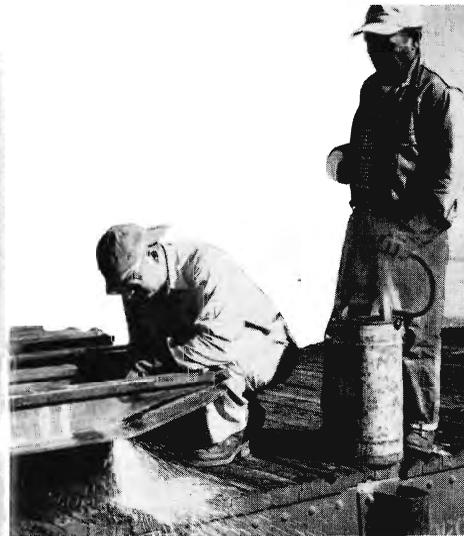
Welded rail for Oakland Terminal Railway

MOVING around a curve at Keddie, in the picture above, are 10 lengths of continuous welded rail, stretched out over 39 flat cars. Averaging about two-fifths of a mile in length, the rails are the longest yet shipped over our railroad.

Rail as long as this has a surprising amount of flexibility, even though it weighs 112 pounds per yard (railroads today use rail ranging from 60 to 155 pounds per yard). Because of this, the special train had no trouble rounding even WP's 10-degree curves.

Each of the 2,017-foot lengths consists of 39-foot rails, cut off 18 inches at each end to eliminate any battered ends in the second-hand rail. It was welded together at WP's welding plant at Winnemucca, and shipped from there on October 31.

The rail will be used by Oakland Terminal Railway (joint WP-SFe operation) to replace old Key System rails on Poplar and Louise streets, Oakland, but not in the length it was shipped. Instead, it was cut up after arrival in Oakland into various lengths



When welded rail leaves the Winnemucca welding plant each end is tapered so that it will slide easily on and off the cars. Welder C. W. Wilkins cuts off one end while Helper Raymond S. Gonzales stands ready with tank of water to extinguish any fire caused by flying sparks. The rails were then cut into lengths required for the job as previously marked by the engineering party shown on this month's cover.

from 300 to 680 feet to meet the requirements of the job. The longer length welded rail facilitated shipment in one load rather than in four or five loads which would be required to ship standard 39-foot lengths. It was also less costly to weld the rail at Winnemucca because no such welding facilities are available in Oakland.

Welded rail reduces the number of rail joints to a minimum, providing longer life, reduces pavement breakage and noise from passing trains.

Self-supporting "invalid"

Government figures can be dry, bewildering, frightening; but the Commerce and Labor Departments released some the other day that are very significantly encouraging. A joint report indicated that in 1959 the railroads of the nation will spend \$325 million for construction projects. This is an increase of 8 per cent over 1958. By comparison, it is estimated that total expenditures for new construction for all industrial and other purposes will rise 7 per cent to a record \$52.3 billion—passing \$50 billion for the first time.

The railroads' greater percentage of increase is significant enough, but becomes even more impressive when consideration is given the fact that al-

most four-fifths of that \$52.3 billion total for all construction will go for residential building and highways. In other words, while the railroads are putting large sums of money into their own development in spite of all the obsolete and discriminatory regulations that hamper their ability to earn a fair return on investment—their arch competitors for the money-making freight business, the truck lines, are getting a huge subsidy in the form of tax money spent to maintain and increase the highways on which they operate.

The railroads are ailing, largely through no fault of their own—but they're still out there laying steel with their own financial muscles.

—California Feature Service



A diagram showing the location of offices is shown on Page 10.

Elko station not the same

In contrast to the new depot pictured above, those who rode Western Pacific's first passenger train in 1910 saw the depot as it is pictured here.



DON'T think you're in the wrong city when you step off the train at Elko. The familiar old depot is no more. Instead, you'll see a modern, one-story, brick-faced building which now serves as depot and office for division forces.

The old, two-story, wooden structure, completed in 1909, was in constant need of repair, provided poor lighting and heating for the occupants, and was old-fashioned in appearance.

The new \$127,000 building, officially dedicated at an "open house" on December 30, is in keeping with Elko's progress and our railroad's modernization program in which Elko plays a part. WP is the largest employer in Elko with an annual payroll of around \$1½ million. The railroad paid \$173,-883 in Elko city, school and county taxes during fiscal 1958.



"Oh, come on. It'll take you only a couple of minutes to paint this chair!"

