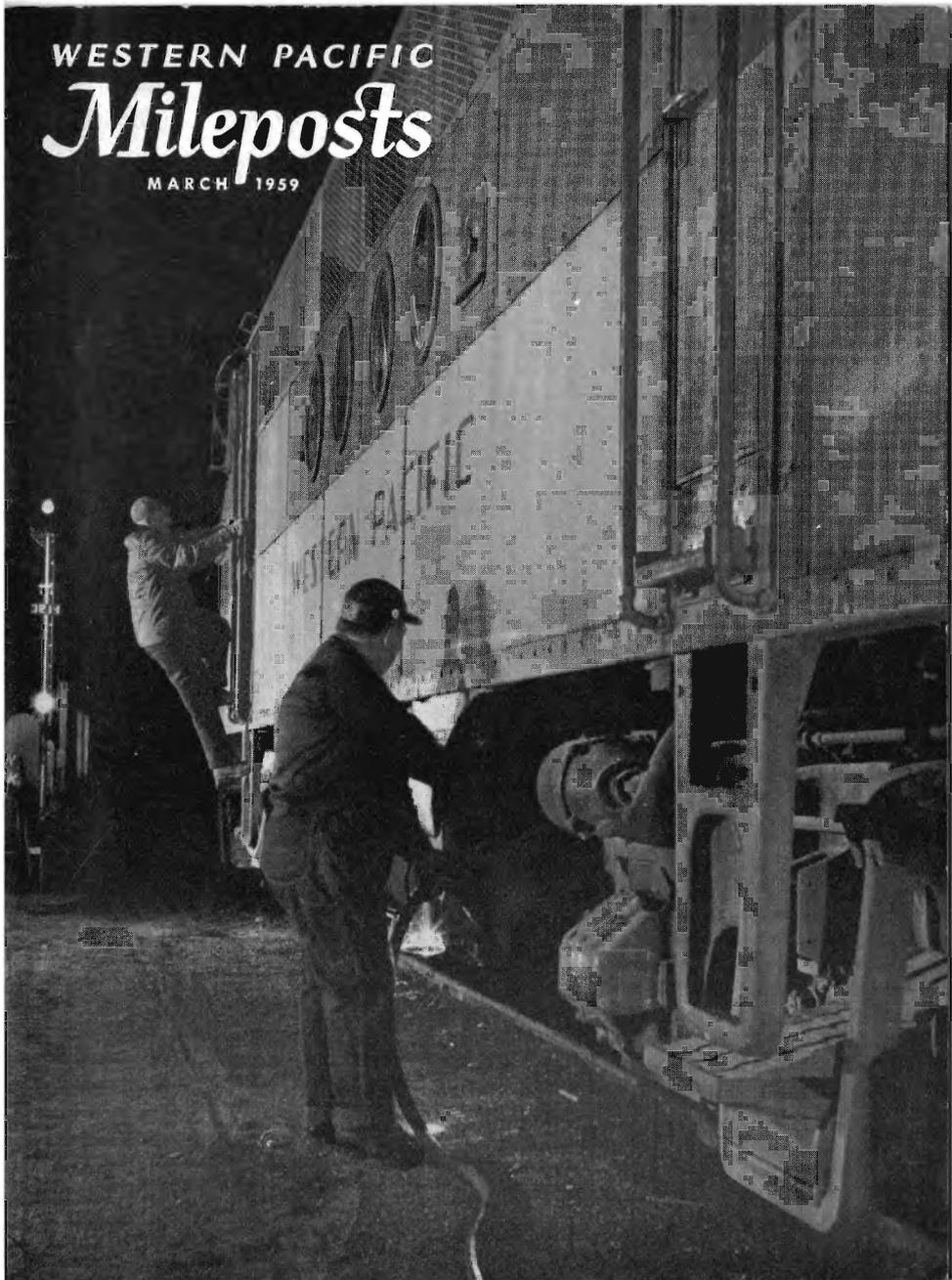


WESTERN PACIFIC
Mileposts
MARCH 1959



Mileposts

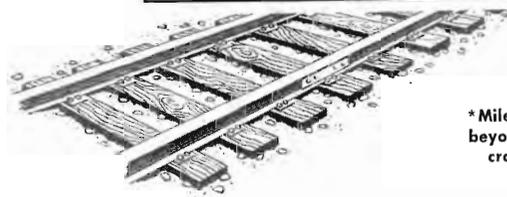
WESTERN PACIFIC

Volume X, No. 8

MARCH, 1959

*Milepost No. 116

Department of Public Relations
WESTERN PACIFIC RAILROAD
 SACRAMENTO NORTHERN RY.
 TIDEWATER SOUTHERN RY.
 526 Mission Street
 San Francisco 5, California
 Lee "Flash" Sherwood, Editor
 A. L. Lloyd, Associate Editor



*Milepost No. 116: Just beyond is Bridge 116.07 crossing north fork of Mokelumne River.

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COVER: Servicing a diesel on a fast, through freight during brief stop at Portola.



MILEPOSTS

Analyzer pin-points trouble along our transmission lines

We take pretty much for granted the ease with which we use the telephone or other form of electronic device to communicate. Seldom is there a delay in getting our message through. However, as efficient as these devices are, failures do occur, but mostly in the line. A youngster can cause a short circuit by throwing bailing wire across

a line, or by target shooting insulators with his new .22 rifle. Winds of gale force can break a telephone pole as easily as you can break a toothpick. Heavy, wet snow can snap a wire.

The chief cause of delay has always been, not the time to repair the break, but the time necessary to isolate its location, first within an area of 15 or 20 miles and then by a search in that area.

Western Pacific now pin-points a source of trouble with two electronic instruments known as line fault analyzers, one at Sacramento and one at Elko. Shorts, grounds, opens, or defective portable 'phone equipment and connection, can be detected to within the distance of two or three poles. An electronic pulse is sent out along the wire. If trouble exists, a reflection returns a pulse back for display on an oscilloscope screen as a vertical line. Such a line appears on the left-hand dial of the panel in the accompanying photo. For accurate distant measurements, a marker generator is internally provided that permits the wire chief to move a marker along the time base, controlled by the large right-hand dial calibrated in miles, to coincide with the vertical line.

