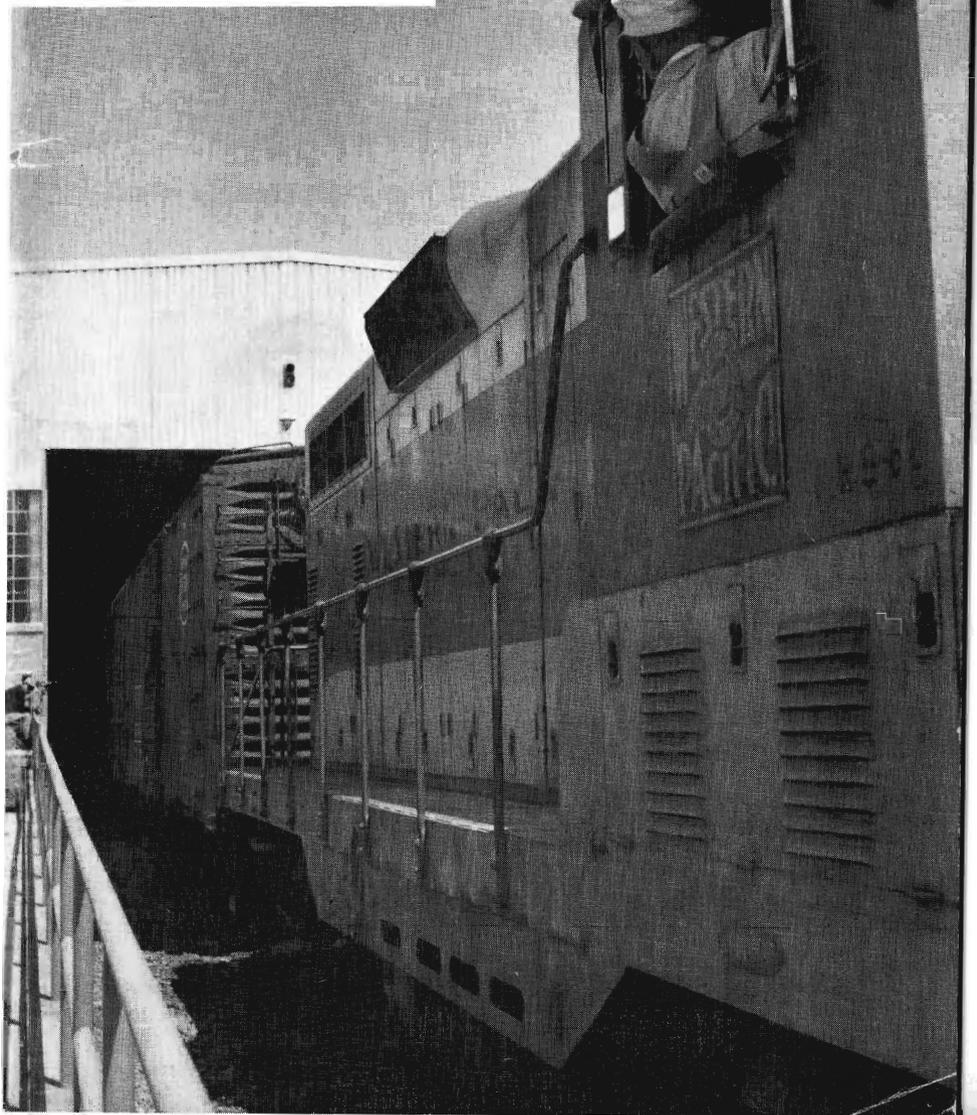
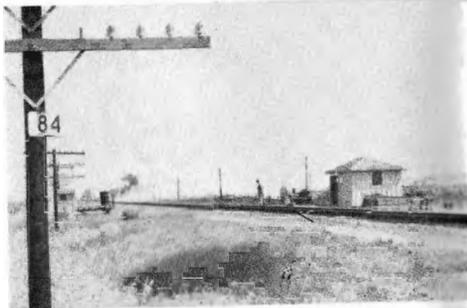


WESTERN PACIFIC
Mileposts
JULY 1956



WESTERN PACIFIC Mileposts



Vol. VII, No. 12

JULY, 1956

*Milepost No. 84

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

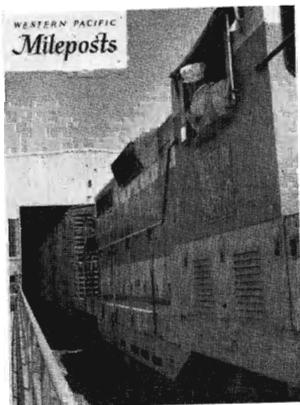
Member

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

* Milepost No. 84: The main line crosses SP's San Joaquin Valley line at Lathrop, not far from here.

COVER

A road switcher pushes a cut of cars into the Ford plant at Milpitas. Scenes like this are on the increase as more industries are locating along the railroad each year. See Page 3.



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MILEPOSTS



There's LOTS going on in Western Pacific's Industrial Department

AN old salesman's motto reads: "You've got to make a lot of calls if you want to get results." So far as Western Pacific's industrial department is concerned, the motto should read: "You've got to have a lot of industrial property if you want to locate shippers."

And that's just the motto this progressive department has been following over the past six years, with an average of 65 new industrial spur-track locations annually, and the trend is upward. For the year 1955 the record shows 83 new industries, 65 of which are located along WP rails and nine each on the Sacramento Northern and Tidewater Southern. During the past two years the company has pur-

Above: Excavation work for Golden Gate Magazine Co's new warehouse at San Francisco. Completion is expected sometime in September.

chased about 2,400 acres at a cost of over \$4 million.

Behind all this "groundwork" is F. B. Stratton, director of industrial development. He has for assistants, R. W. Harlan, industrial agent; Sheldon Glatt, assistant industrial agent; Chief Clerk J. A. McNamara; and an office staff of four. Working independently, but in close relation, is E. P. Jagels, general manager for Standard Realty & Development Company, a WP subsidiary. Jagels is assisted by Stanley Dinkel, chief clerk.

By its nature this department does

JULY, 1956



E. P. Jagels, general manager, S. R. & D. Co.



Secretary Dorothy Crespi takes notes as F. B. Stratton discusses industrial matter with S. R. Dinkel, Jr., chief clerk, S. R. & D. Company.

R. W. Harlan, industrial agent.



business with practically every other department on the railroad. It must work closely with the traffic department, the principal contact with shippers, to ascertain the best possible traffic sources which might be encouraged to locate along the railroad. The law department must always enter in the negotiations for decisions concerning contracts, leases, sales, and other matters between the railroad and the industry. When a shipper has decided on a site, he is going to require a spur or lead track connecting his plant or warehouse with the railroad's main or branch line. The engineering department then enters into the picture. Other matters concern the transportation department, agents, division offices, treasury department, accounting department, and the tax department. The sale or purchase of any property requires a decision by the board of directors, who are presented the facts by the president's office with which the industrial department works closely.

A letter of inquiry from a prospective shipper may grow into an enormous file, backed up by many telephone and personal calls; it may be marked "pending"; or it may end up with a file reference number only with one or two letters of correspondence.

Behind all the investment in real estate there lies a large amount of foresight—and sometimes just plain luck. It's not always an easy matter to decide whether or not a certain piece of property may be turned into a booming industrial district resulting in additional traffic and revenue for the railroad and, even if it can be, the cost of purchase, development, taxes, and other monies may be tied up for



From left: Secretary Dorothy Crespi; Industrial Clerk Helen Kuntz; Chief Clerk J. A. McNamara; and Stenographer-Clerk Beatrice Carrillo.

many months or even years before a return is made on the investment.

The industrial department is important to every Western Pacific railroader. For without industries along the railroad, fewer trains would run, less traffic would be hauled, and fewer employees would be required.

It might be well to mention that every Western Pacific, Sacramento Northern or Tidewater Southern railroader may be the source for a prospective lead which will bring another shipper to the railroad. Like the buyer of a household product, for example, who bought it from a friend whose friend is in that particular business, a friend of yours may know a friend who is anxious to build a new plant or industry. More and more Eastern concerns are locating on the West Coast and often these leads begin through friends you may know "back home." No lead is ever too small, and

the final outcome may mean another new industry will locate along your railroad, resulting in more traffic and revenue and more work for more employees. President Whitman mentioned this in his talk at Operation Nosebag III and gave a fine example of a lead he had received from a section foreman.

THE industrial department is well aware of predictions that by 1965 the population of the United States will have risen 17 per cent above that in 1955, and that in the five western states the increase will be about 49 per cent in Nevada, 42 per cent in California, 31 per cent in Oregon, 25 per cent in Washington, and 20 per cent in Utah. The effect of these increases in population will surely exert a ter-



The use of a helicopter to give prospective customers a bird's-eye view of the railroad's available site locations has proven successful. Here Stratton, left, and General Agent Carl Nipper, right, point out to a prospective customer the property they will see.

ric pressure to expand economy in the West, and many industries will take advantage. Western Pacific's industrial department plans to get its share.

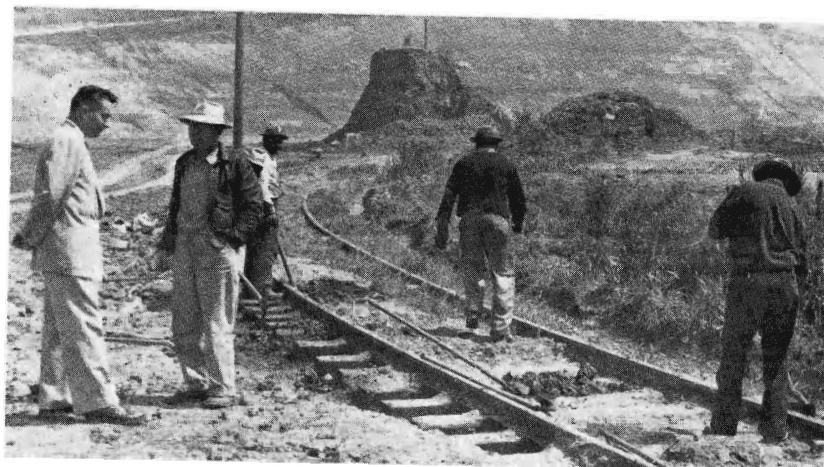
Bert Stratton believes that the railroad is steadily building its prestige throughout the nation as an industrial land developer. Its reputation is resulting in more inquiries from industries seeking sites in Northern California. The preparation of its properties, availability of all information concerning the locations, and the railroad's willingness to negotiate immediately have aided Western Pacific immeasurably. One large concern recently located along the Tidewater Southern because the railroad was able to offer the property at a satisfactory price, complete arrangements for installation of utilities, and settle all necessary matters while on the ground.