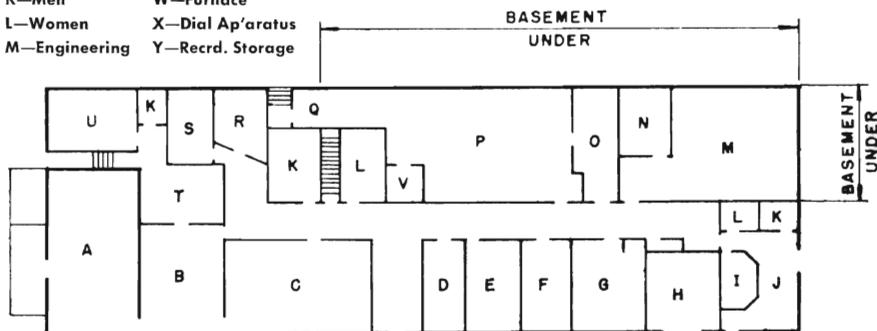
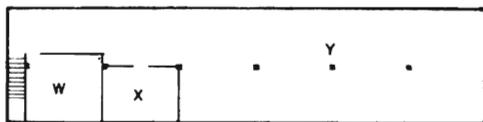
One of the biggest celebrations ever held at the old Elko depot was the observance of "Charles O. Sweetwood Day" on January 25, 1951, in honor of the first Nevada youth and first WP employee to lose his life at the Korea battlefield.

Colorful ceremonies inaugurated the use of WP's business car 601 as a blood donor car, later made famous for its contributions in time of need.



Elko station office location

- | | |
|-----------------|-------------------|
| A—C.T.C. | N—Divn. Engr. |
| B—Dispatcher | O—Chief Clerk |
| C—Telegraph | P—General Office |
| D—Special Agent | Q—Asst. Roadmstr. |
| E—Asst. Supt. | R—T&T Supervsr. |
| F—Secretary | S—Signal Supvr. |
| G—Supt. | T—Yard Office |
| H—Baggage | U—Locker Room |
| I—Ticket Office | V—P.B.X. |
| J—Waiting Rm. | W—Furnace |
| K—Men | X—Dial Apparatus |
| L—Women | Y—Recrd. Storage |
| M—Engineering | |



Dolomite rides our rails

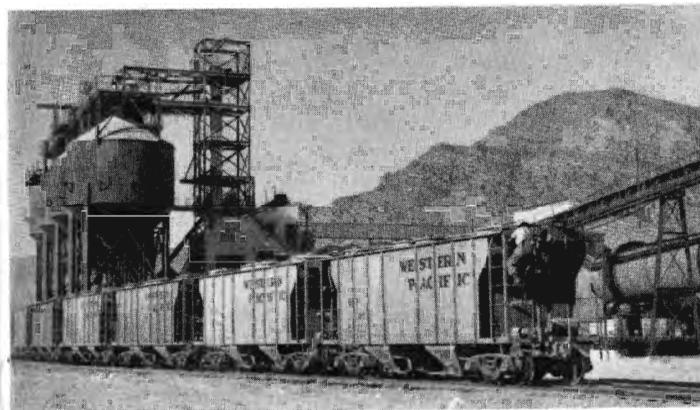
Since June, 1958, a new industry located about five miles northeast of Delle, Utah, has provided added revenue for our railroad, added employment for local workers, and better service in supplying refractory needs for the U. S. Steel Corporation's mill at Geneva, Utah.

From the time the Geneva steel mill began operation about 15 years ago, dead-burned dolomite, used to line open hearth furnaces, was shipped by Marblehead Lime Company from its plant at Thornton, Illinois, a distance of some 1,500 miles.

Geoprosessional Services, Inc., of Salt Lake City, located a deposit of this

ore, a calcium, magnesium carbonate (referred to by mining operators as "lime rock") in the Lakeside Mountains of Utah's desert country of Tooele County. Utah-Marblehead Lime Company erected a \$3 million mill, and a five-mile spur track was laid from the plant to Western Pacific's main line. The Tooele Valley local now hauls carloads of the crushed ore a short 105 miles between the plant and the Geneva mill.

There is enough of the pure dolomite in the Lakeside Mountains for the company to mine in excess of 20 million tons. The plant's capacity will be sufficient to supply not only the dead-



Western Pacific covered hopper cars are spout-loaded from storage bins which straddle the track.