Last winter the Sacramento analyzer detected numerous breaks in the line between Keddie and Bieber caused by heavy snow. As a result, field crews didn't have to search through miles of 10-foot-deep snow to find the trouble before making repairs.



MARCH, 1959

3



The "most talked about train in America" portrayed on Clio Viaduct, Feather River Canyon.



In ten short years

An American Tradition

IT is hard to believe that this month marks the tenth anniversary of the *California Zephyr*, a train which on March 20, 1949, received nation-wide acceptance as the very best in rail passenger transportation. It is also hard to believe, in this age of day-to-day transition, that this ultra-modern streamliner is still nothing less than sensational.

There are many reasons for this tremendous success. The train's physical appearance never fails to attract attention as it appears in the distance, glides smoothly and swiftly by, and disappears as a fleeting silver streak. Or, when standing at a station. The most

discriminating passengers appreciate the train's appointments, comfort, and conveniences. Its schedule offers the utmost in scenic attractions between the West Coast and Chicago, its eastern terminus. Furthermore, the train's entire personnel consider each passenger a personal responsibility, and they make it a point to express that feeling. Uppermost, is the individual pride and interest shown in this train by Western Pacific railroaders, one and all. You can't help but get this feeling of just pride whenever, and wherever, you talk with our people. Theirs is a loyalty and pride seldom found today, and it has paid off as exemplified by the

train's popularity compared with others experiencing a dwindling patronage.

More than 65,000 persons along Western Pacific's line attended exhibitions of the new *California Zephyr* trains when they first went into daily service. The exhibitions began on March 12, with the first showing in Oakland. They continued during the week at San Francisco, San Jose, Stockton, Sacramento, Marysville, Orville, Portola, Winnemucca, Elko and Salt Lake City. Similar exhibitions were held along the lines of the Denver & Rio Grande Western and the Burlington railroads, co-owners and co-operators of the trans-continental fleet.

