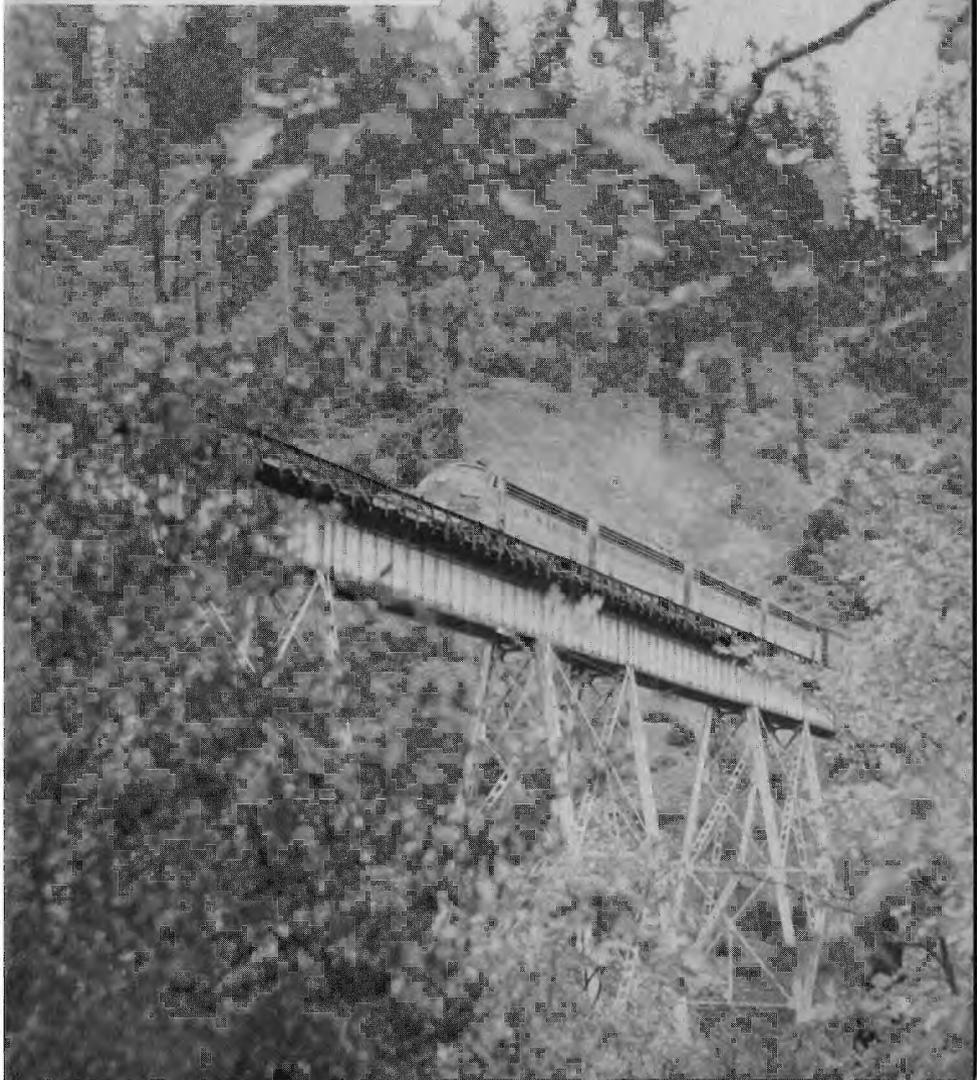


WESTERN PACIFIC
Mileposts
MARCH 1957



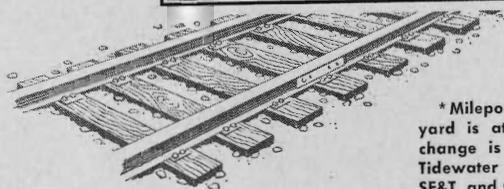
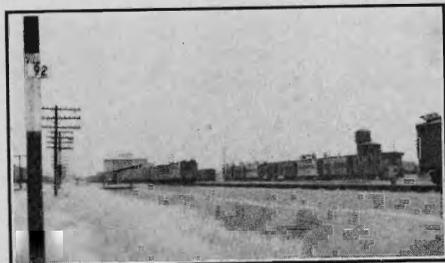
WESTERN PACIFIC Mileposts

Vol. VIII, No. 8

MARCH, 1957

* Milepost No. 92

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 92: Largest WP yard is at Stockton. Interchange is made here with Tidewater Southern, Sfe, SP, SE&T, and CCT.

FEATURES

	Page
In the Baggage Car Ahead.....	3
Crusade Recognition.....	9
How We're Doing.....	10
Promotions and Transfers.....	12
Activities of Clubs.....	13
WP Will Remember.....	14
Mileposts in Gold.....	15
In Memoriam.....	16
Credit Union Reports.....	17
Oroville Dam.....	18
Dear Editor:.....	20
Caboosing.....	21
Pets and Pests.....	34
Railroad Lines.....	36

COVER: A four-unit freight diesel heads the SWG north to Bieber over the Inside Gateway Route. The location for the picture, about two miles out of Keddie, was suggested by Trainmaster Redus.

MILEPOSTS

In the Baggage Car Ahead

ACCORDING to Webster's Collegiate Dictionary, the word "baggage" is described, among other meanings, as "an artful, pert young woman." There are no available records to show that any Western Pacific train baggageman has ever been so fortunate as to have such a bill of goods checked aboard his car, but just about everything else has been handled.

Probably the nearest thing to such feminine pulchritude, and one of the most unusual express consignments ever to be placed aboard the baggage car of the *California Zephyr*, occurred in February, 1953. You can imagine the profound amazement of the train baggageman when he learned upon arrival at Oroville that he would be confronted with a shipment of 29 million ladybugs! These bright-colored ladybugs, ensconced in 80 large cases, were destined to Phoenix, Arizona, not to see their "buzzin' cousins," but to destroy an overabundance of aphids. When questioned about the shipment, the shipper, Paul Harris, explained: "Oroville to Phoenix is a long flight for ladybugs. And, besides, TRAIN TRAVEL IS A LOT SAFER THAN FLYING!"

Not everything shipped in a baggage car is classified as baggage. Many articles are shipped express and are handled by the Railway Express Agency. Of the total space in a *California Zephyr* baggage car, for example, about 35 feet is allotted to Railway Express, and the remainder to the railroad for bag-

gage. Likewise, the train baggagemen (or baggagemen-express messengers) who ride the *California Zephyr* while it operates over the line of the Western Pacific are employees of both the Railway Express Agency and the railroad, and their salaries are shared by both companies. Express shipments can be most anything from watermelons to burros, or a racer for the Soap Derby.

Items classed as baggage are the property of passengers either on the same train or on a train which follows or precedes the one in which his baggage is shipped. Such items would include trunks, additional luggage or parcels too large or too numerous to be placed in the space occupied by the passenger or in the baggage racks provided in the cars. Up to 150 pounds of baggage may be checked without additional charge (40 pounds on most airlines) for each adult passenger, provided it does not exceed \$100 in value. Seventy-five pounds and up to \$50 in value will be carried free for each child traveling on a one-half fare ticket. Baggage of greater value than \$2,500 on one passenger's ticket cannot be accepted, and value in excess of the free allowance up to the \$2,500 maximum will be charged for at the rate of 20 cents for \$100 or fraction



MARCH, 1957



Large trunks make up a good part of baggage.

thereof. No piece of baggage can exceed 300 pounds in weight or six feet in length. Under certain conditions specified in the I. C. C. Baggage Tariff, however, round-the-world, trans-Pacific or trans-Atlantic passengers may check free up to 350 pounds of baggage.

A brief look through the I. C. C. Baggage Tariff will reveal many interesting items that can, or cannot, be carried in baggage service. For example, fish eggs, and small live fish in metal containers, will be accepted when accompanied by an attendant riding on full-fare transportation. Baby carriages and cribs for infants traveling on the train are acceptable, as is one bicycle per passenger. Other unusual and acceptable articles include parachutes, skis, snowshoes and toboggans, surf boards, pets, camping outfits, and mine-rescue paraphernalia. Pasteboard cartons of not more than 50 pounds gross weight will be accepted. Military remains are always escorted by a guard of honor who rides as a passenger on the train.

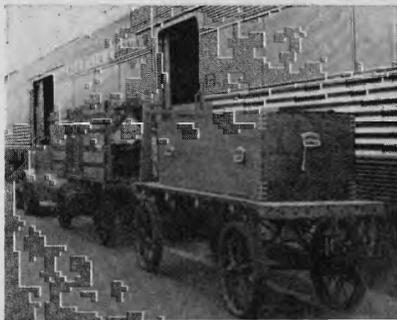
Out of 50 or more articles prohibited

from baggage service according to the tariff are such items as beach umbrellas, household articles, gambling devices, firearms and explosives, meats, merry-go-rounds, phonograph records, radios and television sets. Photographic paraphernalia and racing shells, for example, will be accepted in special baggage cars at special car rates only. In most instances these items are easily susceptible to damage and require extreme care in handling.

Checking of baggage dates back to stagecoach days. According to a page from the Muskingum Valley Hardware Company *News*, published in Beverly, Ohio, in 1830, "all that are desirous to pass from Baltimore to Pittsburgh or any other place on their road, let them repair to the White House Inn at Baltimore, at which place they may be received in a stagecoach every Monday and Friday, which performs the whole journey in eight days (if God permits) and sets forth at five in the morning. Each passenger will be charged five cents a mile and be allowed 14 pounds weight of baggage; 12½ cents per pound for all above."

Many years ago baggage could not be checked over two or more railroads.

Shipments of military remains are frequent.