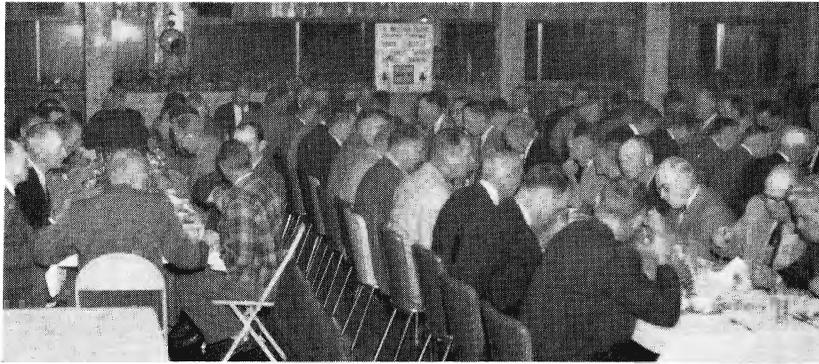
burned dolomite requirements of western steel markets, but also to produce railroad ballast and commercial grades of crushed stone.

The hard, slate-gray ore is mined from an open pit 5,300 feet above sea level. Four end-dump quarry trucks, each carrying about 15 tons, carry the mined ore downhill about one mile to the plant located at an elevation of 4,900 feet. A series of crushers reduce the original "stone" to "chips" before

it is further processed. Final processing involves the elevation of the product to a pug-mill, where it is dedusted by oiling. It is then distributed by a shuttle conveyor to four shipping bins, having a combined capacity of about 2,400 tons of the dead-burned product. The bins straddle the loading track at considerable elevation, enabling the product to be spout-loaded by gravity at a rapid rate into the covered-hopper cars beneath.



Special Agent Al Hachquet took these pictures, this one of the Tooele Valley Local crew and Utah-Marblehead superintendents. From left are Brakeman R. Saxton, Conductor E. R. Sullivan, Supt. and Mgr. W. L. Petty and Asst. Supt. and Mgr. Ray Murphy, Engineer W. F. Sieckman, Fireman A. E. Biggs, and Brakeman R. B. Perri. The "pooch" is not identified.

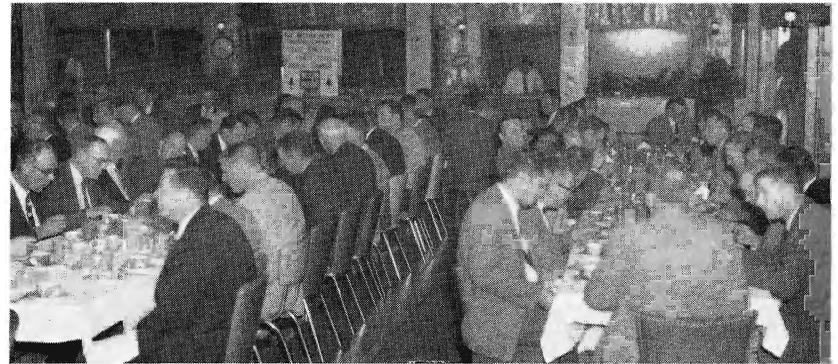


Foresters enjoyed another good time

"The party gets better each year," was the consensus of opinion of forest service representatives as they left the "Hideway Lodge" in Greenville around midnight on November 7. The remark was in appreciation of the 15th annual Western Pacific-Forest Service dinner,

which this year drew an attendance of 111, largest in recent years.

As always it was a "stag" affair, and the program was shaped around the presentation of 1958 awards for "service beyond, beneath or above the call of duty." No one took them too ser-



"Mac" McCann gets a generous round of applause as he accepts his gilded brakeshoe presented by Elmer Osterman, State Division of Forestry, So. California, on "Mac's" right. At Elmer's right is C. L. Peckinpah, MC. Seated at Mac's left is Guerdon Ellis, Supervisor El Dorado National Forest.



iously, and it was well they did not.

Typical of the awards was the one presented to E. L. "Mac" McCann, WP's division special agent and claim agent at Oroville, who puts on the show each year. "Mac" always enjoys a good joke, even if it's on himself. His award was a brakeshoe, brightly painted in gold, and affectionately inscribed. In receiving the award "Mac" was informed that it was responsible for a rather bad fire even though the shoe was found many, many miles from any railroad.

Sparking the evening's entertainment was C. L. Peckinpah, popular

The dam burst, and the raging flood quickly forced the townspeople to flee to the hills.

As they gazed sadly at their flooded homes they saw a straw hat float gently downstream for about 50 feet. Then it stopped, turned around and plowed slowly upstream against the rushing water. After 50 feet, it turned and moved downstream again. Then upstream again. Then downstream again.

"Say," said one of the townfolk, "what makes that hat act so darn funny?"

"Well, I ain't sartin sure," spoke up a youth, "but last night I heard grampa swear—come hell

master of ceremonies for many years. "Peck" retired from the forest service last year and is now manager of the Plumas County Chamber of Commerce.

Enjoying the juicy 16-oz. steak dinner were representatives from the California State Division of Forestry; Nevada State Division of Forestry; U. S. Forest Service; California Highway Patrol; Plumas County Sheriff's office; State Division of Highways; Plumas County Fair; other local individuals and hosts from Western Pacific.