During exhibition week several hundred Western Pacific employees, civic leaders, and press and radio representatives enjoyed short tours along our line. Similar tours were offered by the two other railroads. As a result, the trains drew immediate acceptance and nation-wide publicity, which continues even today.

Six complete trains make up the *California Zephyr* fleet, representing an original investment by the three railroads of more than \$12 million. The mileage of each railroad is used as a basis for determining each railroad's share of revenue and expenses for the trains' operation. During the ten years, Western Pacific has carried nearly 1½ million revenue passengers over its line and received an estimated \$23,061,709 in gross revenues. One of the six trains begins its eastward run from Oakland, while another arrives there from Chicago, daily. Mileage accumu-

lated by these trains on the Western Pacific alone in ten years is estimated to be 6,774,000 miles.

The idea for a Vista-dome equipped train (each *California Zephyr* train has five such cars) originated in the mind of Cy Osborne, an official of the Electro-Motive Division of General Motors Corporation. While riding in the cab of a diesel locomotive, Osborne commented to the engineer that it would be nice if passengers aboard the train could enjoy a view similar to the one they were experiencing. There the idea was born, and a monument of the Vista-dome car stands in the heart of Glenwood Canyon, Colorado. At this point an eastbound and a westbound *California Zephyr* each day whistle a greeting as they pass on their respective trans-continental runs. It was many months later before the idea reached drawing board stage, from where it was further progressed by GM designers. Actual construction of all *California Zephyr* cars, however, was done by The Budd Company in its Red Lion plant near Philadelphia.

Travelers like to enjoy scenery at its best. There's no better way than from a Vista-dome.

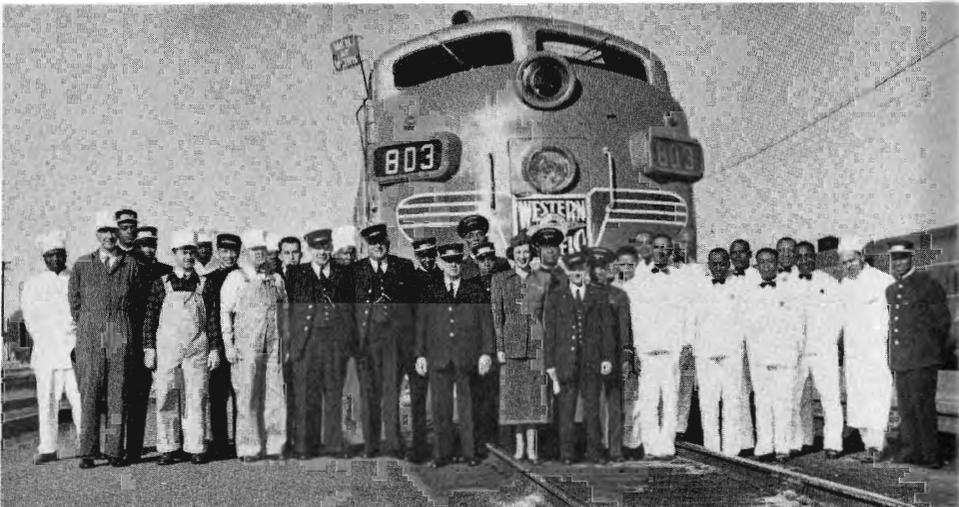


Harry A. Mitchell was president when Hollywood's lovely Eleanor Parker christened the California Zephyr at San Francisco on March 19, 1949. The star really let go in wielding the champagne with an assist from Lieutenant Governor Knight.



This crew was aboard the California Zephyr on its inaugural run from Oakland March 20, 1949. Many letters have since been received from

passengers expressing appreciation for unsolicited, friendly service received from WP employees, one reason for the train's success.



SUITABLE dedication and inauguration of such a "queen" required queenly participation. Hollywood's lovely star, Eleanor Parker, a queen in her own rights, broke a bottle of California champagne across the nose of the diesel at San Francisco on Saturday afternoon, March 19, a day prior to its inaugural departure from Oakland.