The use of the helicopter for giving prospective new customers a bird's-eye view of available site locations is

another Stratton innovation, and the practice is being continued. The continued improvement in the railroad's public relations and general reputation built up through its motto, "Personal Service Makes the Difference," are all of inestimable value.

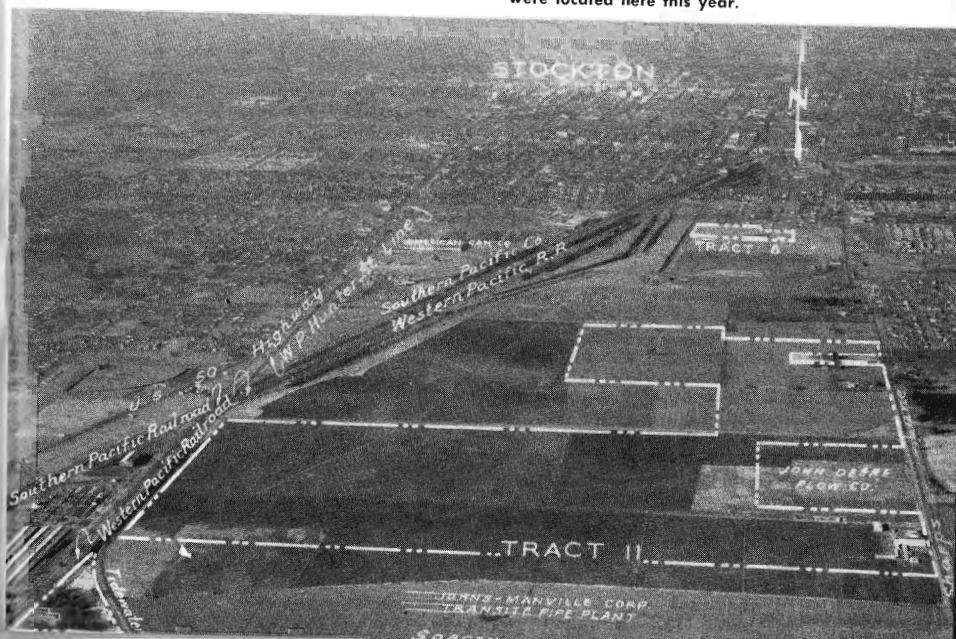
The department has also been working closely with Stanford Research Institute on mineral surveys in Nevada, in the Feather River country between Oroville and Portola, and along the Inside Gateway Route. SRI also advises the railroad on population, available labor, and other pertinent city and county statistics on which to base their decisions.

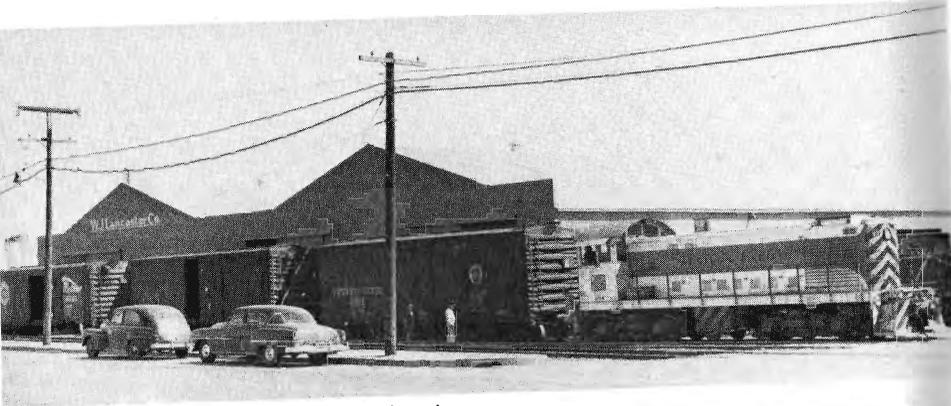
During 1953 a brochure was compiled by this department giving a full report on available tracts, data on taxes, utilities, and other items of interest to anyone seeking a new location, and revised supplements are issued periodically to keep the report current. The 100 or more pages include aerial photos, engineering prints and



During a visit to the site of Golden Gate Magazine Co.'s new warehouse, Assistant Industrial Agent Sheldon Glatt, left, found Section Foreman A. J. Stender and his men busy running in a spur to serve this new industry.

An aerial view of a portion of the railroad's industrial property at Stockton. Johns-Manville Corp. transite pipe plant (lower foreground) and John Deere Plow Company (farm equipment), were located here this year.

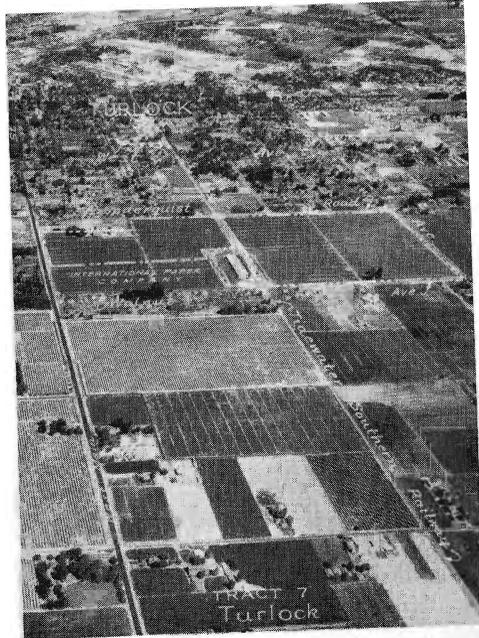




Once located, an industry expects good service.

Right: This property at Bryte, near Sacramento, is served by the Sacramento Northern Railway.

Below: Tidewater Southern service is available for industries locating on property at Turlock.



descriptions of each available tract and its advantages. The book has been well received not only by industry, but by Chambers of Commerce, Banks, Realtors and other interested persons.

Members of the department work closely with city and county personnel on zoning problems and are often aided by general agents and other railroad departments in working with planning commissions.

Company land holdings in Northern California are located at San Leandro, Decoto, Milpitas, San Jose, Livermore, Tracy, Stockton, Bryte, Sacramento, Turlock, Modesto, and Reno. Industries already located this year on the railroad's property include Johns-Manville (pipe) and John Deere (farm equipment) at Stockton; International Paper Company of N. Y. at Turlock and San Jose; A.D.S. Foods (jams and jellies) at San Jose; West-warehouses Inc. (warehousing) and Houghton Company (chemicals) at Milpitas; and Golden Gate Magazine Co. (magazine distributors) at San Francisco. Others are in the planning stage.

Any way you look at it—from the ground or from the air—there's LOTS going on in WP's industrial department.

San Leandro is a fast-growing industrial area and this property is adjacent to WP's main line.



F. B. Stratton spent part of June in Alaska where he headed a three-man committee in the study of real estate and industrial policies of the Alaska Railroad.

Others on the committee were Robert Coote, of the office of secretary, Department of Interior, Washington, D. C., and Harold Brue, assistant real estate and contract agent for the northern railroad.

The committee was appointed by the Interior Department at the suggestion of R. N. Whitman, Alaska Railroad's general manager. Stratton was recommended upon request from Whitman by H. C. Munson, WP's vice-president and general manager. In November 1953 Munson was one of a committee of three who made a tour of the railroad with the object of recommending opportunities for improvement in economy and performance in maintenance, operation and traffic of the railroad.



Medical Costs Explained

The Board of Directors of the Medical Department held a series of on-line employee meetings during June for the purpose of explaining and discussing problems which necessitated the recent dues increase.

Stops were made during the first week of the tour at Oroville, Portola, Winnemucca, Elko, Wendover and Salt Lake. The second week following meetings were held at Stockton, Sacramento, San Jose, Oakland and San Francisco. Since advance notice of the meetings had been issued to all employees, a larger attendance than the 250 who attended the first week's meetings was anticipated. However, from all reports, those who did attend found the meetings much worth while and expressed their interest by taking an active part in the discussions. Attendance at the second week's meetings was not available when MILEPOSTS went to press.

The first half of the tour was made in Business Car 101, loaned for the occasion without cost by the railroad. Board Members who made the entire trip were: Chairman Frank James (clerks); I. M. Ferguson (management); C. G. Hodges (non-operating crafts other than clerks); R. L. Randall, business manager; and A. F. Tunson (operating crafts). H. C. Munson, vice-chairman; Dr. G. F. Cushman, chief surgeon, and C. O. Davis (shop crafts) were unable to attend all meetings because of other commitments.

At each meeting Business Manager Randall presented a financial report for the years 1939-1955 inclusive. A lively question and answer period followed presentation of this report.

The report revealed that Medical

Department costs of operation have increased nearly six times over what they were in 1939. Compared with that year, the department's costs of operation in 1955 increased as follows:

Portola Hospital.....	376%
Private hospitals.....	890%
Fees paid to doctors.....	621%
Drugs, X-rays, laboratory.....	728%
Administrative costs.....	327%

The alarming rate of increase in costs for the first three months of this fiscal year is nearly \$24,000 more than the same period a year ago. If this continues for the balance of this year, the recent dues increase will be inadequate to pay the department's cost of operation.

Also discussed at the meetings was the apparent employee misunderstanding that the Portola Hospital is subsidized by out-of-town employees for the principal benefit of Portola employees. The facts presented indicate that the Portola Hospital—if utilized—is the most economical of all hospital functions.

The Medical Department is a non-profit organization. Operated by and only for WP and subsidiary employees, they alone have full control of the department through their organization representatives. It was emphasized at the meetings, that with such control of policies and benefits the responsibility for the department's financial success rests entirely in their jurisdiction. A further increase in dues could best be avoided if every employee would review the revised Rules and By-Laws they recently received, and refrain from taking undue advantage of the facilities, particularly the excessive

Lumber Agent Appointed

E. A. Carley was appointed lumber agent for Western Pacific effective May 1 and will operate from headquarters at Eugene, Oregon.