The event is staged each year to celebrate the end of the fire season.

or high water he was a-gonna mow the lawn today."

* * *

In one of the larger San Francisco hotels recently, an operator was about to close the doors of her crowded elevator when a well dressed but obviously tipsy gentleman pushed his way in. As the car started up he tried to turn around to face the door, but was wedged in so tightly he couldn't move. The other passengers stared into his bleary eyes with growing embarrassment. Finally, when the strain became quite painful, the drunk cleared his throat and remarked, "I expect you wonder why I called this meeting."

MILEPOSTS



IN GOLD

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

30-YEAR PINS

Royal W. Bingham	Section Foreman	Eastern Division
Jose Quintero	Hostler Helper	Mechanical Dept.
Pearl Cunha	Per Diem Clerk	
	Auditor Equipment Service Accts.	San Francisco

20-YEAR PINS

Frank G. Lindee	Traffic Representative	Stockton
Eugene L. Nielson	Conductor	Eastern Division
George J. Welch	Asst. Auditor of Revenues	San Francisco

15-YEAR PINS

Howard F. Brecht	Assistant Roadmaster	Western Division
Fred L. Farlow	Switchman	Western Division
Levi L. Joseph, Jr.	Marine Fireman	Western Division
Madeline Miller	Clerk	Western Division
Jacqueline M. Redant	Steno-Clerk	Eastern Division
Clarence E. Rowe	Roundhouse Clerk	Mechanical Dept.
Leslie D. Rowland	Locomotive Fireman	Western Division
Elsie Stevens	Statistical Clerk, Accounting Dept.	San Francisco
Albert B. Townsend	Conductor	Western Division
Dixie M. Wingfield	Locomotive Fireman	Eastern Division
Esther A. Witt	Yard Clerk (MILEPOSTS Correspondent)	Wendover

10-YEAR PINS

Myron M. Christy	Superintendent	Western Division
Walter F. Davis	Carman	Mechanical Dept.
LaVerne E. Garrard	B&B Helper	Western Division
Gilbert H. Kneiss	Asst. to President—Public Relations	San Francisco
Eugene R. Newgard	Auditor of Disbursements	San Francisco
John L. Rainer	Paint Gang Foreman	Western Division
Frank R. Woolford	Chief Engineer	San Francisco

Unemployment insurance contribution rate upped

The Railroad Retirement Board has announced that the balance in the railroad unemployment insurance account dropped to \$135,442,600.61 on September 30, 1958. As a result, according to the provision in the Railroad Unemployment Insurance Act, Western Pacific's unemployment insurance contribution rate for 1959 will jump from 2½ to 3 per cent.

For the first ten months of 1958 Western Pacific paid into this account for the benefit of its employees \$348,-

864. Estimated payments for the last two months of 1958 are \$69,773, making an estimated 1958 yearly total of \$418,-637. Based on the new 3 per cent rate, it is estimated that the railroad's payments during 1959 will amount to \$502,364, an increase of nearly \$84,000.

Unemployment contributions are one of the employees' benefits paid entirely by the employer. Payments are based on compensation paid to each employee up to a maximum of \$350 a month.

Are you entitled to this tax deduction?

Western Pacific railroaders who have received sick pay benefits while off duty due to sickness or injury may be eligible to exclude from their taxable income up to \$100 per week, reports William D. Brew, assistant to general auditor—taxes.

This provision by the Internal Revenue Code, is subject to the following limitations:

1. Absence from work due to sickness.

(a) If absence from work is due to sickness and no hospitalization is required, wages received while off duty, limited to \$100 per week, are excludable after the first seven days of each absence.

(b) If absence from work is due to sickness, and hospitalization is required for at least one day during the sickness, wages received while off duty, limited to \$100 per week, are excludable for the entire absence.

2. If absence from work is due to personal injury, all wages received while off duty, limited to \$100 per week, are excludable from taxable income.

The sales manager was going over one of his salesmen's expense accounts. "Just look at this!" he demanded. "How can you spend \$9 for food in a single day in Cedar Rapids?"

"It's easy," the salesman answered cheerfully. "You just skip breakfast."

* * *

Two camels trudged along side by side in a desert caravan. Finally one of them looked around furtively and spoke: "I don't care what anybody says, I'm thirsty!"

Brew suggests that the following records be kept to justify these exceptions:

1. Dates absent from work because of sickness or injury.
2. Amount of pay received during period of absence.
3. Name of doctor who gave treatment.
4. If hospitalized, the dates of hospitalization and name of the hospital.
5. Nature of injury, or diagnosis of sickness.