Since that time, many notable persons have been welcomed aboard. Among these have been President Eisenhower, then president of Columbia University; Miss America; Queen for a Day; His Majesty King Faisal II of Iraq and his uncle, His Royal Highness Prince Abdul Ilah. Jean-Louis Vigier, president Municipal Council of Paris, and Lord Latham, chairman, London Transport Executive, British Railways, have also been passengers. Others include Raymond Duncan the noted actor, and Lt. Gen. Lee Chong Chan,

Dwight D. Eisenhower, then president of Columbia University, poses with James J. Hickey, director-passenger sales, en route to Denver.



A westbound California Zephyr took part in celebrating Western Pacific's 40th anniversary on Spanish Creek Bridge, Keddie, November 1, 1949. She was joined by Virginia & Truckee's Jupiter, and WP's first passenger locomotive, 94, as ruby spike driving ceremony took place.

Commandant of the Korean National Army. Many countries have had representatives aboard—from even behind the Iron Curtain. Band members from several mid-western and eastern universities have selected the California Zephyr to travel to the annual Rose Bowl game.

Perhaps one of the most unusual "passengers" ever to ride a California Zephyr train was a huge electronic tube. Highly fragile and required in an emergency, it by itself occupied bedroom space for its ride to Schenectady, N. Y. Another unusual traveler was one of the famous Westinghouse talking birds, who couldn't refrain from "wolf" whistling each time the Zephyrette passed through the car. Probably the largest contingent of

"passengers"—they rode the baggage car—was 29 million ladybugs, packed in 80 large cases. They were needed to destroy an overabundance of aphids in Arizona and when they left Oroville, Paul Harris, the shipper, explained: "It's a long flight even for ladybugs. And, besides, train travel is a lot safer than flying!"

Many highly prized animals have occupied Pullman space and enjoyed "room service," and "Mr. Stork" has been a passenger on several occasions. Many children's groups have been carried on educational short runs, and one youth hitch-hiked a ride by climbing atop one of the cars during an evening stop at Salt Lake City. His ride was a short one and he returned by auto accompanied by police.

The *California Zephyrs* have been made popular through songs, poems and stories especially written, and many foreign publications have praised its accomplishments. Louis de Roche-

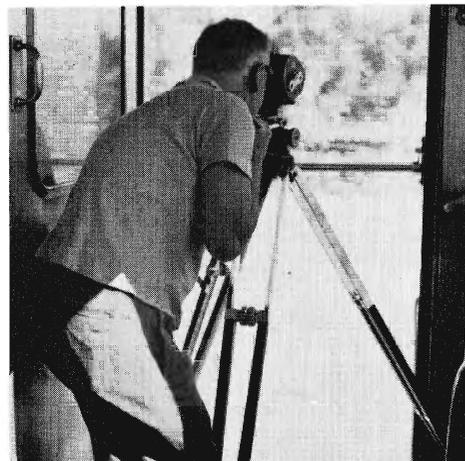
A *California Zephyr* train shared honors in "Cinerama Holiday" with the lovely young Swiss star, Beatrice Troller.



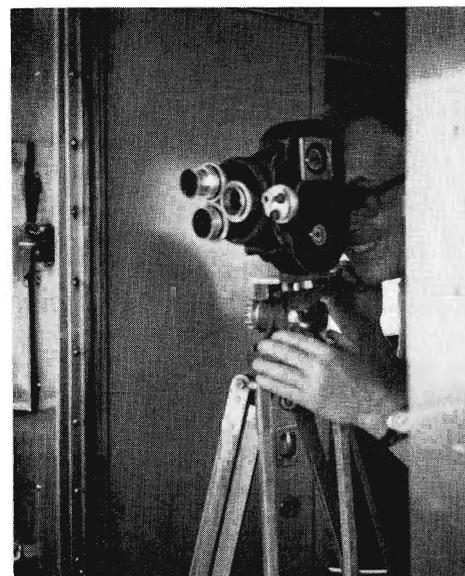
mont, motion picture producer, attracted by all the publicity, once made a trip on the train and proclaimed it "the finest train I have ever ridden." As a result, the train was selected for his production "Cinerama Holiday," the second Cinerama film. The train was also used as the set for "Sudden Fear," starring Joan Crawford and Jack Palance. The train was used exclusively for pictures by Academy Films of Hollywood to educationally acquaint school children with train travel in two special films, "Train Trip Through the Rockies" and "Train Trip with Dick and Sandra." "*California Zephyr*," a Western Pacific color film, has been viewed by thousands in audiences throughout the country and in several foreign countries, and the train will soon be shown in a Universal International special feature film (see story on Page 9. Nor has television overlooked its possibilities by featuring it in "Success Story" and in "Wide, Wide World."