The position is a new one on the railroad and Carley will coordinate procurement of forest products under the direction of the company's purchase and store department.

Al was born at Montpelier, N. D., in 1913. He moved with his parents to Medford, Ore., at the age of six where he completed high school. He has been associated with the lumber industry since graduating from the University of Oregon where he majored in business administration. Following in the footsteps of his father, a retired lumberman, Al gained his experience in retail lumber yards, with wholesalers and manufacturers and by working his way up in nearly every phase of the industry.

He lives in Eugene with his wife, Margaret, and a daughter, 19, also named Margaret, who just completed her first year at Colorado College, Colorado Springs, majoring in chemistry.



E. A. Carley

Like most residents in the Pacific Northwest, Al is an outdoors man, and while he says he plays "a lousy game of golf," his fishing is much better, particularly offshore in a skiff or in the stream. He also enjoys hunting.

Medical Costs Explained . . .

use of drugs and unnecessary and trivial visits to the doctors' offices.

Additional copies of the Rules and By-Laws are available to those who did not receive them through their supervisors or by direct request to the Medical Department at general office.

NEW ANGLE

Conrad Hilton's latest venture in his chain of hotels around the world is the purchase of the Leaning Tower of Pisa. When completed, it will be known as the "Tiltin' Hilton."

Portola Surgeons

Appointment of Dr. Charles W. Brown as division surgeon for the Western Pacific hospital at Portola, and Dr. W. S. Bross, Jr., as his assistant, was announced at Portola. Both doctors have served on the staff.

The appointments followed the resignation of Dr. Roy Peters who left June 1 to establish a private practice in Reno.

The board also announced plans for improvement of the hospital.

Idle Hours may mean

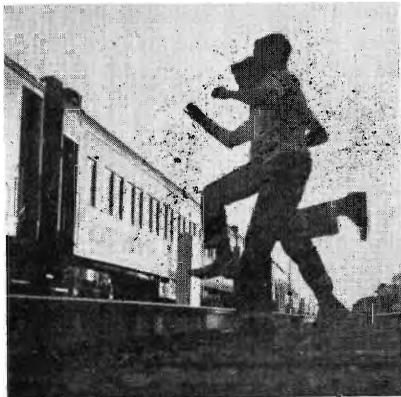


danger for the children!

School is over and thousands of children are now on vacation. And wonderful as it is for the youngsters, it means they are in danger if allowed to play around railroad tracks and equipment. Death or serious injury may be the penalty for what they think is fun.

The majority of trespassers who invade the property of the railroad are children. They take short cuts across railroad tracks, walk along the rails,

Walking on and jumping over railroad tracks is a dangerous practice for children at play.



climb over and under cars which may be moved at any time, and "snitch" rides on moving equipment.

Trains have always been fascinating to the children and the railroads are anxious to continue this interest, but only when the children are properly supervised on guided tours.

During vacation when the children are not under supervision of their teachers, it is more important than ever for their parents to supervise their activities. The dangers of trespassing on railroad property should be constantly stressed.

Western Pacific railroaders are urged to keep a constant watch and report to their supervisors any children seen at play along the railroad.

According to the Association of American Railroads, who have conducted a widespread program against trespassing by children, juvenile casualties reached a record low in 1955 (809 killed and 811 injured) compared with 1954 (818 killed and 895 injured).

Only by convincing the children that railroad property is no place to play can these casualties be completely eliminated.

WP Aids Sacramento Fire District in Drills

Two retired Western Pacific box cars were recently used for fire drills by the Pacific Fire District of Sacramento. Having been called at various times by the railroad to extinguish box-car fires, Chief George Cockriel decided to train the various units under his command in means of entering burning box cars and most quickly extinguishing such fires.

The two old box cars were placed at the extreme end of the Cordova spur (inside the Sacramento switching district) and the floors covered with straw saturated with a highly inflammable liquid. Doors were closed and sealed on the south side. Openings were made between the outside wall and lining so that fires could be started.

After all nearby trains had passed, Assistant Superintendent John McNally instructed the dispatcher to hold further trains, and the cars were ignited. Giving the fire a ten-minute start, four fire-fighting units went into action. Entrance was made after opening the sealed doors and through the small doors in the ends of each car and within ten minutes the fires were completely under control with very little damage to the structure of either car.

Happy over the result of the drill and the cooperation shown by Western Pacific, Chief Cockriel assured the railroad that units under his direction would always be at the disposal of Western Pacific in the event of fires along the railroad between the American River and the San Joaquin County line. The Chief also advised that in the event of a fire in an outlying area which could not be reached by road, his units would be glad to load equipment on flat cars which could be taken to the scene of the fire.

CASH AWARDS

Railway Age, celebrating its 100th anniversary this fall, will award \$100 to the person or firm which submits proof of ownership of the copy of this paper—or its predecessors—bearing the oldest dateline. Holder of the second oldest copy will receive \$50.

Railway Age has three separate lines of ancestry; the oldest issue of any three will qualify. They are: *Railroad Gazette*, November 15, 1856; *Railway Age*, June 17, 1876; *Railway Review*, 1879.

Entries must be received no later than August 1, 1956. Submit statement of proof, or a photostat or photograph of front cover or masthead page to Editor, *Railway Age*, 30 Church Street, New York 7.

"A Passing Thought"

(An editorial in the *Feather River Bulletin*, Quincy, California.)

These comments comprise an effort to contribute the type of suggestion usually invited from the public by companies dealing with the public. It is hoped they will not be considered an attempt to tell any company, specifically the Western Pacific Railroad, how to run its business. However it must be admitted it is sometimes difficult to tell where one class of suggestion leaves off and another begins.

As the *California Zephyr* pulls out of Oroville on its way up the Feather River Canyon a pleasant feminine voice is heard over the loudspeaker, explaining briefly about the discovery and naming of the Feather River and about Jim Beckwourth and A. W. Keddie and the early day gold strikes. Very fine. Couldn't this be done more com-

pletely, with the result the people who ride on the *Zephyr* would get more out of it? Without, that is, letting the thing become a continuous yak-yak; admittedly good judgment would be needed.

Now if we may be pardoned for picking a name out of the air without authorization, let us summarize briefly what we mean.

The conductor could say, "You will now hear from Stanley Bailey, Portola newspaper publisher, who got on the train at Oroville." Then the individual introduced could tell something about the Feather River. Soon the train would approach the site of the proposed Oroville dam and he could explain that this is the focal point of a proposed state project, summarizing it. Later he could point out Rich Bar, site of one of the richest strikes of the early days, and give a couple of lurid details about life at that time and place. See what we mean? History in the making — water — and 100 years ago — gold. Then there are the power installations; most travelers would like to hear a few brief statistics.

"We are now passing Twain. Mark Twain lived here once, and the place is named for him. He wrote a rollicking piece of nonsense about what he claimed happened to him. Claimed he and his partner were attacked by Indians and the two partners, running out of bullets, used the type from some of Twain's compositions — needless to say with devastating effect, the Indians being completely routed." It could be worded much more interestingly than that.



"Could I interest you in a tour—just we two?"

Looking across the canyon in the vicinity of Feather River Hot Springs you see the place where water containing radioactive deposits has been seeping through the rocks for unknown numbers of centuries. Core drilling is now in progress (or it will be resumed in a few days) in an effort to find where the radioactive material comes from. Radioactivity is found all over Plumas County and literally swarms of prospectors. . . .

Williams Loop. Interesting, and a good chance to put in an unobtrusive blurb about WP's one per cent grade.

"And now after you leave Portola you will pass through Beckwourth, lower by 2,000 feet than any comparable pass over the Sierra Nevada range. . . . You will pass near the tiny community of Marble, where Alice Marble, the famous woman tennis player, was

born and where her father owned the hot springs, said to have healing properties, and which he willed to the public with the stipulation that nobody was ever to be charged money for using the springs. . . ."

That's a very, very rough summary, but maybe it will convey the idea in a general way. Let the people sit there and look at the scenery most of the time, but when the train comes to something interesting explain it briefly, inoffensively and authoritatively. And it might surprise a lot of people how many interesting things there are about this canyon.

Well, it's just an idea. We plan to say no more about it, keeping in mind that after all the Western Pacific doesn't tell the *Feather River Bulletin* how to run its business.

You can help

Much attention is being given to a drive to "Help Keep Our Roadsides Clean," aimed at "litter bugs" who are defacing the beauty of our picturesque state.

In a recently revised pamphlet issued by the Travel and Recreation Department of the California State Chamber of Commerce, attention is called to the cooperation being given this important activity by the railroads.

The dumping of passenger-car litter along the railroad is against railroad operating rules. Western Pacific railroaders are urged to comply with this rule to prevent litter being scattered along the railroad, which is unsightly to our passengers and to thousands of others who view our countryside.

The thoughts expressed in the above editorial by Rodney Alden are very much appreciated, as are all commendations and criticisms received by Western Pacific about its service and operations.

Kneiss new PR president

Gilbert H. Kneiss was elected to serve as president of the Railroad Public Relations Association for the 1956-57 year during the annual meeting of the Association held at French Lick Springs, Indiana, in June. The Association is composed of railroad men in the public relations field and was formed in 1952. Its members represent nearly every class-one railroad in the United States and Canada.

WP WILL REMEMBER

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

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:

Clyde L. Allen, telegrapher, Herlong, California.

Harry B. Beatie, clerk, Stockton.

Raymond W. Beckley, telegrapher, Keddie.

Amos S. Calhoon, switchman, Stockton.