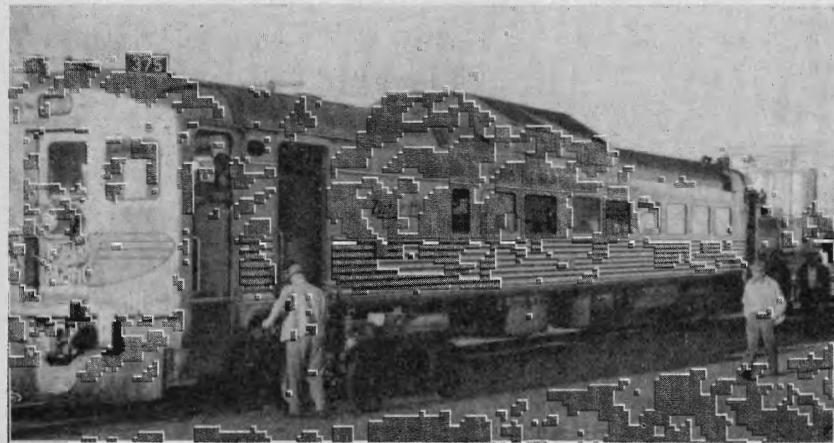
A plan has since been worked out whereby passengers may check baggage to and from almost any city or town in the country reached by a railroad, regardless of the number of railroads the passenger travels over. For further convenience of passengers, railroads have arrangements with local transfer companies in many large cities to call at the passenger's home or hotel for baggage and check it through to any street address at destination. Today there are some 13,000 or more nonpassenger-carrying baggage cars on railroads, in addition to another 2,500 of so combination cars (such as WP's self-propelled rail diesel car *Zephyrette*) which have separate compartments for passengers, and for mail, express or baggage.

THE baggage car is trained just behind the locomotive in the *California Zephyr*. Baggage is usually checked by the passenger with the baggage agent located in a baggage room in nearly every large railway station. The agent properly tags the

baggage, giving the passenger a duplicate tag, and it is carried to the baggage car on trucks provided for that purpose. The passenger claims his baggage at destination by presentation of the duplicate baggage check. At small stations, baggage and express parcels are loaded on a platform truck and pulled to the train by the agent, or a part-time or full-time baggageman, depending upon the size of the station.

Once aboard the train, the articles are placed in convenient piles by the train baggageman, ready to be put off the train at destination. He examines each piece of baggage as to its condition, makes notes of any exceptions, and keeps a record of what he takes on and puts off at each station. Despite every care, articles sometimes become damaged and claims are presented to the railroad for settlement or rejection, depending on exceptions previously noted and responsibility in handling. Every effort is made also to

The Budd car *Zephyrette* has a 17-foot baggage compartment and seats 70 passengers.





Train Baggage man E. O. Peterson completes his list of baggage and express received.



Assortment of express and baggage is viewed by Rountree and Train Baggage man J. H. Hollis.

return to the rightful owner any lost or unclaimed article. Baggage handlers of all railroads are carefully instructed in the careful handling of all baggage and in the prevention of loss or damage.

Almus L. Rountree, chief baggage and ticket stock clerk, is responsible for settling all WP baggage claims for loss, damage or delay in handling. Only recently he made two Michigan travelers extremely happy. En route to Australia, their baggage was delayed somewhere en route and did not arrive in San Francisco until after their ship had sailed. Fortunately, the ship had a stopover in Los Angeles and Al made arrangements to have the baggage forwarded on to Southern California by rail and delivered to the owners aboard the ship. Another recent incident, and similar, except for the fact that the people had already gone to sea when the baggage arrived, was also quickly handled by Al. The baggage was waiting for the people when the ship docked overseas, having

been rushed by air from San Francisco.

The causes of most delays in baggage arrival trace back to the owners. "It is wise," suggests Rountree, "for the passenger to check baggage far enough ahead of time to insure that it will be on hand at destination upon arrival, as all trains do not pick up and deliver baggage at all stations, in which case the baggage must go on ahead in another train." Al also suggests, "It is a good idea for the passenger to identify his baggage with a tag on the inside as well as on the outside in the event the outside tag is separated from the baggage.

Since his appointment as chief baggage and ticket stock clerk in 1945, Rountree has had many interesting experiences. His is a one-man department, except for a brief period during World War II when he was assisted by a secretary and ticket stock clerk during the time when the *Exposition Flyer* was running as many as eight sections a day, and troop trains were frequent.

Al joined Western Pacific on February 21, 1942, as assistant buyer in the dining car department at Oakland. He was transferred to general office as general clerk in the passenger department in February, 1943.

Rountree was born in Felton, California, and attended primary and high school in and around Santa Cruz. Following school he spent four years in the department store retail business and 26 years in the wholesale notion and fancy good business, interrupted for about two years during World War I when he served with the Army in France. Upon his return from overseas he married the former Lucy Paris of Indiana and they have two adopted children, a full brother and sister. Nancy, 29, is the wife of Lt. Com. H. J. Statchen and is living at present on Midway Island. Richard, 25, is in the air force, stationed at Keesler Air Force Base at Biloxi, Mississippi. Al has a granddaughter, Carol Ann, 5, and two step-granddaughters, Sandra, 16, and Gloria, 8.

Al is a member of the American As-

sociation of Baggage Traffic Managers, has been a member of WP's glee club since its beginning, and enjoys gardening at his home in Palo Alto.

According to Al, one of the most interesting consignments frequently carried in the *California Zephyr's* baggage car happened again only last month when an express shipment of 11,500 baby chicks in 115 cartons were received at Oakland for shipment to Salt Lake City. While regulations provide for handling not more than 100 such containers, special instructions were issued to accept up to 200 of these containers as a service to the hatchery, who insists that these young chicks travel in no other way than by *California Zephyr*. Except for moderately controlled temperature, the chicks require little additional handling, being able to go as long as 72 hours without feeding. Of course, these young chicks, like the ladybugs, are about as near to being "pert young women" as a train baggageman will ever see. But the chicks do, like all members of the feminine sex, like to chirp!



A. L. Rountree reviews a claim.



Rountree points to "Baby Chick Pullman" cases.

Crusade Recognition

I am sure that all of the contributors to the United Bay Area Crusade and also the solicitors in our company who worked in the campaign last fall must be very proud of the recognition which has been accorded by the award from the Crusade. It is a tribute not only to the efforts of all the donors who carried out their obligation to the community with generous responses, but also to the very hard work of those

who gave their time and effort in the solicitation of funds.

I may add, too, that such public recognition of the Western Pacific and its employees can be of considerable help to our company in a public relations way, and thus indirectly contribute to our own welfare by possible increases in the traffic we are handling, thus tending to enhance employment possibilities.

F. D. Whitman

Who Else?

The contribution the railroads made in extending financial aid to farmers and ranchers in the Southwest in the form of reduced rates on hay and other foodstuffs and on the free movement of cattle back home during the heavy drought probably caused little more than a ripple in the sea of public opinion. Why? According to one Southwest railroad, "the railroads are expected to do the unusual. So when they do it, it is not considered unusual at all."

This is not the case with other forms of service, however. If all the banks in the sun-scorched areas were asked by President Eisenhower, for example, to make a 50 per cent reduction in interest rates on their loans; or if all the merchants in the areas were asked to make a 50 per cent reduction in the prices of one or more of their basic items, it would be considered most unusual.

Either of these requests by the President would make front-page news, stimulate editorial comment, and create extensive public discussion.

Down through the years the railroads always have extended a helping hand to their neighbors in times of disaster. Of the several forms of transportation, the railroads—and only the railroads—have given such assistance.

Their action in this crisis is not unusual.

Eisenhower Urges Action

If the Eighty-Fifth Congress accepts the admonition of President Eisenhower, railroads may have legislation giving them the "right to compete" with other forms of transportation.

The President, in his budget message, told Congress "earnest and prompt attention" should be given to the report and recommendation of the Advisory Committee on Transport Policy and Organization.

"Legislation to carry out the recommendations of the Committee was the subject of hearings during the last Congress. Because of the importance of strengthening our transportation system, these hearings should be completed in the present session," the President said in his budget message.

UNITED BAY AREA CRUSADE

HONOR

1956

*in recognition of
outstanding support of health
and welfare services of the
Bay Area Community*