Among the many special articles written about the train, one short paragraph from a report by the financial editor of the *Chicago Daily Tribune* sums it up. "Any claim for the title of one of the Nation's No. 1 trains should be based, in my opinion, on glamour and reputation, equipment, route, service, and type of patrons. This the *California Zephyr* has."

American traditions don't come by easily, certainly not often in ten short years. However, once that tradition has been established, it must be lived up to without any doubt. Western Pacific believes the *California Zephyr* can continue that tradition because our railroaders and the traveling public want it so.



While Jimmy shot scenes around Salt Lake City, Frank picked up scenic footage along the desert from a *Zephyrette* (above and below) between Salt Lake City, Utah, and Wells, Nev.



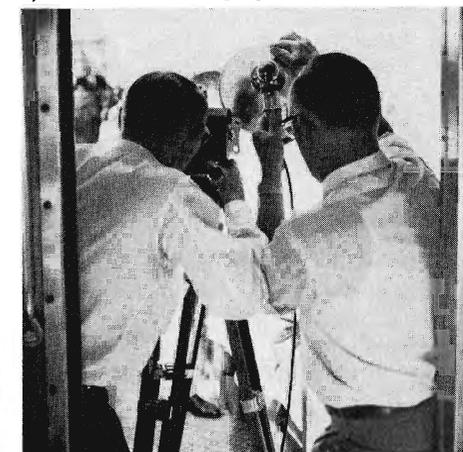
Watch for this railroad epic

A special feature film, "Magic Rails to Yesterday," has been released by Universal International for showing all over the world. Watch your local paper for showing of the picture in your vicinity.

The film covers the transition from early-day to modern-day railroading. It opens with views of San Francisco's famed Market Street in 1905. Jaywalking was even more common then than it is today, and scenes show derby hatted gents and plume-hatted ladies scrambling in every direction over cobblestone streets, dodging horse cars, cable cars, and horse-drawn and horseless carriages. There was even more confusion during the scenes taken just after the earthquake and fire in 1906.

The picture then jumps to modern-day railroading and records passen-

For comparison, they filmed a passenger being served coffee in a *California Zephyr* diner, then passengers being served coffee and donuts by trainmen in a narrow-gauge Silverton coach.





Jimmy made an interesting sequence from the side of a *California Zephyr* as it approached and passed over the Feather River on a railroad bridge at Pulga, panning his camera overhead as he passed under highway bridge going away.

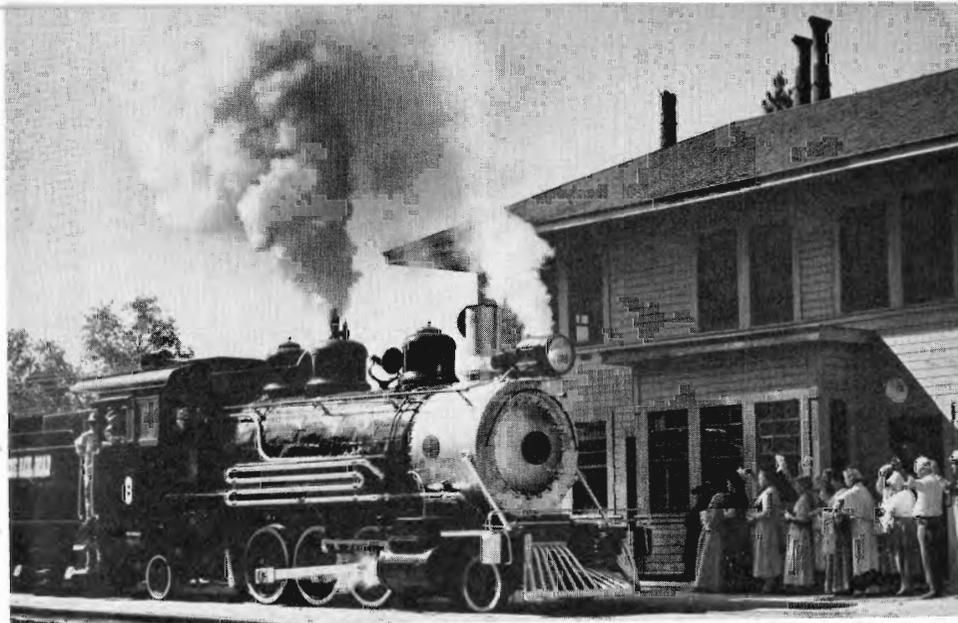
gers riding the last ferry to Oakland, then boarding the *California Zephyr* which Universal selected to play the part of the most modern train in America.