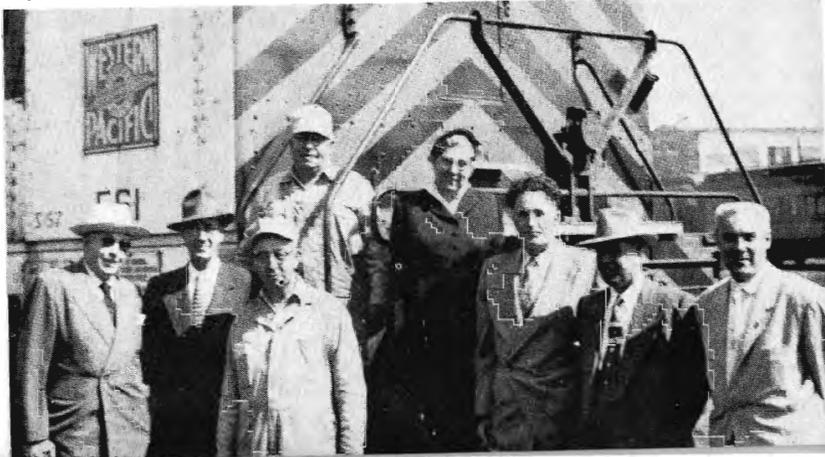
Robert G. Edwards, fireman, Elko.

Urban C. Hart, traffic representative, Detroit.

Yngve H. Johnson, deckhand, Oakland.

Teodosio Silva, track laborer, Sunol.

Present to greet Engineer Harry Spradlin at the end of his last trip were: Engineer Wm. Brokaw, Road Foreman T. D. Hunter, Roundhouse Foreman W. G. Good, Mr. and Mrs. Spradlin, Engineers C. E. Whitman and Joe Bramse, and C. J. Cody, BLF&E Grand Lodge organizer. Photo by W. L. Phipps, general chairman, BLF&E.



H. D. Spradlin retires

A railroad career which he began as a marine fireman on the old five-cent ferry operation on San Francisco Bay in 1910 came to a close on April 30 for H. D. Spradlin, locomotive engineer. He first came to WP as a machinist in 1925, worked as a fireman until 1936 when he was promoted to engineer, in which position he ended his more than 30 years' service with the railroad.

He served as assistant local chairman for Lodge 794 BLF&E at Stockton and later as local chairman of Lodge 820 when its charter was granted at Oakland. He also served as Recording and Financial Secretary, Delegate of the Convention, and Secretary-Treasurer of the General Grievance Committee.

His many friends presented him with a pair of binoculars and Mrs. Spradlin received a lovely compact.

Sixteen Tons

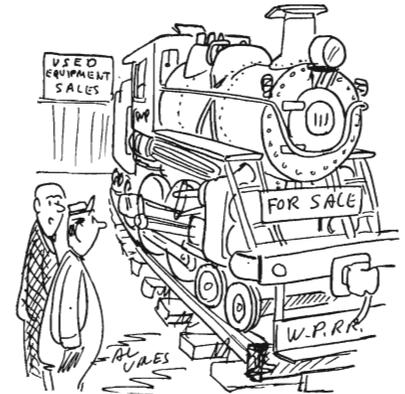
and what do you get?

The railroads in 1955, according to the Federation for Railway Progress, carried sixteen tons of freight—food, clothing, automobiles, TV sets, fuel, construction materials, etc.—for every man, woman and child in the United States, at a cost of less than 1.4 cent per ton per mile.

To perform this backbreaking task, the railroads delivered an average of 299,000 tons of freight an hour during the year.

The railroads also delivered 49,000 people to their business and vacation destinations during the year, which amounted to 180 miles of rail travel for every American.

During an average hour in 1955 the railroads paid out \$569,000 in wages to over one million employees; paid \$124,000 in federal, state and local taxes; bought and used \$47,000 worth of fuel; paid \$64,000 in rentals for buildings and equipment; paid \$35,-



"Must sacrifice . . . built by Baldwin in '28 . . . rebuilt in '38 . . . replaced by diesel in '52."

000 in interest on money borrowed (and \$12,000 to cover other financial obligations); wrote off \$63,000 for wear and tear on equipment and property; and spent \$193,000 for such operating expenses as maintenance of track, equipment repairs, etc.

The railroads had a net profit of \$106,000 for every hour of operations in 1955, of which common and preferred stockholders received \$48,000 in dividends and the remaining \$58,000 was plowed back into the industry.

The over \$100,000 an hour profit may sound good, but it represented one of the lowest returns on investment in the country.

"Did you knock on that traffic representative's door and wake him as I told you to do?"

"Yes'm," replied the new maid fresh from the country. "But he didn't wake up so I finally had to go in his room and shake him."

"Good heavens, don't you know better than to ever go into a traffic representative's room?"

"Yes'm, I do now."

"Pat" O'Malley retires

When Ivan F. "Pat" O'Malley retired on May 31 as operator-towerman at Niles Tower (SP crossing) after 32 years of Western Pacific service, he received the following letter from nine Southern Pacific dispatchers dated Oakland Pier, May 31:

"On this, the eve of your 'liberation,' may you take with you all the good luck, '73's,' and best wishes from all of us. It has been a pleasure working with you and we will miss you plenty, but hope many long and happy years of health and good fortune are stored up for you to enjoy to the fullest.

"Adios."

MILEPOSTS



IN GOLD

MILEPOSTS congratulates the following railroaders who will receive Service Pin Awards during the month of July, 1956:

45-YEAR PIN		
Earl E. Christian	Storekeeper	Stockton
40-YEAR PIN		
Edward R. DuBruz	Switchman	Western Division
35-YEAR PIN		
Charley F. Cunha	Hostler Helper	Mechanical Dept.
30-YEAR PINS		
William H. Barnett	Locomotive Engineer	Western Division
Gustav A. Bergman	Marine Captain	Western Division
Wesley W. Clark	Car Foreman	Mechanical Dept.
Earl E. Fightmaster	Locomotive Engineer	Western Division
Charles Graham	Locomotive Engineer	Western Division
Edwin L. Hensley	Telegrapher	Western Division
Almer E. Jones	Conductor	Western Division
Forest H. Lessley	Conductor	Eastern Division
Ernest S. Moyes	Clerk	Western Division
Charles A. Nordholm	Locomotive Engineer	Western Division
William L. Rowberry	Traveling Auditor	San Francisco
25-YEAR PINS		
Merle E. Bowman	Section Foreman	Western Division
John A. Hamilton	Yardmaster	Eastern Division
20-YEAR PINS		
Malcolm P. Armstrong	Machinist Helper	Mechanical Dept.
Howard D. Atkinson	Locomotive Engineer	Western Division
James D. Blair	Locomotive Engineer	Western Division
Robert L. Bliss	Boilermaker	Mechanical Dept.
Fred W. Brandes	Traffic Representative	Oakland
Martin D. Caicic	Boilermaker Helper	Mechanical Dept.
Frank T. Calnan	Agent's Account Clerk	San Francisco
Wilbert S. Cope	Road Foreman of Engines	Portola
Wallace Craig	Carman	Mechanical Dept.
George M. Crum	Signal Storekeeper	Signal Dept.
Walter F. Damaske	Conductor	Western Division
Vance L. Dick	Carman Helper	Mechanical Dept.
Jack A. Grubbs	Locomotive Engineer	Western Division
Julian C. Gwaltney	Locomotive Engineer	Western Division
Ray F. Hobbick	Carman	Mechanical Dept.
Charles B. Kenney	Yardmaster	Western Division
Valden L. Kimball	Conductor	Eastern Division
Ralph W. Landon	Conductor	Western Division
Ralph E. Luzzadder	Locomotive Engineer	Western Division
Harold P. Masterton	Boilermaker	Mechanical Dept.
Gail W. Minich	Telegrapher-Agent	Western Division
Joseph P. Moudy	Section Foreman	Eastern Division
Thomas E. Murphy	Conductor	Eastern Division
Bartola Najero	Section Laborer	Western Division
Eugene J. Neri	Freight Claim Inspector	San Francisco
John P. Noggle	Brakeman	Western Division
Francis D. Nugent	Conductor	Eastern Division
Charles W. Owen	Conductor	Eastern Division
Noel G. Pendergraft	Conductor	Western Division
William B. Polansky	Telegrapher	Western Division
John W. Porter	Conductor	Western Division

Mileposts in Gold . . .

Harlan O. Powers	Carman Foreman	Mechanical Dept.
John C. Riegel	Traffic Representative	Chicago
Andy E. Stene	Conductor	Western Division
Birger E. Westman	Clerk	Western Division

15-YEAR PINS

Wilmer Chapman, Jr.	Locomotive Engineer	Western Division
Thomas E. Clifton	Carman	Mechanical Dept.
Kenneth Cooper	Locomotive Engineer	Western Division
Maurice Deeley	Traffic Representative	Pittsburgh, Pa.
James B. Dillon, Jr.	Car Service Inspector	San Francisco
Allen C. Fleming	Conductor	Western Division
Alvin C. Gregg	Crane Operator	Western Division
Chester F. McDonald	Locomotive Engineer	Eastern Division
Robert V. McGinnis	Locomotive Engineer	Western Division
John W. Moss	Locomotive Engineer	Western Division
Eugene Nielson	Conductor	Eastern Division
Othel W. Perry	Locomotive Engineer	Eastern Division
David R. Sarbach	Superintendent of Shops	Mechanical Dept.
Samuel L. Wagstaff	Conductor	Eastern Division
Willard M. Workman	General Agent	Pittsburgh, Pa.

10-YEAR PINS

Henry I. Ashley	Revising Clerk, Rule 10	San Francisco
Leo A. Baker	Traffic Representative	San Francisco
Gaylord E. Blackburn	Electrician	Mechanical Dept.
Sumner F. Burmeister	Assistant Division Engineer	Eastern Division
Christian A. Capaul	Store Helper	Store Dept.
Jack B. Clark	Roundhouse Clerk	Mechanical Dept.
Stephen B. Corven	Statistical Clerk	San Francisco
Vitoriano M. Diaz	Laborer	Mechanical Dept.
Walter D. Freeman	Machinist	Mechanical Dept.
Miriam L. Grude, Mrs.	Clerk	Western Division
Hervil Hayes	Typist	Eastern Division
Ralph T. Lowry	Lead Iceman	Eastern Division
Anita A. McCabe	Interline Clerk	San Francisco
Harold Mettel	Car Foreman	Mechanical Dept.
Rudy Makar	Typist	Eastern Division
Nino Poncioni	Storekeeper	Sacramento
Charles F. Reed	Relief Iceman	Eastern Division
Henry F. Seavers	Interline Recheck Clerk	San Francisco
David A. Skootsky	Freight Claim Investigator	San Francisco
Emmit Young	Section Laborer	Eastern Division

GUTS AND SENSE

A guy can have guts and still use his head! There's nothing sissy about your favorite second baseman when he takes a peg from the catcher, sidesteps the flying spikes, and tags the runner out stealing.