To **WESTERN PACIFIC RAILROAD CO.**

EMPLOYEES

M. Stewart
PRESIDENT, UNITED BAY AREA CRUSADE

F. D. Whitman
DISTRICT PRESIDENT

James H. ...
GENERAL CAMPAIGN CHAIRMAN

Walter A. ...
DISTRICT CAMPAIGN CHAIRMAN

How We're Doing

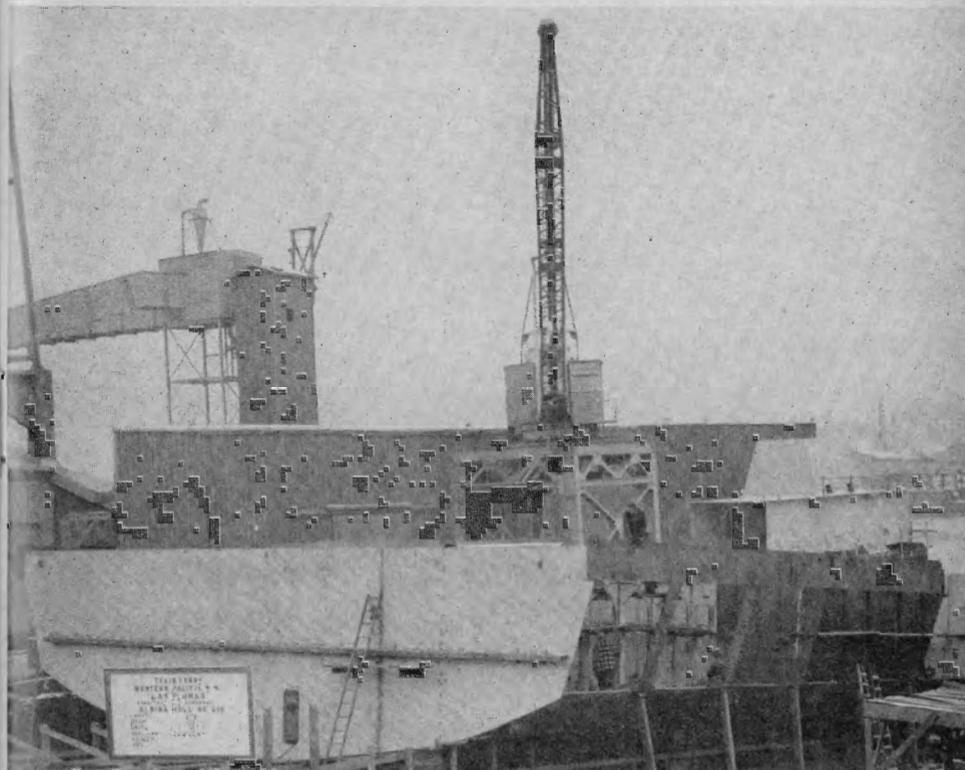
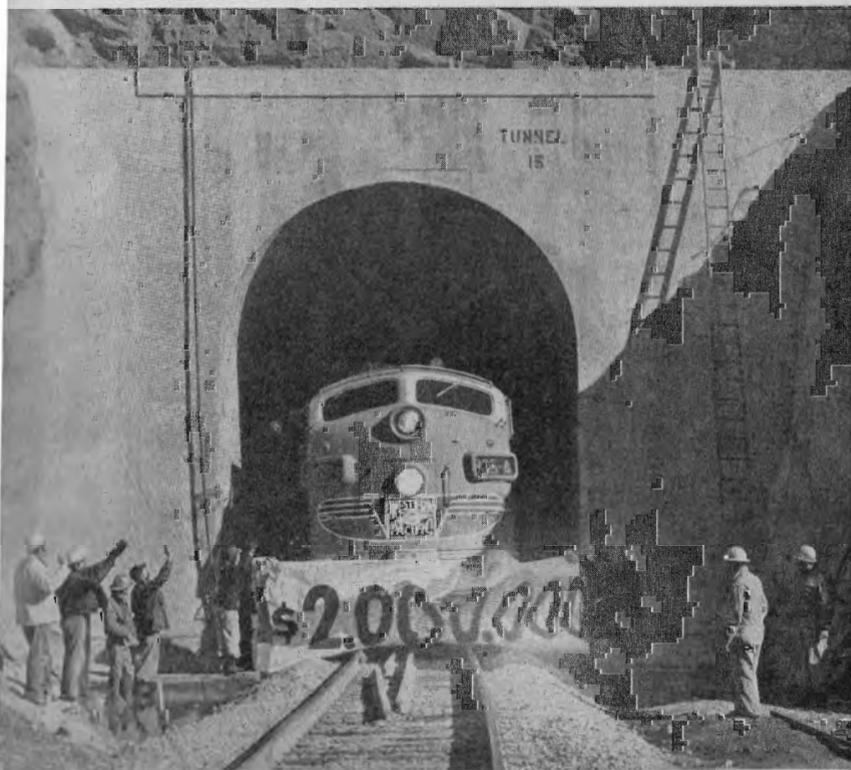
As a result of refusal on the part of the California PUC to authorize or permit increases in rates and charges on California intra-state traffic corresponding to increases authorized by the ICC for application on inter-state traffic, California railroad carriers' petition for investigation by ICC has been assigned for hearing in San Francisco on March 18.

. . .

California Vegetable Concentrates, Inc., is first industry to locate on company's new industrial tract at Modesto.

(Continued on Page 11)

First official train through Tunnel 15 January 30 was this westbound *California Zephyr*. Entire cost of \$2 million tunnel was paid by WP without benefit of any Government subsidy.



Construction of WP's self-propelled diesel train ferry *Las Plumas* at Portland is right on schedule. Keel was laid January 15. Engine room section, above, under construction January 29, when this picture was taken. Delivery at San Francisco is scheduled for August 1.

New CTC remote controls at Wells, Nevada, eliminate manual control for switching over WP and SP trains at Alazon for operation over the paired track between Alazon and Weso.

. . .

Western Pacific's gross freight revenues for month of January showed an increase of some \$192,000 over the same period a year ago. While government traffic decreased about 29.7 per cent, commercial traffic increased 8.5 per cent.

. . .

California Zephyr load averaged 57.4 per cent capacity during January, 1957, as compared with average 63.0 per cent capacity for same month a year ago.

Promotions and Transfers

Donald Carman was appointed records analyst, effective February 1. He will be headquartered in the office of the president at San Francisco. The position is newly created and will consist of the preparation of statistics regarding Western Pacific report forms and other related matters for consideration of the records management committee.

Don's first railroad employment was with Western Pacific in 1942, following two years of employment with the Feather River Lumber Company. He was first a roundhouse laborer at Stockton, became a hostler's helper three months later, and a machinist helper one and one-half years later. He next worked the midnight shift as roundhouse clerk and, in October, 1945, worked days in that position until 1952. From that date until 1953 he was assistant accountant at Sacramento Shops and in 1953 was advanced to accountant, his position prior to



his appointment at San Francisco.

Don was born at Susanville, California on December 14, 1922. He attended grade school there and completed his high school education at Portola High School. He met the former Nevada DeVaney of Wells, Nev., and they were married on July 25, 1941. They have two sons, Stephen, 14, and Donald, 11.

Like father, like son, the two boys are baseball devotees. When "pop" organized and managed a baseball team in the Sacramento Little League in 1954, both sons were members of the team. The team won the league that year and son Stephen was a member of the all-star team which Don also managed in the regional tournament, losing out in the second game.

Don also managed the Sacramento Western Pacific Bowling Tournament in 1956, and teamed with Hy O'Rullian, winning the doubles event of that tournament.

The president of a chain of hotels was visiting one of the larger hotels in the chain on an inspection trip. In the kitchen he noticed a sullen fellow morosely washing dishes.

He slapped the man kindly on the back and said: "Don't feel downhearted. I began as a dishwasher, you know, and now I'm the boss. That's America!"

Whereupon the unhappy man replied: "And I started as the boss and am now washing dishes. That's America, too!"

"They had to shoot poor Fido today."

"Was he mad?"

"He wasn't any too pleased!"

MILEPOSTS

Activities of Clubs

Pacific Railway Club

Holcombe Parkes, president of Railway Progress Institute of Chicago, will be principal speaker at the Club's fortieth annual meeting and banquet on March 21. The meeting will be held at the Sheraton-Palace Hotel in San Francisco, and will follow a seven o'clock dinner.

"Let's Look Ahead—and Stay Ahead" will be the subject of Parkes' talk, and concerns the railroads' future if they stay on top in the field of competitive transportation. His talk will be supplemented by a color and sound movie, "June Decision," a film about a young engineering student's consideration of railroad engineering as a future.

Parkes has been president of the RPI since July 1, 1955. He is a former advertising and newspaper man, former associate editor for *Railway Age*, and was once vice president of the National Association of Manufacturers. His railroad affiliations include that of advertising and publicity manager for the N&W (and was first editor of N&W's magazine), secretary of the Southeastern President's Conference, associate director, public relations, AAR, and assistant to the president, Southern Railway.

The meeting will be the last official one for President Grant E. Allen, WP's superintendent of transportation, and Assistant Secretary W. C. Emerson, transportation inspector. H. C. Munson will continue to serve as a director.

Tickets may be obtained from W. C. Emerson, general offices, or H. A. O'Rullian, Sacramento Shops.

Women's Traffic Club

The Women's Traffic Club of San Francisco held its election of officers for the year 1957-1958 in San Francisco on February 14. Installation will take place at a luncheon in the Venetian Room of the Fairmont Hotel on March 23. Guests are welcome to attend.

President-elect is Virginia Colombo, Lyon Van & Storage Co. She will be assisted by Blanche Cox, Overseas Shipping Co., vice-president; Frances Wilde, General Metal Corp., secretary; and Gertrude Pohndorf, Western Pacific, treasurer. Directors are Frances Croy, Milwaukie Road; Pat Kirby, C. E. Grosjean Rice Milling Co.; and Genevieve Burns, Leslie Salt Co.

Since joining the Club in 1954, Mrs. Pohndorf has served as entertainment chairman, reception and courtesies chairman, and as a director.

Other WP members are Olga Cagna, Rita Mae Connolly, Ruby Gore, Ann Malfa, Lela Paul, Ruth Stone, and Gertrude Verberg.

The Club is a member of the Associated Traffic Clubs of America, and will be host when ATC holds their annual convention in San Francisco next year.

First Texan: "Hear you bought another new Cadillac."

Second Texan: "Almost had to, old man. I ducked into their showroom to make a phone call and didn't like to leave without buying something."

* * *

Total government tax receipts in the U. S. are, for the first time in the country's history, reaching the \$100 billion mark. This sum equals \$1,900 for each American family.

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:

Robert R. Carnahan, brakeman, Stockton.

Stephen B. Corven, statistical clerk, San Francisco.

LeBaron T. Coyle, Sacramento Northern clerk, Marysville.

William C. Jarrell, locomotive engineer, Stockton.

Nick Lalich, B&B carpenter, Sacramento.

Helen G. Lilly, government clerk, San Francisco.

Mads C. Madsen, general foreman-communications department, Oroville.

Christ A. Pappas, section foreman, Lago, Utah.

Holland J. Severns, brakeman, Oroville.

* * *

Joseph G. Wheeler, passenger consultant and former passenger traffic manager, retired on January 31. Of his forty years of railroad service, thirty were with Western Pacific.

Joe is a native of Aspen, Colorado. His first railroad service was in 1917 as ticket agent at various points on the Southern Pacific. His first Western Pacific service was as city ticket agent at San Francisco in 1926, following which he held successive positions in the passenger department until his appointment as passenger traffic manager on May 1, 1948. He held this po-

sition until December 31, 1955, when he asked to be relieved of those duties because of his health and since that time served as passenger traffic consultant.

Joe was, and is, possessed with probably the greatest witticism and finest sense of humor of anyone on the railroad, although his casual remarks always carried the weight of sound reasoning and left the listener with a great deal of thought for consideration.

His host of friends honored Joe at a luncheon on January 29, at which time



he was presented with a portable television set and a check.

He and his wife, Florence, make their home at 1326 Forest Avenue, Palo Alto.