After a trip through the Feather River Canyon and the Colorado Rockies, the viewer leaves the *California Zephyr* at Denver and returns again to railroading of yesterday. For this part Universal chose Denver & Rio Grande Western's colorful, narrow-gauge, steam-powered *Silverton*. It's a thrilling ride for those lucky enough to find room aboard the train which is operated today just as it was in the early days. Passengers enjoy coffee from a big porcelain pot and slide doughnuts off a long broom handle served by trainmen as they pass through the cars. The scenery along the run is as breath-taking as can be found anywhere.

At the end of the ride is the little western mining town of Silverton, Colorado. There the tourists witness staged gun-play as desperados fan their irons on the town's main street. The "bad guys" are hauled off to the calaboose, or are measured for coffins as they lay "dead" on the street. It's as good as any TV Western on your set today.

Other early day sequences for the pictures were taken at Quincy Junction on the Western Pacific. There, Universal filmed the Feather River Short Line steam engine and cars pulling up for a platform of local residents dressed for the occasion. As the train pulls up the camera catches a west-bound *California Zephyr* passing by to tie in the two periods of railroading.

The filming was done by two of Universal's ace cameramen, Jimmy



Dressed in early-day clothing, "passengers" wait at Quincy Junction for train pulled by Feather River Short Line locomotive No. 8 (ex Clover Valley Railroad). This engine is being readied for museum at Plumas County Fairground.

agreed, and then added, "We've never worked so hard in covering any noteworthy event, yet enjoyed ourselves so much or relaxed so well between shots as we did aboard your train."

Lederer and Frank Vail. These two cinematographers began their careers covering world-wide events back in the days of Pathe News and other then popular newsreel films. "You will find 'Magic Rails to Yesterday' a lot more western than Wyatt Earp and other TV westerns," claims Jimmy, "and one UI executive claims it to be one of the finest special films ever made."

Jimmy and Frank both will tell you that their experience in riding on and filming the *California Zephyr* was one of the highlights of their entire career, and they have traveled in just about every country. "We worked hard on this film, but we had a lot of laughs, too," said Jimmy. To which Frank



Jimmy and Frank relax between shots.



Considerable publicity was given this photo of the "General Pershing" being mustered out at WP's Oakland roundhouse prior to departure for National Railroad Museum at Green Bay, Wis. The "General" is flanked by Civil War period V&T locomotive "Genoa" and soldier in Confederate uniform, and a modern WP diesel

and soldier in World War II uniform. Atop the "Pershing" are a soldier in World War I uniform and John Cannon, engine's Korean War switchman. President Whitman presented "free ticket" for the "General's" transportation over WP, GN, and C&NW railroads.

Taps for 4-star veteran

A veteran of service in World Wars I and II and Korea was honored on January 30 at Western Pacific's roundhouse in Oakland. It was a fitting climax in retiring the U. S. Army's most famous locomotive, "General Pershing."

The "General" was one of 150 steam locomotives built by the Baldwin Locomotive Works in 1917 for service in France. But fate intervened. The last veteran of World War I got only as far as Norfolk, Virginia, to be literally pulled off the ship at the Port of Embarkation there for service as a switch engine at Fortress Monro. In 1925, the Army gave the engine a face-lifting, named it the "General Pershing," ap-

plied the four stars of his rank and kept it in service. During World War II, when a number of locomotives again went overseas, the "General" went "down south" to do switching duty in Army training camps.