And nobody accuses a big league catcher of being timid when he takes the time to put on shin guards, chest protector and mask before he goes behind the bat.

Actually, the second baseman knows he's a lot more likely to make the putout if he doesn't let the runner crash into him and spike him. And the catcher knows he'll do a better job behind the plate if he knows a foul tip can't smash his face in.

It's the same on the job. Safe actions and safety equipment make your job easier, your work more productive.

There were the mingled odors of gasoline and alcohol rising from the wreck.

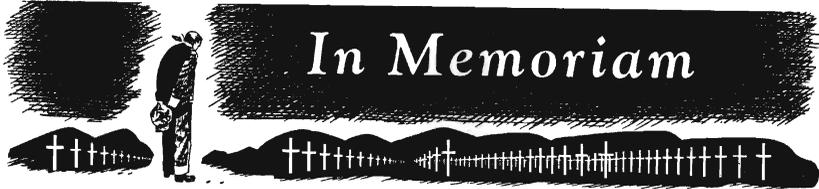
"Whassamatter?" mumbled the stunned passenger. "Couldntcha see that telephone pole?"

"Sure I saw it," said the dumbfounded driver, "but I thought you wush drivin'!"

You'd think anybody driving a car across a grade crossing would be alert. You'd think he'd be watching for trains in both directions. You'd think he'd observe warning signals and gates.

But you'd be wrong—in some cases. Many a reckless laddy will take the grade crossing as if he had the right of way over all trains.

But a good loud whistle will make even the reckless driver take notice. So, whenever you approach a crossing, hit the whistle hard and keep hitting it. It will be a better accident-preventer than the best air brake in the world.



In Memoriam

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

Sam Charley, retired section laborer, May 25.

Rollin A. Cleaveland, retired clerk, April 13.

Frank Coyle, retired switchman, April 14.

Frank J. A. Cunha, retired machinist helper, February 25.

Marvin Dees, retired track laborer, April 4.

Raymond L. Dion, switchman, June 1.

Irvin W. Eger, retired boilermaker, June 8.

Claude C. Hibbard, retired Alameda Belt Line brakeman, April 29.

Walter M. Lippke, B&B helper, May 4.

Adolph H. Meier, retired Sacramento Northern general foreman, May 8.

William H. Ream, retired yard engine foreman, May 3.

Thomas E. Smith, retired extra gang laborer, April 24.

John Thompson, retired laborer, April 20.

James C. Tucker, retired Sacramento Northern brakeman, March 19.

John P. Quigley

John P. Quigley, retired superintendent of transportation, died on June 5 at the age of 89. Quigley retired from the railroad on June 30, 1946, after a distinguished 59-year railroad career.

A native of Wabasha, Minnesota, Quigley took his first job as a cigar maker at the age of 16. In September, 1887, he entered Burlington service as a telegrapher. Resigning from the Burlington in 1907 he became chief dispatcher for the Rock Island. After three years' service with that railroad he became chief dispatcher for the WP on March 1, 1910. Fourteen months later he became superintendent of telegraph and car accountant, and was appointed division superintendent at Sacramento on August 1, 1916. Quigley returned to San Francisco in September, 1919 as superintendent of transportation and telegraph, in which position he remained for nearly 27 years until retirement.

He was a past president of the Pacific Railway Club.

Two sisters, Mrs. Margaret Graves of Polson, Montana, and Minnie Quigley of Cameron, Missouri, survive him.

DISNEYLAND PASSES

Through arrangements made with Walt Disney by the Santa Fe Railway, annual passes held by railroad men on any American railroad will be honored on the Santa Fe and Disneyland Railroad at Disneyland Park near Los Angeles.

The little train, authentic in detail, makes a complete circle around the entire park.



Caboosing

CHARLES HUDGINS, former correspondent for Cincinnati, returns to the staff to report activities in WP's traffic office at Detroit, where he is now headquartered as traveling representative. Welcome back, Chuck!

DETROIT

Charles Hudgins

Greetings from the Motor City!

May was the month of changes in Detroit—the weather got warmer, pretty girls got prettier, and convertible tops came down. But the change which hit WP's office was quite considerable.



Bill and Hazel Hart

A retirement party was enjoyed by the entire staff, wives and friends, with ART LUND and his wife, Ina, adding their Chicago charm, the retiring member being none other than URBAN "WILD BILL" HART, after 28 years of faithful service. Bill's wife, Hazel, looking prettier than ever, was deco-



Attending Bill Hart's retirement party were Art Lund, Ken Rank, Bill Hart, Chuck Hudgins, Larry Moe and Vince Carr, and



Ina Lund, Vi Rank, Hazel Hart, Ruth Vetter, Marceline Vetter, Yvonne Jarkowski, and Lunetta Carr. It was a memorable occasion.

rated with an orchid in appreciation of her many years in guiding the career of a traveling railroader. Bill got quite a gleam in his eye when he discovered the rod, reel and tackle box presented to him. We are all looking forward to some big fish fries out at the Hart's this summer. We are all wishing this charter member of the Detroit office (1928) a long and pleasurable retirement.

Also, with a tear in our eyes, we bade farewell to **KEN RANK**, who departed the Motor City as general agent to take up residence in San Francisco and duties as assistant to the vice president-traffic. Ken was presented with a wrist watch to help in keeping his schedules on time.

With the loss of Ken, we gained in the person of **LARRY MOE**, our new general agent, who "crossed the wide Missouri" from far-off Oregon. We all welcome Larry and hope he will soon feel right at home.

LEO KAMINSKY was "imported" from our Pittsburgh office on June 1 where he served as chief clerk, to become the new city man. Congratulations on your promotion, Leo.

Not to be forgotten, **RUTH VETTER**, chief clerk, is still with us and we hope to see her smiling face around for a good while longer. Since she keeps us all in line and runs the office so smoothly we don't know what we'd do without her.

CHICAGO

Dan Durkiewicz

JACK BOQUIST, chief export clerk, recently bought a new home. During the process of moving he found a few old skeletons in his closets. Ever find any skeletons in your closets?

PHIL PUTIGNANO, secretary to **ART**



"... and, Porky, the best thing about going to market via WP is we'll have a comfortable ride!"

LUND, left our employ. We're going to miss his witticisms and critical remarks about the operas he attended. The young gals in the office will also miss Phil, and we all wish him luck in his new endeavors.

FLORENCE T. DUDLEY recently joined our ranks. She hails from Chi-town's great Northwest side and has taken over the statistician's desk. Welcome to Western Pacific!

PORTOLA

Louise Wilks

Many friends paid tribute to the memory of **A. J. CARLSON, SR.**, retired car inspector, who passed away recently. "A. J." was active in the L.D.S. Church, a Scoutmaster for the Boy Scout troop sponsored by his church, and had been presented with a Life

Membership in the Portola Parent Teachers Association.

Congratulations to **IRA C. BALDWIN**, icing supervisor, who was reelected Mayor to serve his second term.

New arrivals are a boy, **James Noble**, whose grandfather is Engineer **NOBLE WAKEFIELD**, and a boy for **Brakeman and Mrs. WALTER ANDERSON**. **Brakeman G. A. CLOUD** is the granddad.

Yardmaster **CHARLIE BEEM** spent some time recently in the local hospital but is back on the job doing business as usual after a rest which he claims did him much good.

Engineer and Mrs. **HERB BERG** spent their vacation in Washington and Canada visiting with Herb's brother.

Friends from Marysville, Livermore, and Sparks joined others in Portola to celebrate the 50th wedding anniversary of Agent and Mrs. **HARRY F. HALL**.



Agent and Mrs. Harry F. Hall

The affair was held at Portola Community Church. They have a daughter and two sons, and the two sons, one with his wife and three children from Atlanta, Georgia, were present. The Halls were married in Ewing, Nebraska, and went to live in Sawyer, Nebraska, where Harry was the newly appointed agent. He says he worked 12 hours a day for \$46.50 a month.

Glad to see **CLYDE FULCHER** back working after several months' absence because of illness.

SAM CHARLEY, retired Plumas section laborer, passed away recently. He retired in 1955 with 25 years' service. He is survived by his widow, sons Harry, and Willie who is presently laborer at Reno Section, and daughters Dorothy, Ella, and Mrs. M. C. Wood, wife of Section Foreman M. C. Wood, Herlong.

Section Foreman and Mrs. **V. N. RICHINS, DOYLE**, have a new grandson, **Randy Lee Knight**.

"The Knave" column in the *Oakland Tribune* gives this account of some Western Pacific employees: "You will no doubt be overwhelmed to know that the *Portola Reporter* has solemnly published a listing of new officers of the Portola Pine Beetle Club, an outstanding organization: **Myrtle Rogers** (wife of **Brakeman G. C. ROGERS**) was installed as chief grayback; **CLARA KNOX** (nurses' aid WP Hospital), lady louse; **LAURA RICE** (aid), baby louse; **LOUISE TOFT** (nurse), shekel keeper; **MONICA SPROWL** (aid), pious louse; **MAUDE FULCHER** (aid), crumby chaser; **LINNIE GRAVES** (aid, and wife of Clerk **GEORGE GRAVES**), ivory louse; **EVE WHITLOCK** (aid, and wife of Engineer **GEORGE WHITLOCK**), rustling louse; **ULDENE FONDA** (wife of **EARL FONDA**, retired clerk), second tightwad. In this

company, JEAN FULCHER (aid) had the good fortune to be named scratcher."

Upon reading the column, the *Portola Reporter* had this to say: "The Knave' probably will be overwhelmed when he reads this that the names are officers of the Cootiette Club. The Cootiettes are part of a national organization, play branch of the Veterans of Foreign Wars, and there are undoubtedly grayback, lady louse, and other such titleholders right there in his own Oakland. If not, maybe he should go across the Bay sometime and learn about life."