If you are eligible for sick pay exclusion benefits, obtain Internal Revenue Service Form 2440 "Statement to Support Exclusion of Sick Pay," and file it with your tax return.

First members named for railroad "Hall of Fame"

Abraham Lincoln, John Stevens, Horatio Allen and John Garrett have been named as the first members of the National Railroad Hall of Fame and Museum. The Museum is located in Portland, Oregon.

Described as a "shrine for railroad immortals," the plans for the Museum include a library, an extensive collection of miniatures and curios, and a sanctuary for some of railroads' rarest items. The Museum's Board of Directors will continue to operate The Coach of Fame which stands on its own tracks in the famous Travel Town of Griffith Park in Los Angeles.

C. J. "Jeff" Keenan, who started his railroad career 73 years ago as a train boy at the age of 11, is the founder of the Museum.



Caboosing

WENDOVER

Esther Witt

Home for the holidays were Patricia Nuffer, daughter of Cashier and Mrs. PRESTON A. NUFFER, and Patricia and Donna Shea, daughters of T&T Line-man and Mrs. THOMAS SHEA. The former is a student at Brigham Young University, while the two Shea girls attend St. Mary's of the Wasatch.

Thanksgiving guests in the home of General Clerk (at Warner) and Mrs. HARVEY NAYLOR were their son, Don, and his wife and two children. DON NAYLOR is a Western Pacific traffic representative.

OROVILLE

Helen R. Small, C. W. D'Arcy

Over 350 attended the third annual Oroville Federated Shop Crafts dinner meeting recently. Specialty acts and dancing followed the full chicken dinner which was completed with pies and cakes baked by wives of members.

We enjoyed seeing the following retired members present: AL SCHYHARDT, FRANK SEEGER, AL SMITH, GEORGE SALZMAN, BOB COLE, JIM TURNER, BILLY DUNN, PAT LORENZANA, TED CLAYPOOL, P. S. JACKSON and "WHITEY" DASELER.

GILBERT POWERS was chairman of the party, assisted by STANLEY KISTER, VERNON SPROWL, LOREN THOMPSON, DON JACO, BUD GREEN, HERMAN LIGHTLE, W. D. SCOTT and "WHITEY" DASELER.

The entertainment committee was headed by GILFORD RICE and ORSON SHEPARD, and serving on the decorating committee were Eva Pierce, Mrs. Colman Caughey, Jr., Mrs. Gilbert Powers and Mrs. Frank Thomas.

Miss Nancy Long, daughter of Yardmaster and Mrs. T. J. LONG, is a prize



Prize winning student, Nancy Long

winner in a collegiate speech contest. Nancy, a student at Chico State College, placed first in the opening round held at the College of the Pacific and later received an honorable mention

in competition against 26 other colleges at Salt Lake City.

Engineer OSCAR H. HEARING made his last trip before retiring on November 26. Our best wishes for the future.

Oroville employees regretted losing Trainmaster L. W. BREINER to Stockton, but, at the same time, welcome Trainmaster R. B. REDUS who comes here from Keddie.

Mrs. Georgia A. McCarty, age 76, wife of retired Switchman CLARENCE E. McCARTY, died at Oroville on November 18. A native of Indiana, she had lived in Oroville for five years.

B&B Foreman ROY I. GROSSETH died in Paradise on November 3. Funeral services were held at the Rose Chapel, and burial was at Paradise.

Returning here in October after three months in Scandinavia was NEIL HAGEN, retired car man. This was the first visit to his homeland for Hagen since he left Norway in 1923. Hagen traveled on Scandinavian Airlines over the polar route, landing first in Copenhagen, Denmark. He continued to Oslo, Norway, and then Trondheim, Norway, where he visited three brothers. During September, he enjoyed reunions with friends and relatives in Sweden.

Meadow Valley Lumber Company of Quincy was successful bidder in the auction sale of timber held recently in Plumas National Forest. The sale of this timber amounts to about 12,370,000 board feet. This is the first portion of over 160 million board feet of the forest which will be sold and logged during the current fiscal year. Included are ponderosa, sugar pine, red and white fir, Douglas fir and incense cedar.

Mixed greens are good for you — especially those fives, tens, and twenties.

NEW YORK CITY

James B. Hansen

Traffic Representative ALAN HUDSON and his wife, Dorothy, announce that the stork will visit West Nyack some time next summer—for the tenth time!



Joe Mason

A Fall visitor to New Orleans was JOE MASON, commercial agent.

General Agent R. B. RITCHIE continues to knock down the pins in fine style, and he is now planning to pass on his secret to his first grandchild, Robert Howard Ritchie, born November 12.

Two ex-Stocktonites, JIM HANSEN and MERYLE REIGNER, regret the loss of their friend, L. I. McATEE, in November.