It wasn't until 1947 that the "Pershing" got its big chance. Army Transportation Corps units were engaged in rehabilitating the Korean National Railways and it needed 101 surplus Army locomotives to do the job. One hundred came from Europe, where they had been standing idle since Hitler's surrender. The 101st was the "General Pershing," still active at age 30, normal retirement time for most military tours of duty. At the outbreak

How We're Doing

Fourteen furloughed carmen returned to work at Sacramento Shops to reinforce side stakes on 300 gondola cars, a year-long program. Other projects: construct additional tie handling cars, modernize compartmentizer car gates, apply new-style trailer hitches to piggy-back cars.

* * *

24-hour reduction in perishable freight schedules, inaugurated on a 90-day experimental basis November 1, 1958, now permanent schedule.

Gross operating revenues for January, 1959, up 6.68 per cent over January, 1958. Commercial freight traffic increased 8 per cent while Government traffic decreased 20.5 per cent.

* * *

California Zephyr average load in January, 1959, was 58.6 per cent, compared with 52.3 per cent in January, 1958.

* * *

Concrete lining of Tunnels 27 and 28, near Paxton, about 98 per cent and 99 per cent complete.

of the Korean conflict, the veteran engine was working in the Pusan yards, often under fire. She was known as the "darling of the Military Railway Service," and the Koreans renamed her "The Whistle."

When word came out of Korea last year that the old engine would be scrapped, the National Railroad Museum in Green Bay, Wisconsin, asked President Rhee to donate the "Persh-

ing" to the museum. The Department of Defense approved its transportation to Oakland. Western Pacific roundhouse crews made necessary repairs and replaced the name "General Pershing" on the tender.

For her triumphal trip across the country to her new home in Green Bay, she was provided free passage by Western Pacific, Great Northern, and Chicago & North Western railroads.



This photo of the "General Pershing" entering Pusan with a troop train in 1951 was taken by John Cannon while in Korea. Although the "General" saw service in three wars it wasn't under fire until it went overseas to Korea.

Coal to burn

I do not know if the following will be of interest to you and to readers of the popular publication MILEPOSTS, but will render same regardless.

I was called from fireman's extra board January 28, 1910, to operate the coal hoist. The regular man, Victor Parus, was sick. I went to work at 7:00 a. m. and did everything but hoist coal and tip the machine over until about 3:00 p. m. when Tom Miller, roundhouse foreman, came up the ladder. He said "Let me put some coal in the chute." I was ready to go towards town (was going to say home but I had not established a home yet), and in about 30 minutes he had hoisted more coal than I had all day. A fireman was furnished on the coal hoist at that time and he happened to be a Japanese boy. I couldn't understand him very well but he tried to enlighten me on which lever to pull and which pedal to push at a certain stage of the operation. Goodness knows, there were three foot pedals and five or six hand levers, besides the main throttle.

I practiced to the point where I was capable of garnering information from Mr. Miller's very efficient manipulation and operated the hoist until Mr. Parus reported for work in March. The job paid \$90 a month, and in the month of February only one engineer on the eastern division earned a larger wage than I. That was James Marr, now deceased.

It was necessary for the coal hoist to go to the roundhouse boiler room every eight or nine days to unload a car of coal into the bin. On my first trip going down through the yard, with the boom up, I failed to notice the telephone wires. You guessed it! Tele-



Dear Editor:

phone conversation to and from the roundhouse ceased to exist until the fault was located and repaired.

That \$90 a month was big money, as in December I earned \$18 on the fireman's extra board.

C. O. Coats
Retired engineer
Elko

P.S. I am slightly overtrained, and this typewriter is not used to my effort!

* * *

Many good friends

John F. Murphy, formerly of 971 Fell Street, San Francisco, was for many years employed in the bridge and building department of Western Pacific. He is now, and has been for the past ten months, confined in Spears Hospital, 10th and Jersey streets, Denver 20, Colorado. He was so pleased to hear from so many old friends during the Holiday Season.

Mary J. Murphy (sister)
Denver, Colo.