NEW YORK CITY

Alan Hudson

JOE MASON, commercial agent, not to be outdone by JOHN STILL, RAY GREVE, ART POTVIN, your correspondent (and a few other folks in the Yoossay), is having a house built in Suburbia, or Exurbia. Joe and Marge hope to be settled in their new home in Mamaroneck, Westchester County, ere the snow flies.

We were happy to meet a colleague-in-letters in the person of HELEN R. SMALL, MILEPOSTS' Oroville correspondent, who stopped in the office while on her way to a vacation in Europe. A few teleprinter difficulties also brought JIM COTTER to our office from the communications department in San Francisco.

From an unimpeachable source, a man-about-town columnist in New York reported having seen Chief Clerk SID HENRICKSEN, engineering department, San Francisco, and his vivacious lady (and wife!), Billie, at a ringside table at the Roosevelt Grill one evening while vacationing in May, kicking up their heels to the strains of Guy

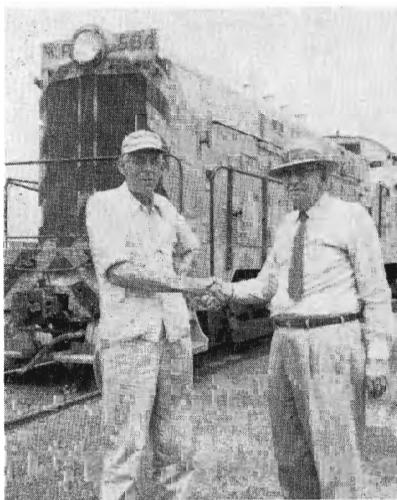
Lombardo and his Royal Canadians. My source made a somewhat recondite remark to the effect that when you dance, you have to pay the fiddler.

STOCKTON

Elaine Obenshain

We wish the best of luck to two of our employees who retired in May. Switchman AMOS S. CALHOON completed 57 years of railroad service on May 10. His service, begun in 1906 braking on the Frisco, includes 19 years each with the Frisco, Florida East Coast and Western Pacific. He plans to spend his time on a recently purchased small farm near Belen, New Mexico, where he can do a little fishing on the nearby Rio Grande. Amos has two sons, two daughters and "several" grandchildren.

Clerk HARRY B. BEATIE left on May 31 with 43 years' service, 33 of which



Harry Beatie, left, receives "last day" greetings from L. Ivan McAtee, chief yard clerk.

were in continuous WP service. He began his career with the SP in October, 1911. In 1913 he came to WP, but after three years returned to the SP in 1916. He enlisted in the Army in 1917 and served at Air Service Headquarters, Paris, and later in the 2nd Aviation Instruction Center at Tours, France. He married the former Naomi Rule in August, 1919, and returned to railroad service that month with the NWP at Willits. Harry returned to the WP in 1920 for two years, resigned and returned again in November, 1923, to begin his continuous service. The Beaties will enjoy life on a farm near Manteca. Two daughters, one son and five grandchildren are living in Stockton.

Congratulations to Clerk and Mrs. GENE TRACE who welcomed a son, Paul Alan, on May 1. Their daughter, Judith, is nine.

F. Maestas, Jr., son of Car Inspector and Mrs. F. MAESTAS, SR., was recently discharged from the U. S. Navy.

Our deepest sympathy to former Switchman-Yardmaster ROBERT PARKER, and Clerk HAL J. SHIGLEY, whose wife and sister, Marian Parker, passed away recently after an extended illness.

Clerk HAL SHIGLEY has returned to work at Stockton yard, having been discharged from the U. S. Army with rank of Corporal. During one year spent in Germany Hal saw many interesting things, but he is happy to be back home.

Enjoying early vacations are Cashier and Mrs. W. D. McLAUGHLIN, in Ohio; Roundhouse Foreman and Mrs. C. L. "LEFTY" MYERS, in Texas; Baggage man and Mrs. "DOC" HENSLEY, in Oregon and Yosemite Park; Roundhouse Fore-



Enjoying a little relaxation before going on duty at Stockton yard are A. E. Colen, engine foreman; Walter Green, "Gabby" Hays, switchmen.

man and Mrs. H. J. KELLY, in Los Angeles and Elko; and Conductor and Mrs. M. C. BECK, in Everett, Washington, and over the border into Canada.

Engineer W. H. BARNETT recently underwent surgery, and Fireman D. BRIGHT suffered a heart attack. We wish them speedy recoveries.

SALT LAKE CITY

Joseph B. Price

Conductor J. R. HAWS enjoyed his vacation by visiting in and around Los Angeles and enjoying the scenic spots en route.

We're all wondering if Engineer SHELBY J. PERRY put \$2 on a stump in Arkansas while on vacation and came up with the results that everyone claims for that amount.

Engineer and Mrs. HARRY H. FULLER sojourned to Jackson Hole, Wyoming, for a vacation which they report was wonderful.

New home owners in Salt Lake City are Trainmaster and Mrs. GEORGE M. LORENZ, and Conductor and Mrs. JAMES L. COLLINS.

Retired Conductor R. R. RICKS, who has been confined to the hospital, is now up and around and getting along fine.

Mrs. Helen Lorenz, wife of Retired Engineer GEORGE A. LORENZ, was chosen "the baseball mother of the year" on May 13 during a game between Idaho Falls and Salt Lake. She was presented with a large bouquet of red roses. Sorry to report that the Salt Lake "Bees" lost by the score of 12 to 11.

According to the grapevine, Yard Clerk ESTHER WITT, and MILEPOSTS' correspondent, is redecorating and re-furnishing her home in Wendover. We're all wondering just what's happening, Esther?

Our deepest and most sincere sympathy to the family of Retired Roadmaster ANDREW P. THOMSON, who passed away on May 6.

SACRAMENTO SHOPS

Marcella G. Schultze

We are very honored to have Mr. Bok Hyon Kim, electrical engineer from Korea, with us studying our shop operations, especially the electrical and locomotive fields. Mr. Kim is also attending night school to study the American and English languages.

And—speaking of surprises, which we were—ask HERMAN F. SCHULTZE, sheet metal worker. A group of his fellow workers, and members of the Masonic Fraternity, paid him a recent surprise fraternal visit. The group, consisting of J. E. ASBURY, blacksmith foreman; M. D. COUGHLIN and V. A. NELSON, store department; W. B. WOLVERTON, mechanical engineer; W. C. SPANN, former sheet metal foreman; R. R. HARE, F. V. DRAKE, and J. L.

STRAWN, machinists; A. J. STOUT, car foreman; C. C. BENNETT, D. D. DAVIES, and W. R. STOWELL, blacksmiths; F. BIESER, boilermaker; H. H. EVERS, H. HUNTOON, and E. C. RYDER, carmen; D. R. SARBACH, superintendent of shops; and T. N. FASSETT, boilermaker foreman, presented Herman, who is Worshipful Master of Concord Lodge No. 117, with a personal Bible and gavel, and a gift from the Lodge. The gavel and gift were made by HANS EVERS.

TRUMAN FASSETT, Worshipful Master of Kit Carson Lodge No. 734, who instigated the above visit, then had the tables turned on him when the same group made a similar surprise visit to his Lodge, and presented a gift.

Our congratulations to H. H. GILLESPIE and C. G. MINTLE, who are respectively the new sheet metal foreman and car foreman at the shops. They replace WALTER SPANN and LOUIS MACIEL who retired the end of April.

Our condolences to Carman KARL W. WEIBEL, who recently lost Mrs. WEIBEL after a lengthy illness.

Many of you may remember CHARLES C. WILLIAMS, who was formerly a machinist at the shops. Mr. Williams passed away May 4 at Salem, Oregon, where he was working for the Southern Pacific.

Machinist Helper PAT LEO passed away in May at Portola Hospital, but was returned to Sacramento for interment. His pallbearers, A. E. STADLER and F. V. DRAKE, machinists; H. G. MAHLIN, sheet metal worker; E. MAES, carman; and GEORGE CARSON and "BABE" ROSE, former machinist helpers, were all members, with the exception of Maes, of a former champion California State soccer team. Pat was their ardent fan and followed the team

faithfully, often acting as scorekeeper.

Congratulations to Laborer and Mrs. L. DAVIS on the birth of their first child, a daughter.

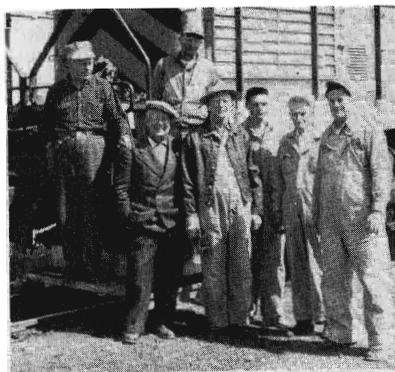
WENDOVER

Esther Witt

We made a slight error in reporting the fishing and hunting item of FRANK PITTMAN in Alaska, and as a number of people think Frank has again returned to Alaska, which he has not, report the following:

Frank is working for "KN" in Elko again. He resigned his position on third trick in Elko in April, 1950, and went to Alaska. Due to his extreme disappointment in what he had thought to be a "bonanza," he resigned from the Alaska Railroad in June, 1954, and returned to the States and back to the good old WP at Elko, where he again went to work in August of 1954.

Yard Clerk FRANCIS K. BYRNE re-



Engineer Clyde Hart snapped this one of Wendover forces during tour of duty: Mechanical Foreman Robert Colvin and Engineer Roland Morton on engine; Yardmaster Harlan Ford, Switchmen Walter R. Umshler and Vaun Shelton, Fireman John Dowling and Switchman Coleman Pettit. They have long service with WP.

turned to work following a trip to San Francisco for a physical checkup.

Telegrapher ANNA BELLE ALBRECHT is still under a doctor's care but is making slow recovery. We'll sure be glad to see you back, Anna Belle.

Roadmaster's Clerk VICTOR C. LOPEZ is now recovering at his home here following quite a stay in the hospital in Salt Lake. He will be confined to bed for another three weeks at least, and we hope you have no further setbacks, Vic.

Visitors in the home of Switchman and Mrs. DAN W. LEE were Mrs. LEE's mother, Mrs. Mary Naylor, and Dan's son, Danny. In turn, the Lees' daughter, Shirley Ann, spent a few days with grandmother, Mrs. Mary Taylor, in Salt Lake.