STOCKTON

Elaine Obenshain

Best wishes are extended to Brake-man JERRY E. NOWLIN and his new bride, the former Vera Anderson. They were married on November 8.

New parents are Fireman and Mrs. VINCENT J. VALLARINO, JR., whose new son, David, was born on October 24. Their other children are a daughter, three and a half, and another son, 16 months.

Our sympathy to the family of Crew Clerk L. IVAN McATEE, who died on November 24 after a short illness.

Condolences are also sent to the family of retired Conductor JOHN QUINCY ADAMS who died on the same day. The father of Engineer JESSE ADAMS of Stockton, the late Mr. Adams

was 83 and had lived in Stockton since 1910. His other survivors include a daughter, Mrs. Ruby Morrison, and two other sons, Victor D. and Walter G., all of Stockton.

We are glad to hear that former Trainmaster L. A. HENRY, who retired recently, is rapidly recovering from major surgery.

WINNEMUCCA

Ruth G. Smith

On their recent four-week vacation, Agent and Mrs. CECIL DUCK drove to Mexico City and back, stopping off on the return trip to visit relatives in Texas, Oklahoma, Kansas and Colorado. Southward, the couple crossed the border at Nogales, Arizona, taking the Pacific Highway in Mexico to Guadalajara, then east to Mexico City. They returned via the Pan-American Highway, re-entering the U. S. at Laredo, Texas.

New parents are Welder and Mrs. ALBERT J. RICKS, now stationed at Winnemucca. Their son was born November 15 in the Humboldt General Hospital and has been named David Jeffery.

Albert James Woodward, son of retired Engineer A. G. WOODWARD, has been promoted from Chief Teleman to Senior Chief Radioman in the U. S. Navy, in which he has served for 16 years.

Assigned to the second shift mechanical foreman's job at Winnemucca is WILLIAM J. LEAVY, formerly of Elko. Bill plans to move his wife and two children to Winnemucca as soon as he can find a house. J. ANDY ROBERTS has been assigned as his helper.

Marian O'Laughlin, daughter of Roadmaster and Mrs. DAN O'LAUGHLIN, was listed on the University of San

Francisco School of Nursing's honor roll again this year. Marian had a scholastic average of 3.57 for the semester out of a possible 4.00 (perfect). She graduated in 1956 from Humboldt High School. She is a member of the university's pep band and is affiliated with the Tri Gamma sorority.

SACRAMENTO SHOPS

Marcella G. Schultze

Attending the 24th annual meeting of the California Credit Union League in Sacramento recently, as delegates of the WP Sacramento Employees Federal Credit Union, were IRENE BURTON, LAVON ROBISON, M. T. PANTALONE, C. P. ROLFE, E. E. EVERS, J. A. ANDERSON and this reporter.

MRS. BURTON was in charge of decorations for the convention, and ED EVERS appeared as vocalist at the Sunday Annual Breakfast. Ed, presently serving on the League board of direc-



"I didn't get to the bank with your paycheck, dear, but look at these wonderful January sales!"

tors, was elected to the executive committee of this board.

Sharing first-place honors as winners, with the best sets of horns, in the WPAC Annual Deer Derby were Blacksmith C. C. BENNETT and Carman L. F. GIESER. Blacksmith G. W. ROLLER placed second, while Blacksmith R. L. PAULE was judged in third place.

WPAC's Annual Bass Derby was won by Draftsman R. CUNHA with a 10-pounder. Carman J. A. PATTERSON placed second and Machinist D. REULE, third.

HERMAN SCHULTZE and I were very proud of our third son, Jeffrey, age nine, when he was selected for "A Day at the Arden Fire Department" as a winner in the recent Fire Prevention Week Contest for children in Sacramento's North Area Fire Districts. The children had the time of their lives, being picked up and returned to school by Fire Department cars, treated to lunch at the station and getting behind the wheels of the big trucks.

My thanks to Machinist M. VELASICH, Blacksmith C. C. BENNETT, Laborer H. W. PETTENGELL, and my husband, Sheet Metal Worker H. F. SCHULTZE, for all their news gathering in 1958.

PORTOLA

Gladys K. Largan

Mrs. Erva Lou Thomas, wife of Trainmaster L. E. THOMAS of Winnemucca, was installed Worthy Matron of Portola Chapter No. 321, OES, on November 14. Worthy Patron for this term is JAMES C. NICHOLSON, fireman and engineer.

Best wishes for happy retirement years go to Engineer OSCAR HEARING,

and his wife, who plan to live permanently in Oroville, and Fireman and Mrs. J. E. LYNCH, who will continue to make their home in Keddie.