MILEPOSTS



IN GOLD

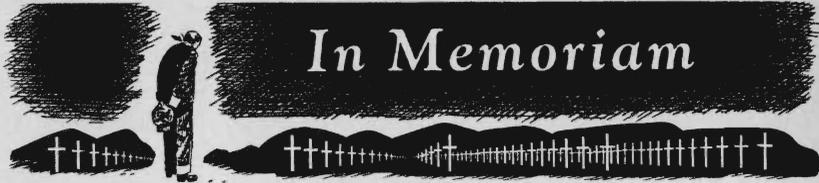
MILEPOSTS congratulates the following railroaders who will receive Service Pin Awards during the month of March, 1957:

30-YEAR PINS		
Anthony J. Butteries.....	Carman Helper.....	Mechanical Dept.
Joshua L. Cook.....	Section Foreman.....	Eastern Division
Salvatore L. Martello.....	Carman.....	Mechanical Dept.
August A. Ottoson.....	Carman Cabinet Maker.....	Mechanical Dept.
Walter T. Weibel.....	Carman.....	Mechanical Dept.
Henry P. Weathersby.....	Carman Inspector.....	Mechanical Dept.
20-YEAR PINS		
Henry E. Forsberg.....	Switchman.....	Western Division
Edward J. Hillier.....	Dispatcher.....	Western Division
Floyd D. Hillier.....	Car Clerk.....	Western Division
Alvin W. Johnson.....	Clerk.....	Western Division
Maurice F. Lawson.....	Telegrapher-Agent.....	Western Pacific
Lillard S. Overton.....	Machinist Helper.....	Mechanical Dept.
Lorin Ricks.....	Statistical Clerk.....	San Francisco
Muril Q. Waugh.....	Machinist.....	Mechanical Dept.
Adolph J. Zinniel.....	Machinist.....	Mechanical Dept.
15-YEAR PINS		
James C. Branch.....	Switchman.....	Western Division
Hugh B. Dessel.....	Laborer.....	Mechanical Dept.
Edmond P. Jagels.....	General Manager, SR&D.....	San Francisco
Ike L. Johnson.....	Stationary Engineer.....	Mechanical Dept.
John F. Kaufman.....	Brakeman.....	Eastern Division
Fred I. Lyell.....	Brakeman.....	Eastern Division
Joseph J. Oliver.....	Carman.....	Mechanical Dept.
Walter A. Roberts.....	Switchman.....	Western Division
Lawrence J. Shaughnessy.....	General Clerk.....	San Francisco
Lawrence I. Singley.....	Switchman.....	Western Division
Luther Thompson.....	Section Foreman.....	Western Division
Claud D. Wilson.....	Carman.....	Mechanical Dept.
10-YEAR PINS		
Bernice Burton.....	Coach Cleaner.....	Mechanical Dept.
Willie Bush.....	Coach Cleaner.....	Mechanical Dept.
Mary Cobb.....	Coach Cleaner.....	Mechanical Dept.
Anton Jovick.....	Telegrapher.....	Western Division
Edward P. Murphy.....	Telegrapher.....	Western Division
John A. MacFarlane.....	Switchman.....	Western Division
George E. McClure.....	Switchman.....	Western Division
James C. Raney.....	Section Laborer.....	Eastern Division
Melvin H. Robinson.....	Section Laborer.....	Western Division
Rodolfo Verduzco.....	Section Laborer.....	Western Division

(Correction: Ambrose McGraw was listed as switchman under the 15-year awards in the January issue. His correct position is fireman on the Western Division.)

Are You Moving?

If you have recently moved or intend to soon, send us your new address along with the old one so you will continue to receive each copy of MILEPOSTS. Write to Editor, MILEPOSTS, 526 Mission Street, San Francisco 5, California.



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 deaths have been reported:

Charles E. Bybee, retired conductor, January 22.

John DiGrazia, retired carman, January 30.

Clarence J. Disotel, retired conductor November 10, 1956.

Jack F. Gorden, storekeeper's clerk, January 24.

John L. James, retired boilermaker helper, January 27.

George H. King, retired conductor, January 12.

Rudolph L. Muckleroy, retired dining-car waiter, December 15, 1956.

Britton E. Neely, retired switchman, November 26, 1956.

Henry A. Rotermund, retired assistant agent, November 23, 1956.

Wernhard C. Scheuer, retired Sacramento Northern agent, February 3.

Asa R. Scott, retired section foreman, November 11, 1956.

Railroad Film Award

Selection of the Association of American Railroads by the distinguished National Awards Jury to receive a George Washington Honor Medal for its motion picture, "The Right to Compete," was announced by the Freedoms Foundation at Valley Forge, Pa., on Washington's Birthday.

In announcing the award, the Foundation said that the film is "an outstanding achievement in helping to bring about a better understanding of the American way of life," and shows "the importance of the transportation industry in America's economy, based on a report by the President's Cabinet Committee on Transportation."

The 16-millimeter, 14-minute technicolor film may be obtained from WP's Department of Public Relations, 526 Mission Street, San Francisco.

Credit Union Reports

January was a busy month for Credit Union activities, and the following reports have been issued.

Members of the WP Sacramento Employees Federal Credit Union held their annual meeting on January 15. A 5 per cent dividend was declared on all shares on deposit as of December 31, 1956.

A comparison of the growth of this organization shows 272 members in 1953, its first year of operation, and 544 members in 1956. Loans in 1953 totaled \$23,500; in 1956 they totaled \$148,069. Shares grew from \$20,795 in 1953 to \$145,312 in 1956. Since its organization in 1953, 814 loans have been granted amounting to \$425,000.

Elected to office were: E. L. Tomlinson, president (re-elected); L. D. McClintock, vice-president; F. R. O'Leary, secretary-treasurer; and H. F. Brecht, clerk. J. A. Anderson was appointed assistant treasurer. The remainder of the Board of Directors elected were C. C. Bennett, W. Benz, C. B. Reid, A. J. Stout, J. R. LaMalfa, R. L. Kimball, and William Miller. E. E. Evers was elected chairman of the credit committee; Irene E. Burton, secretary; and V. A. Garwood, W. J. Walker, and H. J. Coldsmith, members. Marcella G. Schultze was elected chairman of the supervisory committee; and M. T. Pantalone and Don Richmond, members.

WP San Francisco Employees Federal Credit Union held their annual meeting on January 23. A 4 per cent per annum dividend was declared on full shares held continuously through 1956, and proportionally on full shares for each month held when purchased in 1956 and held to January 1, 1957.

From a membership of 275 in 1954 it has grown to 428 in 1956. Members' savings, \$25,665 in 1954, now total \$92,664. Loans outstanding in 1954 were \$20,412 and in 1956 reached \$69,044.

In 1954, loans valued at \$33,054 were made to 141 persons, and in 1956 a total of \$208,112 was loaned to 582 applicants.

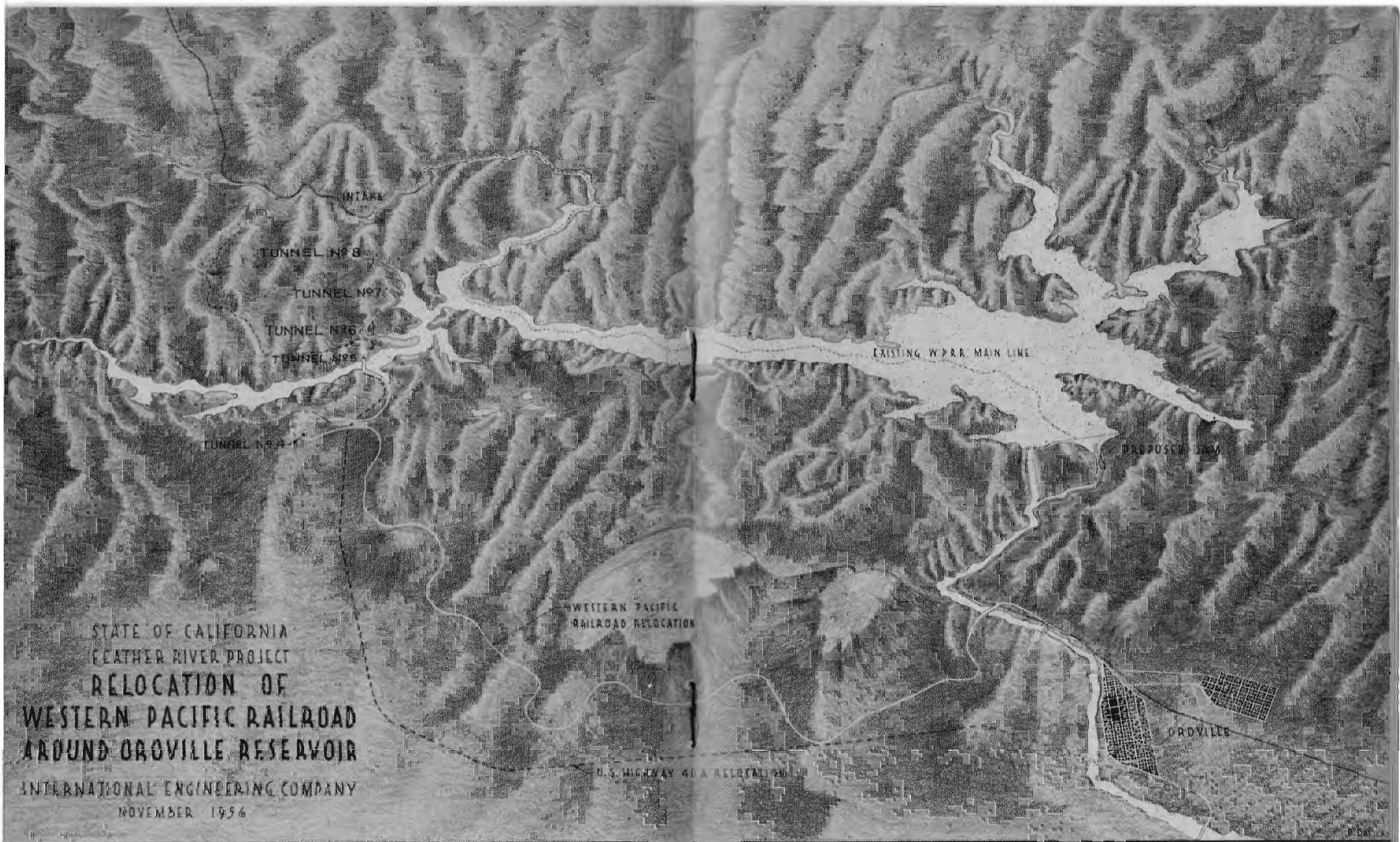
Elected to office were: Bob Toll, president; Clyde Moll, vice-president (re-elected); Emma McClure, secretary (re-elected); Carl Flaig, treasurer; and Joe Marks, assistant treasurer. The remainder of the Board of Directors elected were: James Ferrol, Elinor G. Gowen, Mary Jane Hyland, John Miller and Tony Quill. Credit committee members are Frank Gabbert, Lawrence Levis and Mildred Nielsen. Supervisory committee members are William Brew, Jonathan Morgan and Walter Vanskike. Joe Marks is educational committee member.