Just as we all got into the swing of things during the detouring of SP trains, the trestle across the Great Salt Lake was repaired and okeyed by the I.C.C. for resumption of service on May 10. May 11 was somewhat of a letdown after running a "double railroad" for seven days and we'd like to see all those trains running again.

Wendover Air Force Base held open house on Armed Forces Day and the public enjoyed viewing all the different planes, jets and defense strategy demonstrated. In addition to the regular Wendover yard forces in attendance, also there were Conductors THOMAS E. MURPHY, DAN W. SULLIVAN, FRANK R. BOULWARE, ALFRED G. WOODWARD, JOSEPH C. PARKER, and R. M. THORPE. Also, Engineers RALPH AIELLO and CHET F. BARNES, and Fireman KELLY C. NESI and HAROLD J. BEAUDROW.

We understand that Conductor JOSEPH B. PRICE made a slight error on May 23 in presenting his wife, Mar-

garet, with a large birthday cake with a large "50" thereon inscribed instead of the usual "39." A bouquet of beautiful roses made up for the error, however.

Dispatcher JAMES BROWN and Telegrapher FRANK PITTMAN, of Elko, had a very narrow escape while out on a fishing trip. With the fish biting better than ever they disregarded a sudden thunderstorm and the lightning which blasted all around them. What brought the fishing to a sudden end was a bolt which struck the metal button on Frank's cap, knocking it to the ground, and the metal fishing badge on the side of Jim's cap. That they were both wearing rubber boots undoubtedly saved them from serious injury or possible death. "Never again will we be so foolish as to fish during a thunderstorm," they both avowed.



"Just thought I'd drop in and cheer you up!"

SACRAMENTO STORE

Irene Burton

JULIUS FRICK is taking one week of his vacation to run his cattle up to pasture. He has been spending his weekends near Volcano fixing fences and making other preparations.

NORMAN VIZINA returned to the store department on doctor's orders after working along the line with a welding gang.

THURMAN MOZINGA is spending his vacation at Butte, Montana, with a niece after learning that the fishing in that territory was good.

TONY CAPAUL spent a vacation at home trying to put his yard in shape. With so much rain early this year Tony claims the weeds really took over.

BUDDY MCGARITY was in the hospital for dental work and JOHN HICKS has been away because of illness. OSCAR ULRICH was absent recently due to illness, also, and we extend our sincere sympathy to Oscar and his family on the recent death of his father.

CLAUDE CRAIN was called to Tennessee due to the critical illness of his mother.

Other vacationers were ROY FALQUIST and EDGAR ENSELE, but no report on what they did.

G. H. BAKER, chief clerk-purchasing, returned to his old haunts to see the progress being made on the office building and yard. While the office is going to be a great improvement we all wish the workmen to stifle some of the noise and confusion.

The office staff received a lovely box of candy from AGNES ASH who is visiting in Indianapolis. We also helped JACKIE MCCARTHY celebrate her birthday.

Thanks to LEE WILLIS for keeping up with the news while your correspondent was conventioning in Los Angeles with the National Association of Railway Business Women.

H. J. MADISON and his wife were very much surprised when they awoke on Memorial Day to find that their daughter had flown out from Salt Lake City to spend the weekend with them.

ELKO

Henry Wallock

Car Inspector T. N. PARRIS completed 41 years' service with Western Pacific when he retired on May 4. A native of Greece, Tom came to America and first hired out in the WP roundhouse at Elko at the wage of 25 cents an hour. He worked there two years, then transferred to the car department where he has since worked. Tom was given a set of fishing equipment by



Tom Parris

the Elko employees and we hope he will have many happy days just fishing and enjoying life.

Laborer GOLDIE RICHARDSON returned from a 90-day leave during which time she took care of her husband recuperating from an operation. We hope he is soon able to return to work, Goldie.

Fireman E. R. SCOTT is on vacation and claims he is just going to catch up on his rest.

We extend a hearty welcome to W. J. LEAVY who succeeded DON DAVIS as diesel house foreman. We hope he and his family will like our little city.

DON DAVIS bid in as night diesel foreman at Oroville. Leaving us for sunny California, Don said we can keep our snow and cold weather. Sorry to see you leave us.

We extend our sincere sympathy to Mrs. Kershner and her family on the sudden passing of Fireman CLYDE KERSHNER. Clyde was active with the Elko boys' baseball team. He hired out as fireman in 1943.

We also extend our sympathy to Fireman M. J. ETCHEMENDY on the passing of his father.

KEDDIE

Elsie Hagen

Fireman and Mrs. BILL COX have left us, having purchased a home in Oroville. Engineer JACK DECOSTA also moved to Oroville and is working in the canyon. Others on the move are Engineer W. C. FILBECK and family to Portola and Yardmaster BEN NOAH to Quincy.

"BUCK" BUCKHOLTZ was the first to bring in a fish on opening day and it was a whopper. The German Brown measured 19½ inches.

Brakeman "BLACKIE" ADAMS got the first limit in Keddie, but his wife stole his thunder by bringing in a limit the next two or three days.

Agent PETE HANLEY, another of our experts, has yet to get in the race as he has been too busy to put his fishing gear to work.

Brakeman ED ROBERTSON is now out of St. Joseph's Hospital but still is not able to use his arm. He took a short trip home to Rawlins, Wyoming, to visit with his family.

Our deepest sympathy to Trainmaster BOB HENDERSON whose father passed away in Los Angeles; to the family of Conductor WALTER LASHELL who passed away this month; and to Mrs. HERB WOMACK who lost her father in Illinois.

Train Desk Clerk CY BATES is proudly announcing that he is an uncle; his brother, Cecil Bates of Modesto, is the father of a daughter.

We're glad to see ROUNDHOUSE FOREMAN BENNYHOFF back at work after being on the sicklist. BOB CHAPMAN, water service department, was a patient at St. Joseph's but is also now back at work.

On vacation are Conductor BILL STUBBLEFIELD and his family who went to Brooklyn, N. Y., for his son's marriage; NETTIE FOX, second trick train desk clerk, and husband, Conductor JIM FOX, off for fishing on the coast. Vacationists with unknown destinations are Engineers N. L. SMITH, M. E. GIBSON, and E. V. LERNER.

We have three graduates from high school this year. Larry Fisher, son of Section Foreman LAUREL FISHER; Charles Kenny, son of Yardmaster BARNEY KENNY; and Beverly Snyder, daughter of Fireman HOWARD SNYDER.

Also, two boys formerly of Keddie, Milton Webb, son of Mrs. VAN BENTHUSEN, of Winnemucca; and Buford Burrows, son of Conductor JAMES BURROWS of Stockton.

Operator RAY BECKLEY retired May 31 and from all reports he plans to remain in Keddie. He has a wonderful garden and plans to do some mining during his spare time. Best of luck to you and Mrs. Beckley!

Last but not least we have some new dancers on their way up. Performing in the "Foley Follies" were Cindy Barry, daughter of Roadmaster CHET BARRY; Wesley Shannon, daughter of Engineer JACK SHANNON; and Charlotte Nelms, daughter of TOD NELMS, manager of the Keddie Hotel and Coffee Shop.

WINNEMUCCA

Ruth G. Smith

LESLIE NOBLE, water service maintainer, who has been away from work for nearly a year with a leg injury, recently returned home from San Francisco where he was receiving medical attention. After a few days at home he will return to San Francisco for further medical attention.

JOHN E. LORD, retired section foreman at North Golconda, died at St. Mark's Hospital in Salt Lake City after an illness of one year.

THELBERT LEWIS, day yard clerk, is confined to Humboldt County Hospital. He is being relieved by ERNEST LYLE DAMON, stepson of Telegrapher CARL GRAUVOGEL.

Frances Annie, the youngest daughter of John Smith and Roundhouse Clerk RUTH SMITH, was married on May 19 at the Smith home in Winnemucca to James L. Vanderhoff. The young couple will live in Winnemucca.

DARLENE BROWN bid in the job as roadmaster-trainmaster's clerk. She formerly was steno-clerk in the timekeeper's office in Elko. Darlene is the stepdaughter of GLENN PINNEY, carman at Portola.

Switchman TROY THOMPSON returned to work May 28 after an illness of seven months.

Bulldozer Operator FORREST L. SMITH bid in the job as operator on the new Caterpillar assigned to Roadmaster D. J. LAUGHLIN's district. Forrest has moved his wife and two children from Portola where he was formerly stationed.

Retired Engineer O. J. KELLEY was a visitor from his home in Salt Lake City over Decoration Day. Otto was a Winnemucca resident at one time.

Two children of Western Pacific railroaders won the highest scholastic honors at the Humboldt County High School graduation. Marian Rita Laughlin, daughter of Roadmaster DAN LAUGHLIN, won the gold pin and was awarded a certificate from the University of San Francisco entitling her to be admitted with honors to USF. Marian will enter the University's College of Nursing for the Fall semester of 1956. The silver pin went to Douglas Tang, son of Brakeman L. B. TANG.



Marian Rita Laughlin



Douglas Tang

SAN FRANCISCO

Doug Bruce, Rita Connolly, Molly Fagan, Lawrence Gerring, Don Hedgpeth, Carl Rath, Bill Royal, and Frank Tufo.

DON HEDGPETH, former service bureau employee and now division clerk in the freight traffic department, is the new correspondent for the latter department, succeeding AL TOWNE, now in the U. S. Navy. Don recently returned to WP after service with the U. S. Army language school at Monterey and in Washington, D. C.



AL TOWNE writes from Honolulu that he has been promoted in rank to Airman (AN) and is in complete charge of the Operations office with three persons under him. Swimming instruction is also one of his jobs as a Navy Class A swimmer, training men for survival swimming. He's now studying for rank as aviation storekeeper.

PAUL MYER, chief of division bureau, just returned from a vacation at Lake Oconomowoc, Wisconsin, and he still refuses to say how many fish he may have caught.

"MARR" MOORE, payroll clerk-traffic, also spent a vacation in the mid-West. She's real happy to be back though, as the heat, cold, rain and tornadoes of Minnesota didn't appeal to her.