KEDDIE

Mrs. Elsie Hagen

Two new arrivals in December were Joretta Diane, infant daughter born to Brakeman and Mrs. LEX PARKER, and a boy, Vernon Rex, son of Brakeman and Mrs. VERN ROBLER.

On leave is ROY BARKSTROM, roadmaster clerk. Mrs. VIRGIL SIMPSON is filling the job.

JOE CLINTON, yardmaster, left December 15 for a vacation in Council Bluffs, Iowa, extending into this month. Spending the holidays in Illinois were Mr. and Mrs. HERB WOMACK, who also left in mid-December.

Now moved into Keddie are Trainmaster W. W. GEIL and his family.

Petie Hanley, who attends college in Sacramento, was home for both the Thanksgiving and Christmas holidays. He is the son of Agent PETE HANLEY. Charles Kenny, also studying away from home, was here for Christmas.

Fireman JAMES E. LYNCH made his last run last month, ending a career of nearly half a century, the last 16 years of which were with WP.

SACRAMENTO STORE

Irene Burton

General Storekeeper and Mrs. H. J. MADISON enjoyed a visit from their son, James, last month, at the completion of his Air Force duty at Fobisher Bay. He is now assigned to a base in Arizona.

JOSE CHAVEZ had a trans-Pacific chat with his son, Jose, recently. Jose was called to Mather Field to receive the

telephone call from his son, who is stationed with the U. S. Air Force in Korea.

SALT LAKE CITY

J. B. Price

A speedy recovery is wished General Traffic Agent H. R. "RAY" COULAM who has been ill for some time.

The Christmas holidays in the home of Fireman and Mrs. KELLY C. NESI were made especially festive by the presence of their new baby daughter who was born on December 3.

Conductor and Mrs. ORVILLE F. HAYS have returned from an extended tour of Kentucky, Tennessee, Missouri and Kansas where they visited relatives, many of whom they had not seen for many years.

Engineer JOHN J. BROWN has announced the marriage of his daughter, Susan Jane, to Eddie A. Wood on November 15. The young couple will live in California. Our best wishes to them.



Newlyweds, Eddie and Susan Wood



Judy Hansen, "Sweetheart of Sigma Chi"

"Sweetheart of Sigma Chi" at the University of Utah is Judy Hansen, daughter of Conductor and Mrs. R. L. HANSEN. Judy was selected during the annual Sigma Chi Derby at the university on November 22 and reigned during a ball in the Hotel Utah's Lafayette ballroom. Eighteen years of age, Judy is a freshman at Utah and is affiliated with Delta Delta Delta sorority. She is an ROTC sponsor and on the staff of the university yearbook.

He walked up to the box office, bought a ticket and went in. A few minutes later he returned, bought another ticket, and again went into the theater. He did this three times, and by the fourth time the gal in the box office couldn't help asking: "Why do you keep on buying tickets?"

"It's not my fault," replied the man. "They keep tearing them up every time I go inside."

SAN FRANCISCO

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

DONALD E. NASH, engineer of track layout, left Western Pacific December 15, and is now working for Lockheed at Sunnyvale. RUSS VACARRO, valuation accountant, left October 1 for the East where he will receive training in preparation for work with the Interstate Commerce Commission.

JOE VALERGA, secretary to chief engineer, and BOB HULLMAN, secretary to vice president and general manager, sailed from San Francisco for Hawaii on December 21 and spent Christmas on the high seas.

RUBY GUSTAFSON, purchasing, left in December for New York where she spent the holidays with her grandchildren.

Plan to attend S. F. Credit Union meeting

All Western Pacific members of the San Francisco Employees' Credit Union are invited to attend its annual meeting to be held at 5:10 p. m. in the Roof Lounge on January 20.

Matters of concern to the members will include the annual reports of standing committees, annual financial report of the treasurer, election of officers, and voting on the dividend rate for the year 1958.

In addition to candidates for office to be presented by a nominating committee, nominations for office will be received from the floor.

ART ALLEN, office manager traffic department, reports that JIMMY CURREY, head file clerk, has left St. Joseph's and is now recuperating at home following his recent coronary. Art says Jimmy is again full of his usual fine wit and feels sorry for all those who have to work for a living.

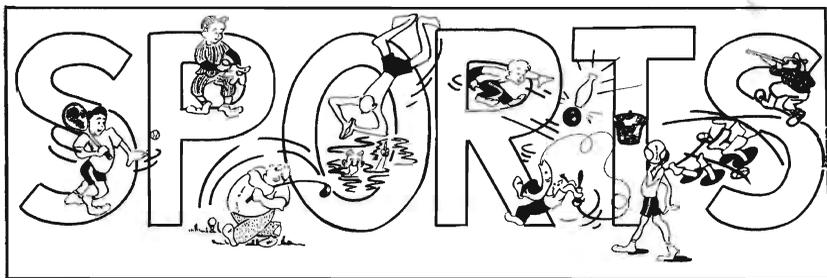
Condolences to LEO POPE, division analyst, on the loss of his mother who passed away from a heart attack in Kansas before Leo could be with her.