The annual meeting of Oroville WP Employees Credit Union was held on January 26 at the Palermo Grange Hall. The treasurer's report showed 152 members with assets of \$43,000. As a result of a very successful year, a 4½ per cent dividend was declared.

Elected to office were Board of Directors Clayton D'Arcy, W. B. Lewis, J. J. McNally, Jr., R. S. Pattison, and Helen R. Small. Supervisory Committee members are Clarence Brandt, Frank Rogers and N. I. Staunton. Credit Committee: C. G. Garvis, C. E. Humphrey, H. B. Kell, W. F. Lord, and Joe Suddreth. Educational Committee: Mrs. Hugh Kell and John C. Nelson.

The 10% Tax on passenger fares and the 3% Tax on freight charges are taking money out of your pocket!

These U.S. taxes—left over from World War II—should be Repealed!



STATE OF CALIFORNIA
 FEATHER RIVER PROJECT
 RELOCATION OF
 WESTERN PACIFIC RAILROAD
 AROUND OROVILLE RESERVOIR
 INTERNATIONAL ENGINEERING COMPANY
 NOVEMBER 1956

Proposed Oroville Dam and Relocation of WP's Main Line

(See story on Page 20)

Proposed Oroville Dam

On February 4 Governor Goodwin J. Knight signed a preliminary \$25,-190,000 appropriation bill to relocate Western Pacific's main line between Oroville and Intake, and U. S. Highway 40-A between Oroville and Jarbo Gap, first step before construction of the proposed \$1½ billion project.

The relocated portion of the railroad would be about 23 miles in length, about four miles shorter than the present line. By coincidence, the five tunnels shown on the map (Pages 18 and 19) would be numbered the same as five tunnels now existing on the present main line which would be inundated by 3,500,000 acre-feet of

water formed by the proposed dam.

If built, the dam, five and one-half miles upstream from Oroville, would tower 730 feet above stream bed, taller than Hoover dam. The dam would require 14 million cubic yards of concrete, would store three and one-half million acre-feet of water, and have a power plant with a capacity of 440,-000 kilowatts.

Construction of the project is designed to provide needed supplemental water, power and flood control by harnessing the turbulent waters of the Feather River, located in Butte, Lassen, Plumas, Shasta, and Sierra counties.



Dear Editor:

Through MILEPOSTS, we wish to express our most sincere thanks to all our good friends and neighbors for the cards, flowers, and many acts of kindness shown us when we lost our baby, Dee Wayne.

Frank Shields
T&T Maintainer, Oroville
and Family

* * *

Through MILEPOSTS, I wish to tender most grateful thanks to the many friends for the wonderful present I received from them on my retirement.

M. C. Madsen
General Foreman
Communications Dept.
Sacramento

I want to express my appreciation for the consideration that you are showing me by sending regularly a copy of MILEPOSTS.

The arrival each month of this publication is looked forward to, and I hope you will continue to send it.

N. C. Haines
3521 Thirty-ninth Street, N. W.
Washington, D. C.

* * *

A flashy convertible roared up to the curb where a cute young thing stood waiting for a bus.

"Hi," said the gentleman at the wheel. "I'm going south."

"How wonderful," came back the cool reply. "Bring me back an orange."



Caboosing

STOCKTON

Elaine Obenshain

Brakeman J. M. STARR was inducted into the Army in January, and we wish him the very best. He is the son of Conductor and Mrs. J. N. STARR.

Fireman and Mrs. L. J. FISCHER, JR., are proud parents of Cindy Anne, born January 26. Louis is on military leave, serving in the U. S. Navy, and was able to fly home for the happy event. Proud grandparents Engineer and Mrs. L. J. FISCHER, SR., now have a much-wanted girl in the family.

Another new arrival, Donald Paul, born January 9 to Storekeeper and Mrs. E. E. CHRISTIAN. Dana, Dennis, and Dolores are his brothers and sister.

Our congratulations to Neil Burns and the former Roberta Bowers, who were married on December 29. Neil is the son of Cashier VIRGINIA RUSTAN, Lathrop.

Cashier JOHN RUSTAN, Lyoth, is going into the walnut business, having planted 11 acres recently. We hope he is a patient man, as it will be three and one-half years before the trees start bearing walnuts.

Charlotte Plank, daughter of Agent and Mrs. W. E. PLANK, Lathrop, was installed Worthy Advisor of Manteca Assembly, Order of Rainbow Girls, on January 13 in Manteca Masonic Temple.

Engineer WILLIAM C. JARRELL retired January 31. Bill was born in

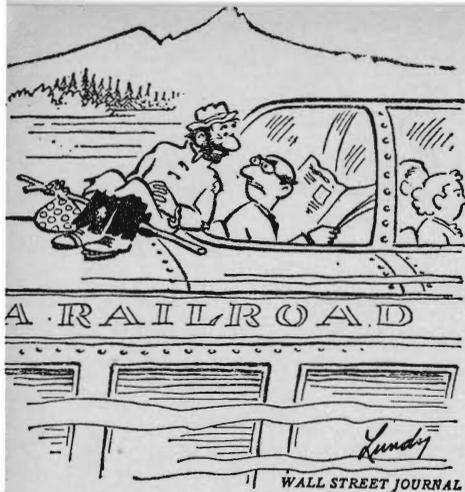


Jarrell gets used to traveling light.

Backwoods, Merryweather County, Georgia, on January 18, 1892. He worked on the Colorado and Southern and the Burlington before coming to WP on October 5, 1927, and 29 years and four months of his 36-year railroad service has been with WP. Future plans include traveling.

Switchman GEORGE SHOTWELL retired on January 21. His service on the WP began on July 27, 1944, and he also had service with the SN, SP, and P&E.

In the January issue we told of the illness of Switchman M. J. GOMES.



WALL STREET JOURNAL

Gomes actually is a brakeman, and we hope this error in no way influenced what we hoped was a speedy recovery.

WENDOVER

Esther A. Witt

Despite the blizzard conditions on January 26, Telegrapher ANNA BELLE ALBRECHT, accompanied by LEONA HOLMES and BILLIE CAMPBELL, sallied forth to Salt Lake City to attend the three-hour show by pianist Liberace and Metropolitan Opera star Jean Fenn, accompanied by the George Liberace nine-piece orchestra, at the Fairgrounds Coliseum. The ladies also took in the cinemascope "Anastasia."

We're glad to see Agent LEO P. WATERS back at work after submitting to eye surgery. MILO G. KACER of Gerlach handled Leo's duties during his absence, and we enjoyed having Milo with us.

Combining vacation and the holiday season, Telegrapher FLORENCE E. MCCLURE spent a delightful time with her children in California.

W. P. Hotel Manager WALTER H. PARKS is sponsoring Kristie Bee Kizer, daughter of Roadmaster and Mrs. M. "Les" KIZER, as American Legion Sweetheart Queen. We're all plugging for Kristie Bee to be the winner.

Yardmaster HARLAN C. "BOOMER" FORD and Saint Valentine celebrated their birthdays together on February 14. Boomer's only comment is that he is not as young as he used to be.

After an absence of nearly six months with trips in and out of the hospital, we are more than happy to see Brakeman HOWARD R. STONER back at work and enjoying the best of health.

With a will and spirit undaunted by sieges in the hospital due to a fall and then eye surgery to restore her sight so that she can continue her genealogy research, Mrs. Mary Price, mother of Conductors J. B. PRICE and B. T. PRICE, celebrated her eighty-third birthday on January 27 with an open house. We wish Mother Price many more such happy events.

On January 3 a number of our employees witnessed the first of three recent jet crashes when death rode the wings of two F-100-C Super Sabre Jets and one T-33 Jet Trainer. All crashed in attempted landings, killing their pilots.

TIDEWATER SOUTHERN

Jane E. Navarro

Congratulations to Brakeman and Mrs. JOE YONAN on the recent addition to their family. Marilyn Anne was born January 12, which brings to Joe, who is only 27, a total of five children—two sons and three daughters. Our best wishes to this young family.

A serious accident on February 1 brought temporary distraught to the family of C. P. LINDMAN, section foreman at Escalon, when his son, Vick,

16, was seriously injured while working on the gas tank of a friend's car. Nearby flames exploded the fumes and the tank exploded in Vick's face. He sustained a serious cut, from one eye to his lip, which required 18 stitches on the outside of his face and 16 inside. We wish Vick a speedy recovery.

All eyes on the Tidewater were on GEORGE LYON, freight agent at Modesto, when he recently drove to work in a new 1957 auto. Black and white, with black, white, and red leather, George is also able to boast of a padded dash, four-barrel carburetor, 225 h.p. power pack, and automatic cooling system. The fever is now spreading throughout the office.

ELKO

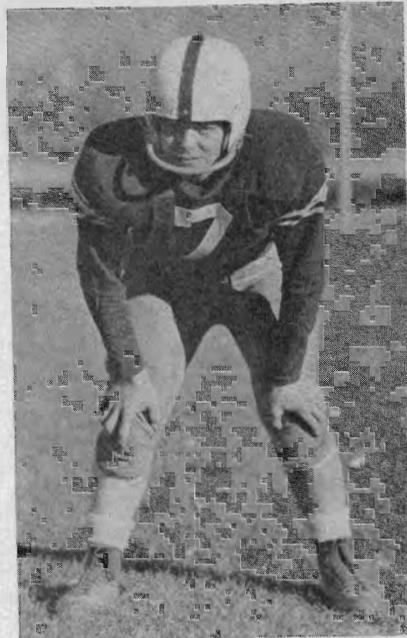
John G. Ford

Frost on the pumpkins! . . . 22 below zero on January 29 and never before have we had so many rosy-cheeked girls coming to work, and without benefit of makeup. Only casualty was Clerk FRANK WYTRWALS, who had to walk to work, as his truck refused to show any signs of life.

It's good to see Yard Clerk FAYE F. STRANGE back at work after being on a three months' leave of absence, prospecting for . . . was it gold, "Butch"?

Congratulations to Extra Gang Foreman and Mrs. GEORGE L. WRIGHT on the arrival of a son, Gregory Lloyd, on January 12. The proud grandparents are Elko Section Foreman and Mrs. JOHN G. WRIGHT.