After a hectic round of bidding, ROBERT TOLL is now rate quotation clerk in the F.T.D. and TOM BALDWIN is division clerk.

A son, Michael Andres Olano, was born at 12:20 a. m. on May 19 to Mrs. Elinor Olano, wife of ANDY F. OLANO, engineering steno-file clerk.



"Old-Time" professional vaudevillians mixed showmanship, vitality and nostalgia for their Gay Nineties Variety Show, held at the War Memorial Auditorium in June. Marvel Frasch (third from right) is order-steno clerk in the purchasing department, and vice-president of the organization. Hazel Boydston (on Marvel's left) is former WP employee and cousin of Mrs. Beth Engel, secretary in general manager's office.

From the auditor of revenues department we learn that BENITA SIBLEY is spending a vacation in Hawaii. She Lurlined over and flew back.

MILDRED BUTTERFIELD is now living in Petaluma where she and her husband have purchased a home, as her husband was transferred in his work. Mildred plans to commute to and from work every day.

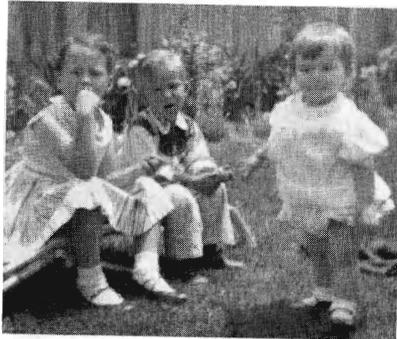
JUNE FLEISHMANN spent her vacation at Bass Lake, camping, hunting with a bow and arrow, and fishing.

HORACE LOHMEYER purchased a home in Brentwood, just across the El Camino Highway from the Brentwood Bowl. He expects to move in the end of June.

INDIANA DENTON spent her vacation in Washington and Oregon. She was accompanied by her husband, Ed (formerly auditor of revenues), and her son, Frank.

JOHN MILLS moved from Redwood City to a new home in San Mateo.

SYDNEY SINDONA took a maternity leave from her duties in the comptometer bureau to await the arrival of her baby.



All dressed up are Kathleen, John and Patricia, children of Frank and Mary Rauwolf.

What's Ahead for Railroads?

In a recent survey *Modern Railroads* magazine asked railroad officers what, in their opinion, were the greatest avenues for future improvement in the railroad industry. Responses to the survey are summarized as follows in a subsequent issue of that publication:

- Continued modernization.
- Increased mechanization.
- More economical maintenance to offset rising costs of labor and material.
- Increased train speed.
- More centralized traffic-controlled territory.
- Modernization of yard facilities.
- Expansion of radio communication.
- Simplification and mechanization of paper work.
- Elimination of hot boxes.
- Educational programs to reduce car delay.
- Handling of highway trailers by rail.
- Elimination of many unprofitable train services.
- Training of personnel to insure proper leadership and adequate craftsmanship.

To listen to and put into service good ideas and practices from other railroads.

Constantly better service for shippers.

Better use of technical knowledge.

Improved design of freight cars.

Continued development of better locomotives.

Improved time freight schedules.

Expedited movement of cars through terminals.

Elimination of sub-terminals and extension of sub-divisions to expedite freight movement.

Consolidation of facilities at common points.

Streamlining yard operations to expedite movement of trains.

Better utilization of manpower.

Improvement in employee motivation.

Improving customer relations.

Greater use of specialized freight equipment to hold or regain traffic.

Simplification of communications, involving reports, statements, etc.

Caboosing . . .

ELIZABETH WOOSLEY spent her vacation visiting relatives in Kentucky.

DAVID OLSEN and LYDIA GOMEZ were married on May 25 at St. Mary's Cathedral in San Francisco.

WELTON LEE has returned to work after having served four years in the U. S. Navy. An accomplished musician, he was able to carry on his studies of the violin while in the Navy.

ROBERT K. HERON reported to the engineering department June 11 for assignment as engineer aide during sum-

mer vacation from studies at San Jose State College. He likes golf and swimming and, of course, the gals.

VERNE WILDE, secretary-clerk in general manager's office, added one more son to his increasing family. Kevin R. arrived on June 7 to join his mother, Norma, brother Robyn, 6, and sister Debra Jean, 2.

A first child arrived at the home of DON NASH, junior engineer, and his wife, Julia, on June 7.

WILLIAM A. REED, JR., was welcomed as new draftsman in the engineering department in June.

A "Home away from home" at Wendover

By Esther Witt

A "home away from home" is a welcome spot for any railroader. For some, a place to spend a few minutes; for others, a place to spend a few hours while waiting a call. Whether on the road just a few hours, or after having spent a longer time on a local or a work train, a place to rest, relax, chat and "coffee-up" is as important to a railroad man as his watch.

Such a "home" is the Wendover depot, and the first place everyone hurries for is the "beanery"—the "hash house" or the "snack bar"—depending on the individual's lingo.

Times have changed the Wendover "beanery" from a large dining room seating 29 persons to a counter seating ten. From a kitchen once complete with refrigeration, steam table, gas stoves, and mechanical dishwasher, all cooking is now done on an electric grill. No longer are there large urns of coffee but an aluminum coffee maker heated by electric hot plates. Once presided over by a chef, cook and dishwasher, the waitress on duty now is her own cook, waitress, cashier and dishwasher. Dishwashing is done by hand during slack periods. Some days, when slack periods are few, there is at least one off-duty waitress around to pitch in and help in order to keep the men fed and the trains rolling.

But, also gone are the busy days of World War II when many more trains rolled in and out of Wendover. Many railroaders who once worked in the roundhouse, now gone, and other facilities not now required, are working at other locations.

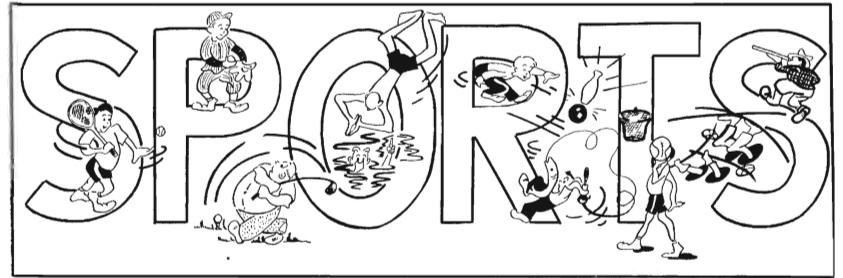


Porter Emil Stadem; Waitresses Jean Larsen, Essie Garfiels, Marguerite Shea, Irene Charles; Hotel Manager Walter Parks. Porter Gus Adamson was absent when the picture was taken.

Today the waitress on duty makes every minute of a day count, yet she still finds time for a kind word and a pleasant smile. She often counsels a new yard clerk in calling men to work—very much appreciated for in Wendover, so many WP railroaders have the same last name.

A porter and a maid keep the beds made and rooms cared for during all hours of the day and night. They also carry in supplies under the genial supervision of the hotel manager.

To each of these wonderful people I have been asked by those who work in and out of Wendover to express for them their most sincere and heartfelt thanks for all they do to make the "home away from home" enjoyable.



Fresno Golfer Wins Gross-Net

Bob Runge, general agent, poured on the Fresno heat and stroked his way around Castlewood Golf Club's lower course at Pleasanton on June 9 to return home winner of both low gross and low net. While his 87 was no course record, it was good enough to nose out another Fresnan, his own chief clerk, Dean Dorsey, and Dick Hocker, Oakland traffic man, who tied for second with 90. Last year's winner, Larry Shaughnessy, accounting, could do no better than 94 but it was good enough for third.

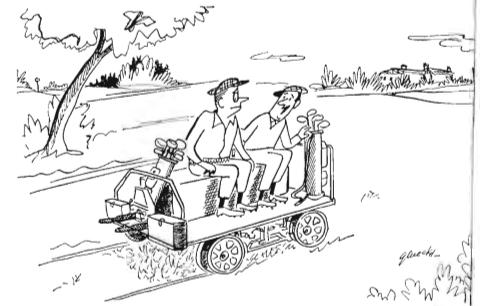
The only hot stick of the day was wielded by guest Dick Graham (Milwaukee Railroad) who sizzled in with a nice 74. Jack Harris (Western Military Bureau) took second guest honors with an 87.

Using the Calloway system of handicapping, Runge picked up 15 strokes for his 72 low net. Stan Dinkel, Jr., industrial department, finished with a 93-20-73 to tie for second low net with Sid Henricksen, chief clerk, engineering. For his second time on a golf course, Sid's 131 wasn't bad and he picked up a 58 handicap to get his 73. By Larson, freight traffic, went around in 116, and a 42 handicap put him in

a 74 tie with Don Loftus who, with a little more research, could have bettered his 122-48-74. Guests J. Miller and H. Andrus netted 72 and 73 respectively for first and second guest honors, grossing 123 and 91.

Best "hole-in-one" shot of the day was a six-footer by guest Ralph Bullis (Hoover Company) who split the pin from the fourteenth tee. Dean Dorsey, with a 12-footer, and Ed O'Neil, accounting, with a shot 12 feet four inches from the cup, took second and third.

Robert Joy, fireman at Stockton, won a new Bag-Boy caddy cart.



"Aw, they won't miss it. I'll return it first thing in the morning."

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RAILROAD LINES



Northwestern Pacific discontinued overnight passenger trains between San Rafael and Eureka and inaugurated tri-weekly daytime service June 2.

. . .

Black Hills Central Railroad begins passenger service July 4 over five-mile, three-foot gauge frontier railroad near Mount Rushmore National Monument.

. . .

Loss and damage to railroad freight in 1955 was 4.7 per cent lower than in 1954.

. . .

B&O using rail-highway jeep with scintillating counter to locate possible radioactive ores along its right-of-way.

. . .

L&N and Southern join Rail Travel Credit Agency.

. . .

Grand Trunk Western to build new \$4.3 million classification yard at Battle Creek, Michigan.

. . .

Travel by rail during 1955 was 14 times less hazardous than by regularly scheduled domestic air lines, according to ICC's Transport and Economics and Statistics.

. . .

Great Northern testing new coloring and lettering scheme for its box car fleet.

. . .

New York Central's "Xplorer" began regular Cleveland-Cincinnati service June 3.