JACK SHOBLOM, traffic department secretary, left in December to spend the holidays in Montana.

Another fine time was had by those who attended the accounting department's annual Christmas get-together, at the Leopard Cafe, highlighted by juicy steaks and Christmas carols by WP's GLEE CLUB.

Christmas Carols rang out through general office on December 24, when Western Pacific's talented Glee Club sang for approximately five minutes in the halls of each of the seven floors.





Railroaders' sons star in football

Winnemucca's Buckaroos set an impressive record in finishing their 1958 season by sweeping eight straight games. The only team to score against them was the Douglas Tigers, on a blocked punt in the final game of the year which Winnemucca romped through to a 78 to 7 victory. The Buckaroos were the only undefeated and untied team in the State of Nevada.

In setting their record, the team scored 361 points and gave up only seven to their opponents.

Dan O'Laughlin, end, and his twin brother, Jim, a halfback, were named to the *Nevada State Journal's* All-Northern Nevada "A" first team, and Gary Hoxsey, end, placed on the second team. Dan and Jim are the sons of Roadmaster Dan O'Laughlin, and Gary is the son of Conductor W. A. Hoxsey.

Individual honors in pass receiving went to End Gary Hoxsey with 19, and Jim O'Laughlin led the scoring with 10 touchdowns and 14 extra points for a total of 74 points.

Pictured below with Sandra Hoxsey, cheerleader, are members of the "Buckaroos," championship football team of Winnemucca High School, whose fathers are Western Pacific railroaders. From left to right are: Garry Tang, Sandra Hoxsey, Garry Hoxsey, Delphi McDonald, Dennis Woodward, Paul McDonald, Danny O'Laughlin, Mike Stephenson and James O'Laughlin. Their coach, Gene Moylan, was not present for the picture.



All shook up! Earthquakes In Southern Region

Sacramento Northern trainmaster R. M. Verhaege of the Marysville office has been named assistant trainmaster of the Western Pacific Railroad at Milpitas-San Jose.

Replacing Verhaege in Marysville will be J. E. (Jack) Kenady, former trainmaster of Tidewater Southern Railway, Modesto.

The changes became effective today.

Also announced was the appointment of L. D. Michelson to the new post of terminal trainmaster for San Francisco-Oakland and the designation of R. A. Henderson to the new post of San Francisco trainmaster.

* * *

The above item which appeared in a Sacramento Valley newspaper on December 1 must have been quite a "shocker" to those of our railroaders who are mentioned.

Leroy S. Field, CTC maintainer, reported it to MILEPOSTS, as did another unidentified railroader who wrote: "I know you will have this item, but did you know it would cause such repercussions in other regions?"

Join the March of Dimes



Doreen is too young to understand that she has rheumatoid arthritis but she knows it hurts—it hurts bad. Yes, children have arthritis, too, and they—like those crippled by polio and birth defects—need the trained care that can be provided by the March of Dimes. They all need your help!

The hillbilly father was furious. "Which one of you pushed the out-house into the creek?" he asked.

"Me, paw," spoke up Zeke.

"Wal, boy, come into the woodshed. I'm gonna tan your hide."

"But, paw," countered Zeke, "George Washington's paw didn't lick him when he told the truth."

"Maybe not," replied the father, "but when he cut down that cherry tree, his old man wasn't settin' in the branches!"

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Inflated, king-sized, rubberized pillows used by New York Central for hauling guided missiles in their over-sized baggage-mail cars; claimed superior to an airplane ride and about 50 per cent cheaper.

• • •
Maine Central introduces piggyback to Maine.

• • •
An economic study of piggybacking under way by Railway Progress Institute.

• • •
Great Northern inaugurates 4,000-mile teletype network linking 18 cities; interconnects with on-line communications system.

• • •
Latest merger talk—Norfolk & Western and Virginian.

• • •
Louisville & Nashville will dedicate \$8½ million yard near Birmingham, Alabama, January 21; L&N's third major freight yard built in past five years.

• • •
More passenger business is aim of new series of high-impact Union Pacific ads beamed to traveling businessmen.

• • •
New York Central's Technical Research Center investigating use of new colors in signals.

• • •
Died in Jackson, Tenn., Janie Brady Jones, 92, widow of John Luther "Casey" Jones, engineer of railroad folksong.