Congratulations, too, to Superintendent and Mrs. JAMES F. LYNCH, who received word from their son, U. S. Navy Lt. and Mrs. Robert Lynch, stationed at Wickford, R. I., that they had become grandparents to a granddaughter, Anne Elizabeth, born January 21.



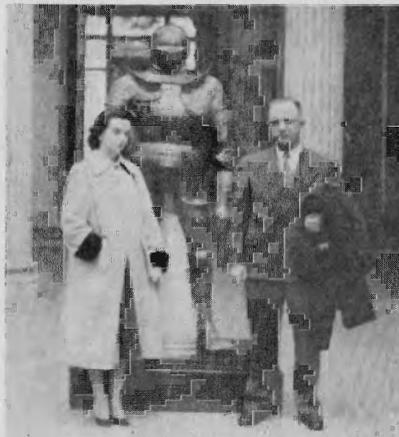
Jimmy Wallock, senior and Elko High School football star, was recently named to the first string All-State Football Team by the state's sports-writers. Jim is the son of Roundhouse Clerk and Mrs. HENRY WALLOCK. Nice going, Jimmy!

Engineers J. C. RICE and E. C. LAMBERT and wives traveled to Detroit, where Clint picked up a new car. From there they toured the southern states and old Mexico, returning home after celebrating New Year's in Las Vegas.

We're glad to know that the following are recuperating speedily after illnesses: Yard Clerk LINO MICHELI, Carman G. D. EMERICK, Brakeman FREEMAN STEPHENS, Fireman ROY MAINE, and Mrs. J. C. Calkins, wife of Night Chief J. C. CALKINS.

Our sincere condolences to Stenographers DONNA WHITE and RUTH KIDWELL, whose father, Claude White, passed away at Elko General Hospital on December 29 after a lengthy illness.

Assistant Accountant and Mrs. JOHN L. MURPHY spent vacation with their daughter and family in Newark, N. J., over the Christmas holidays. Although they enjoyed many interesting tours, are still glad to live in the West.



John Murphy and daughter, Pat, in front of suit of parade armor (A. D. 1400) in New York's Metropolitan Museum of Art during vacation.

Western Pacific's competition with the airlines narrowed a bit when Mrs. FRANCES SCHULTZ, formerly with UAL in Denver, became stenographer recently in the Chief Dispatcher's office.

MILPITAS

Philip Hazlett

FRANK WILLIAMS, ticket clerk in the city ticket office, is back on the job, following recovery from an attack of pneumonia, and we're glad to see him smiling again.

F. F. "JIGGS" WORK had the misfortune to be involved in an auto accident on January 27 which hospitalized him with a broken clavicle. Jiggs was away from his work at the yard for about two weeks.

Some people, and especially the kids, thought our recent cold weather snow-storm was grand, but not CLAY ASHLAND and BILL HATFIELD. They were stalled on the tip of the Santa Cruz mountains for several hours during the storm along with some hundred or so other commuters. Bill says he had over four inches of snow in his front yard. We probably won't hear much about life in the rural areas until next Spring.

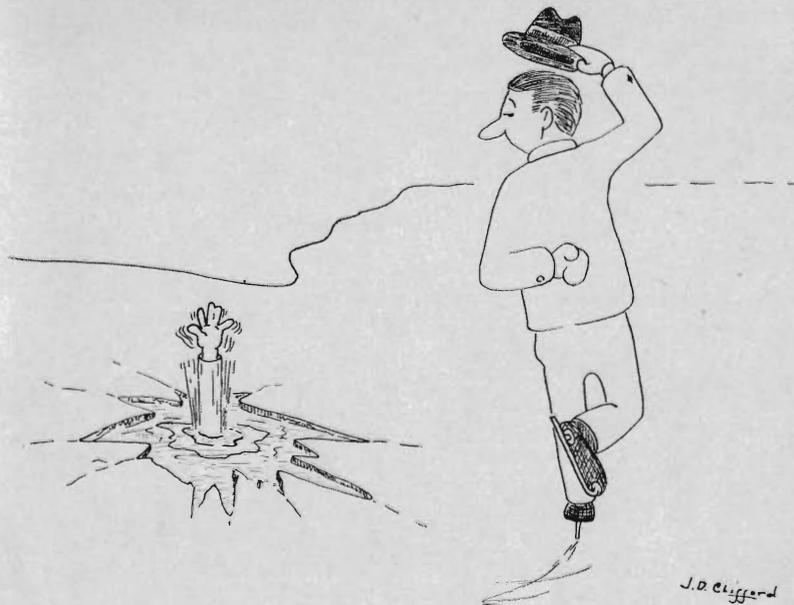
Conductors H. R. MCGINNIS and F. M. ALLRED are back from vacation and W. F. DEMASKE is ready to leave. Clerk GORDON VAN HORNE also returned from what was to have been a fine vacation, but it turned out differently. Gordon had tooth troubles and for a while it looked as though he had a big chew of Beechnut in his jaw.

Sorry to report that BARNEY FLOOD, warehouse foreman, is still on the disabled list. He is now thinking of taking his pension so he can get out and lure the wily bass.

PORTOLA

Gladys Ruse

January was bitter cold in Portola and it continued on into February, keeping most everyone as close to home fires as possible. To add to his temporary discomfort, Trainmaster GEORGE M. LORENZ had other difficulties when he moved his family here from Salt Lake City. His youngest daughter, Bobbie, had the measles before leaving Utah, and Kathryn, the



oldest daughter, came down with them on arrival in Portola.

Our sympathy is extended to Car Inspector and Mrs. RAY HOBBIK, who were called to Kansas City, Missouri, by the death of Mrs. Hobbick's sister and, also, to Fireman and Mrs. OVA PEARSON on the death of Mrs. Pearson's father in Springdale, Arkansas. Mrs. Pearson attended the funeral.

WINNEMUCCA

Ruth G. Smith

Stanley Miller, son of Operator and Mrs. M. C. MILLER of Weso, arrived in Winnemucca from Germany on Christmas eve. Stanley has been employed overseas for the past year by the United States Civil Service.

Winnemucca's first baby of the new year, a boy, was born January 2 to

Section Foreman and Mrs. ALFRED TRUJILLO of Jungo. This is their fourth child.

Brakeman and Mrs. THOMAS N. GILBRAITH became parents for the first time on January 24 when a daughter was born at Humboldt County Hospital.

Edward C. Moore, son of Engineer and Mrs. RAY MOORE, arrived recently from Izmir, Turkey, following separation from the U. S. Air Force in which he has served for four years.

Carman JOHN DIGRAZIA passed away on January 30 at St. Joseph's Hospital in San Francisco after a long illness. John first went to work for the WP on May 6, 1942, as carman helper at Winnemucca. He was promoted to carman on August 27, 1946, and transferred to Elko as carman when the

Winnemucca car department was abolished on June 9, 1953. However, he worked out of Winnemucca a greater part of the time since then until his last illness, assigned to upkeep of the iron ore cars at Jungo. He leaves his widow, Emilia; and two sons, Darrell and Joe, who live in Winnemucca.

KEDDIE

Elsie Hagen

Our thermometers have been at zero and below most every morning recently, and there are a lot of cold feet in and around Keddie.

Conductor BILL STUBBLEFIELD and his family luckily were able to spend a week in Bellflower, California, with his sister and her family.

Brakeman Ed ROBERTSON just returned to work after having the misfortune of slipping on the engine and injuring his arm, which had been injured before. He also had to have several stitches taken in a bad cut on his head.

ROUNDHOUSE FOREMAN KEITH has purchased a big new trailer house and he and his family are making their home in the trailer.

Conductor CLAUDE STRAHAN has a nice big family now, his labrador dog having had a litter of pups, about eight of them, but Claude has found homes for most of them.

Mrs. BLACKIE ADAMS spent a couple of weeks in the Greenville Hospital and before she was able to leave, her husband was confined to the same hospital with a very severe cold. Both are recovered now.

Since this time yesterday, the American Railroads paid over \$3½ million in taxes—the daily average all through the year.

OROVILLE

Helen R. Small
C. W. D'Arcy

Our sincere sympathy to T&T Maintainer and Mrs. FRANK SHIELDS, who lost their two-month-old son on January 8. He is survived by the parents and a little brother and sister.

CLARENCE O. BRANDT, carman and write-up man on the repair track, was recently named Oroville's Good Neighbor in a community-sponsored contest, and received the Oroville Jaycees third annual award. Clarence was named the winner after a judging committee reviewed a long list of nominating letters. His sponsor, C. Leo Lattin, Oroville Union High School instructor, who lives across the road from the Brandts, wrote: "Keeping up with the Brandts in the spirit of good neighborliness is a real challenge. The Brandts have become a part of our daily life. They have given to our



C. Leo Lattin and Clarence O. Brandt, right, display prizes received as winners of Oroville's 1956 Good Neighbor Awards Contest.

happiness and shared our sorrows. In athletics, Brandt has given unstintingly of his time and effort to help the young boys of the community, teaching them the value of good morals, clean living, and good sportsmanship." We agree!

Raymond Pack, SH2C, USS *Helena*, has been home on a leave from the Pacific, having spent much time at Pearl Harbor and in Korea. He is the grandson of Mrs. "Brocky" BROWN.

Little Laura Ann arrived at the home of Trainmaster and Mrs. L. W. BREINER on January 11, weighing 6 pounds 3 ounces. All are doing fine, and father is making plans to start photographing the little model at every opportunity.

Mrs. Lang, wife of retired agent W. W. LANG, has just returned home on the *Queen Mary* from a three and one-half months' visit with her mother, age 87, and family in Inverness, Scotland. Mrs. Lang spent Christmas with her Scotch relatives for the first time in many, many years.

There has been some face-lifting around Oroville depot. The high bank just east of the depot has been removed and is a great improvement.

At this writing the PT&T Company is installing the equipment for our automatic PBX telephone system.

The Federated Shop Crafts as an organization has been very prominent in Butte County newspapers recently as a result of its opposition to the Butte County Building Code adopted on December 27 by the Board of Supervisors. Led by CLAYTON D'ARCY, co-chairman of the Protest Committee, a referendum protest petition was circulated and 6,300 signatures were secured, two and one-half times the number required to halt the



GIVE
a crippled child
A CHANCE

through EASTER SEALS

SEND CONTRIBUTIONS TO

NATIONAL SOCIETY FOR
CRIPPLED CHILDREN AND ADULTS, INC.
11 SOUTH LA SALLE STREET • CHICAGO 3, ILL.

enactment of the county-wide Building Code.

On January 28 the Federated Shop Crafts at Oroville installed as their 1957 officers: T. E. CLIFTON, president; JOE DOTSON, vice-president; R. L. BLISS, secretary-treasurer; and CLAYTON D'ARCY, chairman, legislative committee.

I. A. M. Lodge No. 286 on January 14 installed J. C. CAUGHEY, SR., as president; RALPH DROWN, vice-president; BILL WALK, recording secretary; C. Y. ORR, financial secretary; C. G. GARVIS, treasurer; DAVE FORD, conductor; M. CARRILLO, sentinel. CLAYTON D'ARCY was appointed legislative representative, and trustees are W. F. LORD, CLIFFORD HEDGE, and NICK CABITTO.

A son by the name of Anthony arrived at the home of Electrician Apprentice and Mrs. ROSS MORENO on January 17. Weight, 6 pounds 12 ounces. Ross and his family are doing fine.

FRANK SEEGAR and WILLIAM WALK, machinists, are both back on the job after extended illnesses.

H. P. LEONARD, retired carman, passed away in Oroville on January 17 at the age of 69 years.

W. V. RANDOLPH, machinist, was installed Master of Oroville Lodge No. 103, F. and A. M., on January 12. ORSON SHEPARD, machinist, was installed Captain of Host in Franklin Chapter No. 20 on January 26 for the fourteenth time. T. E. CLIFTON was recently installed as Master of Durham Grange in Durham.

Congratulations to DALLAS HUGGINS, retired carman and former editor of the *Carmen's Journal*, who was seated on the Butte County Board of Supervisors on January 7.

A new lock has been installed on the roundhouse office door, so it will be kept shut to keep out the cold air. However, some think there is another reason, since Betty Mohatt, daughter of Diesel Foreman FRANK MOHATT, is now our relief roundhouse clerk.

SALT LAKE CITY

Joseph B. Price

It's a girl for Fireman and Mrs. ARTHUR E. BIGGS, and a boy for Fireman and Mrs. ROBERT L. SMITH. Art said it is cigars for the men, but no candy for the ladies as he doesn't want them to lose their graceful figures. Congratulations to all. We know you are mighty proud of the little tykes.

Conductor JOE A. COOK says he is in complete sympathy with a housewife. Seems that Joe had to be chief cook and bottle washer while he was on vacation in January, as the Missus was bedfast most of the time.

Engineer FRANK M. NELSON and Conductor BERNARD T. PRICE are off

serving on the Legislative Board during the meeting of the Utah Legislature.

We know that Engineer HARVEY E. SAXTON is no kid; but, regardless of the fact, he still had to suffer a bout with the mumps. At last report he was doing fine. Speedy recovery, "Hard Luck"; we'll be glad to see you back on the job.

How we wish we had the spunk of Conductor and Mrs. MORGAN O. HOWELL's daughter, Gay Ann. Despite a fracture to her right arm, she speedily learned to write and print with her left hand and kept right up with all her school work. We're mighty proud of you, Gay Ann, and hope that arm will soon be healed so that you can resume all the other activities you have been missing.

Engineer and Mrs. CHARLES PERRY, like the postman, let nothing deter them from a vacation to be spent with their daughter in Yankton, South Dakota. Weatherwise, we think the Perrys are going from better to worse, but we do hope they enjoy a wonderful time.

SACRAMENTO STORE

Irene Burton

The WP Athletic Club installed ERIC BORG as president; CLAUDE CRAIN, athletic director; HAROLD COLDSMITH, vice-president; E. L. TOMLINSON, secretary-treasurer; and DICKY STADLER, recording secretary. The Club was presented with a Merit Award for their contribution to the March of Dimes.

RICHARD WOLF returned from his vacation, which was spent touring in Arizona and New Mexico.

A speedy recovery is wished for FRANK AVILA, who recently underwent surgery.

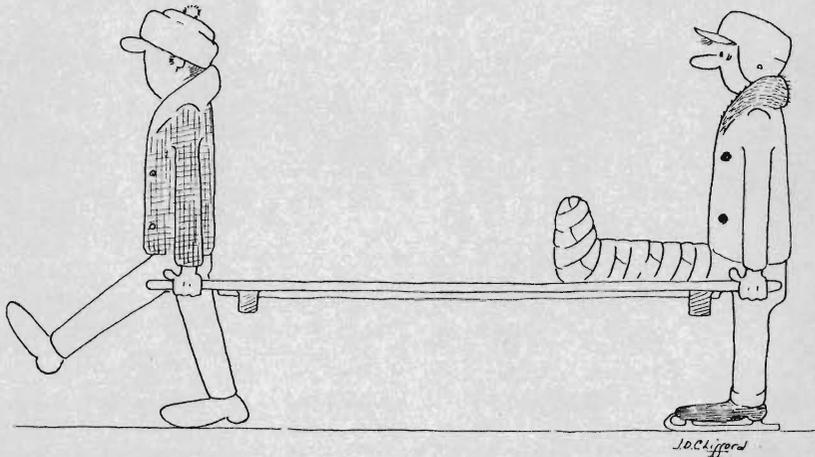
Airman 3rd Class James E. Madison, son of General Storekeeper H. J. MADRISON, was recently honored at a family potluck luncheon. James was home on a short leave and reported back for duty at Savannah, Georgia.

LEE WILLIS was appointed chairman for the fashion show which R.B.W.A. will hold in March. Lee chose as her theme, "Gateway to Glamour." Proceeds will go into the R.B.W.A. Welfare Fund for the benefit of the Sacramento County Society for Crippled Children, adults, and our adopted wards at DeWitt Hospital.

FRANK PEDROZA, while visiting on a ranch at Florin tried his hand at being a cowboy, ending most disastrously for Frank. His rope, after he caught the calf, got entwined around his legs and Frank found walking quite difficult for a while.

AL MADAN, our chief clerk, attended the twenty-fifth reunion of his eighth grade class at Fruitridge School and from all reports had a grand time.

A very successful District No. 5 Conference was held by the R.B.W.A. in January, with visitors from seven of the far western states. National president, Evelyn Pierce, Soo Line, and Bea Brinkley, PFE, San Francisco, national membership chairman, were honored guests. President Evelyn appeared on our local TV station KBET, speaking on "Women in Railroadng." G. W. CURTIS, E. T. CUYLER, H. J. MADISON, from WP, and MILTON ZIEHN, SN, were in attendance. Sacramento is known as the Camellia City and our magazine is the *Camellia City Silver Rails*, and decorations for the banquet consisted of camellias in various shaped and various sized bottles filled with colored water. This being our fourth anniversary, a large cake was deco-



rated with a replica of our magazine cover.

CHICAGO

Dan Dutkiewicz

JIM WARREN, perishable freight, met up with a minor accident. Seems Mrs. Warren had just finished waxing the floor when Jim came in. Before he knew it, he was highballing across the floor. As a result he ended up with two broken ribs and had to spend Christmas in the hospital. A vacation in Florida sunshine healed the bones quickly, and Jim is now once again fit as a fiddle.

Our congratulations to General Agent GEORGE WENIG on his election to the presidency of the "Heels Club." The organization is one composed, so they say, of solicitors with worn heels.

The annual Valentine's party of the Traffic Club of Chicago was held on January 26. (Editor's note: Seems a little premature, but guess their hearts are in the right places.) It was a large gala affair, and you can rest assured that the WP'ers were well represented. Wives who attended received gifts.

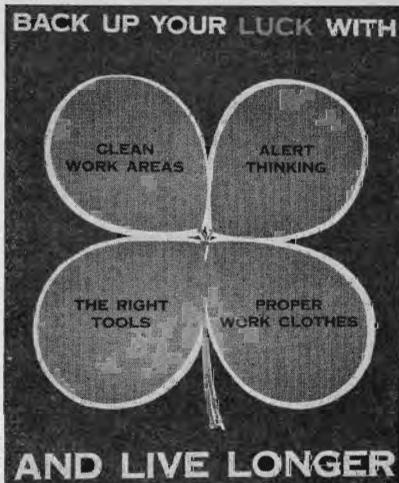
On February 13 the Traffic Club of Chicago held its annual dinner at the Palmer House. This big affair was attended by many of our shippers and patrons from the Midwest.

SACRAMENTO SHOPS

Marcella G. Schultze

On the 16-day convention cruise of the American College of Surgeons in the West Indies were Dr. and Mrs. JACK V. CHAMBERS. They returned to New York on January 21.

Good luck to C. F. FLYNN, former machinist, who left our company to work for the Industrial Hard Chrome Plating Company in Emeryville. We



hope he likes his new position and surroundings.

Two people who would enjoy hearing from their railroad friends are N. A. RICHARDS, retired roadmaster, now living in Elko; and Pvt. ALLAN TIBBEDEAUX, ER 19-556-995, Battery A764AAA, Fort Davis, Canal Zone. Mr. Richards has been quite ill and would appreciate a visit from any of his friends who might be in the Elko area.

Our sympathy is extended to D. D. DAVIES, blacksmith, who lost his younger brother in January. Darrell and Mrs. Davies returned to Arkansas for the last rites.

Boilermaker Helper MARTIN L. TOOMEY retired January 31 with nearly 34 years of service with the WP. His wish was for a platform rocker just like his wife's; so that was what the boys presented to him as their farewell gift.

Newly elected officers of Capital City

Lodge No. 266, Brotherhood of Railway & Steamship Clerks, were installed by General Chairman FRANK JAMES at the Danta Club on January 18. Those serving in 1957 are: H. J. COLDSMITH, president; E. M. HAWKINS, vice-president; DON RICHMOND, financial secretary-treasurer; MARCELLA G. SCHULTZE, recording secretary; RICCO CERVETTI, sergeant-at-arms; FRANK GRIMES, inner and outer guard; and IRENE E. BURTON, chaplain.

OAKLAND

John V. Leland

Recent changes have been made in our traffic department, and we offer congratulations to the following:

O. L. HOCKER, traffic representative, is now chief clerk, industrial department, San Francisco.

E. E. EVANS, traffic representative at San Francisco, transferred to the same position at Oakland.

J. A. McNAMARA, chief clerk industrial department, San Francisco, transferred to Oakland office as traffic representative.

F. W. BRANDES, formerly traffic representative, was promoted to commercial agent at Sacramento and, as a result, JOHN KAFFUN, AL PENZEL, and FRANK SCHMALENEBERGER were transferred to new Oakland territories.

DICK GROVES, chief clerk in general agent's office, was blessed with an eight-pound nine-ounce daughter on December 31.

NEW YORK CITY

Alan Hudson

I received the following letter recently:

"Dear Sir:

"I am with much pleasure to inform you that I have seen your photograph

entitle free guide. I hope it is big and interesting so I beg you please kindly send me only one copy to increase my knowledge. The other day I saw your photograph and I was very, very mad.

"I remain with thanks,

"Yours sincerely,

Stephen A. O'Fori
P. O. Box 34
Suhum, Gold Coast
British West Africa"

This is the third such letter I have received in the past year or eighteen months, each from different individuals, but all from Suhum, Gold Coast. They must be buddies, however, as while their letters have been different, there was a vein of similarity in each. Each wanted a "free guide," each wanted to "increase his knowledge," and each had a very funny (*very funny!*) last sentence. The first chap wanted "to leave here, but things are too bad here." The last sentence of this one is a beaut! In each case we sent them some of our descriptive literature.

How in the world they ever got my name I'll never know, and what Stephen thought was my picture must have been one of his own!

SAN FRANCISCO

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

On January 31, Mrs. HELEN LILLY reached another milestone in her life and after almost 14 years' service with WP chose to start a life of retirement. Earlier in the month Mrs. Lilly had celebrated her 75th birthday and felt the time had come to retire and begin some traveling. Her first trip will be to Mexico City and later this summer



Mrs. Helen Lilly

she is planning a trip to Alaska. Mrs. Lilly was honored at a luncheon at St. Julien's Restaurant, and in the afternoon all members of the accounting department gathered around her desk while N. A. SCHOEPLIN, auditor of revenues, presented her with an alligator bag, a remembrance from all her friends in the office.

MARGE WARD's daughter, Mae, who has been working in Hollywood for some time, made her debut on the Lux Video Theatre on Valentine Day in the television version of "Dark Victory." Mae played a small part, but this could very well be the beginning of a new star. Mae was with the Marina Players in San Francisco, and has been studying dramatics since going to Hollywood. One of that city's biggest producers discovered Mae while she

was working in one of Will Wright's ice cream parlors, and he predicts a bright future for her as an actress.

MARGARET McAULIFFE was one of the \$5 winners in the recent San Francisco News' "Tangle Towns Contest."

Hearty congratulations to JOE LOMBARDO, revising clerk, on his marriage to KATHERINE REID on January 18. Kay is a former WP employee, having worked in the comptometer bureau.

Our sincere sympathy to JOE CAMPI, elevator operator, who recently lost his father.

Congratulations and best wishes to GEORGE PURCHASE, lease clerk in the engineering department, who took as his wife Mrs. Mae Robinson on January 25. The Chapel of the First Baptist Church at Market and Octavia streets in San Francisco was filled with



Mrs. and Mr. George Purchase

some four hundred of their friends for the ceremony, performed by Dr. Lewis J. Julianel, pastor. A reception at the new home of the bride and groom in the Marina district followed the wedding and was attended by some 50 friends. George, whose age is defying, is a dead-ringer of former President Truman. He is, by about seven months, the oldest employee in the department in age and has been with WP for 11 years.

Eight members of the engineering department will be present when Chief Engineer FRANK R. WOOLFORD takes over the office of vice-president of the American Railway Engineering Association. The event will take place at the Association's annual meeting in St. Louis on March 4-6. Frank has been a director of the Association for several years.

Congratulations to Rate Clerk and Mrs. ROBERT D. TOLL, who recently



Joe Lombardo, revising clerk, and his bride, former comptometer operator Katherine Reid, just after their marriage on January 18.



Franklin Louie, engineering draftsman, returned to China for the first time since leaving Canton at the age of six months. During his three months' trip he visited friends and relatives and while in Hong Kong took in the sights at Tiger Balm Park and Museum where he saw these two Gods of Evil. Frankie surprised his WP friends by coming home a single man.

adopted a week-old daughter, Linda Diane. This is the Tolls' first child.

Sincere sympathy to KATHRYN JACKSON, PBX operator, whose mother passed away recently. During Kathryn's absence, LOUISE LARSEN, former operator, returned to assist HAZEL WOCHOS on the board. Operator MARIE DALY has also been absent because of illness.

When SPENCER GILLMAN, assistant transportation engineer, and ARTHUR LLOYD, public relations representative, began talking about their new homes, they found they would be living only two blocks apart in Farm Hill, Redwood City.

Pets and Pests

By Jack Maguire

Animals, especially dogs, have a special niche in the annals of railroading. Some animals, however, are rightly regarded by railroaders as pests instead of pets, as these true stories prove.

* * *

On the six-mile Quincy Railroad in California, a mother cow and two calves stopped a long freight drag being delivered to the Western Pacific at Quincy Junction. The mother had selected the center of the track as a place to feed lunch to the calves. Unperturbed by the blasts from the deisel's airhorn, the meal continued until the crew climbed down and shooed the cattle off the track.

* * *

About 45 miles north of Anchorage, on the main line of the Alaska Railroad, there is a valley that railroaders call "Moose Alley." The reason? During the heavy winter snows, moose take to the tracks to escape attacks by wolves in the area. Trains often have been delayed up to an hour and a half while a moose ambled down the rails, oblivious to the scream of the locomotive whistle. Many another less lucky moose has had his worries about wolves permanently ended by trains plowing through the darkness of the long winter nights. At one period, the animals were delaying trains so frequently that Alaskan sourdoughs christened the railroad's streamliner "The Moose-Pusher."

* * *

Not long ago the Katy's local passenger train, No 32, en route from Deni-

son to Wichita Falls, Texas, was delayed by a herd of buffalo! The bison had escaped from a ranch fronting the right of way. The herd was cleared away without incident, but for days all trains between Wichita Falls and Denison were given a special order by the dispatcher: "Train crews are warned to watch out for buffalo on the tracks near Ringgold."

* * *

Elephants often make railroading a nightmare in the jungle. Recently, a newspaper in Sumatra carried this story: "Elephants seem to be on the increase in Acheem. A light railway train which runs along the edge of the jungle was held up by a herd of forty big tuskers, which leisurely amused themselves by pulling up all the fencing and boundary posts in sight before they decided to move on."

* * *

Sometimes a bothersome animal or insect can be a blessing in disguise. In 1836, a plague of grasshoppers descended on Pennsylvania. They blanketed the fields and spilled over on railroad rights of way. The tracks were soon so slippery with the squashed insects that wheels spun the rails and trains were stalled. Various methods of clearing the tracks were tried. Brooms were fastened to the front ends of locomotives, but they soon wore out. Crews armed with brooms walked ahead of the trains, but they accomplished little. Finally, a trainman tried putting a sand-filled box atop the locomotive, with pipes running to a point on the rail just in front



As this picture will "bear" out, early-day WP construction workers had their pet and pest problems, too. "B'aring" further Feather River bear affection, our gandy dancer was probably back on the job posthaste.

of the drivers. The rain of sand enabled the wheels to recover their grip, and from that day on, the sandbox became standard equipment on U. S. locomotives.

* * *

Even a goat has been known to play havoc with a train. Many years ago near a tiny station on the Southern, north of Mobile, a colored minister owned a bewhiskered goat named Bill. For years Bill never failed to meet the

afternoon passenger train. When the trainmen were looking the other way, the goat often climbed aboard. Then he would proceed to the news butcher's stock and gorge himself on whatever goodies were available, including newspapers and magazines. Occasionally, the train would leave with Bill still aboard, but he seemed to know that the conductor would put him off at the next station, where he would wait patiently for a train home. Today Bill is buried on the Southern right of way.

* * *

The lowly mosquito disrupted service on Danish railways last year. Huge swarms of mosquitoes settled on the rails of the Storsstroneroen bridge and made them so slippery that not even sand could give the engine enough traction. The train took an hour and a half to cross what is normally a five-minute crossing of the two-mile bridge.

* * *

In Portuguese East Africa, the hippopotamus is a frequent and dangerous foe of trains. Railroaders tell harrowing stories of how their trains were derailed and locomotives heavily damaged by angry hippos. Now crews have orders to watch for the animals, and halt, if possible, any time a hippo appears on the scene.

Daffy Definition

Forebears: Grizzly, polar, kodiak, and teddy.

* * *

Planning a vacation stay in Florida, the retired railroader didn't know what to do with his dog.

In reply to his letter the hotel manager wrote back: "I've been in this business for 30 years. Never had I called on police to eject a disorderly dog. Never has a dog set fire to a bed with a smoke. I have never found a hotel towel or blanket in a dog's suitcase. Nor a whiskey ring on dresser. The dog is welcome and, if he will vouch for you, come along, too."

35

WESTERN PACIFIC MILEPOSTS

526 Mission St., San Francisco 5, Calif.

Return Postage Guaranteed

Sec. 34.66, P. L. & R.
U. S. POSTAGE

PAID
San Francisco, Calif.
Permit No. 5371

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

Form 3547 Requested



Pacific Great Eastern's "Cariboo Dayliner" now in one-day service between North Vancouver and Prince George featuring Budd cars and complimentary meals.

New York's Hotel Roosevelt plans new "Club Car" cocktail lounge, a replica of an old-time observation car featuring murals of American railroading.

Chicago's Grand Central Station has 143-foot-long B&O billboard, largest in city, for advertising railroad's new services.

Canadian National using new type 78-foot, 8-car capacity automobile loaders featuring double-deck end-to-end "circus-type" loading.

New York Central's 3,665-mile CTC program projected for 1963 completion will cost \$43 million.

Railroad 1956 earnings, down as compared to 1955, fell below four per cent rate of return on investment. Technologically, railroads made substantial progress last year through greater efficiency in operations.

Swedish State Railways beginning their one hundred first year.

Texas railroads adopted resolution in Austin, December 7, lauding 7,500 school bus drivers, driving 82 million miles annually, for state's best safety record.