* * *

Stockton teacher

Ray Harvey Scott, Jr., has returned to Stockton where he is teaching school after spending the holidays with his parents, Section Foreman and Mrs. R. H. Scott. He was employed as engineer draftsman at Bumgarner Engineering Service for the past two years while

attending Chico State College where he received his Bachelor of Art degree in education.

Will you please publish in MILEPOSTS.
Mrs. R. H. Scott
Oroville, Calif.

* * *

Enjoys Mileposts

I want to thank you for regularly sending me MILEPOSTS, as you have been doing for some time. MILEPOSTS is excellent and I look forward to its coming each month.

I very much appreciate the consideration you are showing me and I hope that you will continue to send the magazine.

N. C. Haines
Washington, D. C.

* * *

A letter to Conductor Lind

I recently learned of a complimentary letter received by Conductor O. W. Lind from Mr. and Mrs. J. C. Locke of Detroit, Mich., and of the special attention the Lockes received from Mr. Lind which prompted their letter. Interest in, and attention to, passenger welfare such as this is one of things which keeps for the *California Zephyr* a rating as one of the top trains in the country, and Mr. Lind's efforts, as I wrote him, are most appreciated. The Locke's letter read:

"I know you will be greatly surprised to receive this note. Perhaps you have forgotten the incident but we can never forget you; for indeed you were very kind to us, a little family of three, husband and wife and daughter. We rode on your train from Sacramento to Oakland (trying to get to Michigan) in the latter part of August. We had reservations on the "Zephyr" for a little later date, but an emergency called us home sooner.

You were so kind and encouraging and assured us if we didn't get through to Michigan on another route, that if we would meet you at the station the next day, you would surely make it possible for us on your train.

That is how we met you. God gave you to us as his angel and we are most grateful to you.

We have thought of you daily and give thanks to God for you. Hope some day we will have the pleasure of riding on your train with you again. Kindest regards to the porter that you had to pull our bags, that were needlessly going to San Francisco instead of Oakland.

We shall always be grateful to you for your kindness."

M. M. Christy
Superintendent
Sacramento

* * *

Have retired—will travel

This is what you can see after retirement from the Western Pacific Railroad. We have seen all of this and more.

Curtis Risk
Retired Conductor

The above message was written on a colorful folder of pictures of the Hawaiian Islands and mailed by Mr. Risk from Honolulu on February 2.

MILEPOSTS



IN GOLD

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

40-YEAR PIN		
Jesse E. Adams.....	Locomotive Engineer.....	Western Division
35-YEAR PINS		
Ray E. Good.....	Sheet Metal Worker.....	Mechanical Dept.
Ivan Johnson.....	Marine Deckhand.....	Western Division
30-YEAR PINS		
Raymond L. Ackeret.....	District Car Foreman.....	Oakland
Tracy Bingham.....	Section Foreman.....	Eastern Division
James F. Drury.....	Chief Clerk, A. E. S. A.....	San Francisco
Herbert Keil.....	Sheet Metal Worker.....	Mechanical Dept.
Earl R. McKellips.....	Head Accounting Clerk.....	San Francisco
Edwin P. Swain.....	Chief Clerk—Manifest.....	San Francisco
Leo P. Waters.....	Agent.....	Wendover
25-YEAR PIN		
David W. Richards.....	Ditch Engineer.....	Western Division
20-YEAR PINS		
Jerome A. Nusse.....	Section Foreman.....	Eastern Division
Vincent A. Nusse.....	Brakeman.....	Eastern Division
Frank A. Sell.....	Chief Clerk Freight Sales.....	Los Angeles
15-YEAR PINS		
Eldridge Barnett.....	Locomotive Engineer.....	Western Division
Homer G. Birdsall, Jr.....	Brakeman.....	Eastern Division
Harry R. Cartwright.....	Switchman.....	Western Division
Thomas W. Filson.....	Clerk.....	Western Division
Fortunato R. Greco.....	Locomotive Engineer.....	Eastern Division
George W. Hinkle.....	Lead Icceman.....	Eastern Division
Patricia J. O'Leary.....	Ticket Clerk—Passenger.....	San Francisco
Claude V. Van Horn.....	Switchman.....	Western Division
Jack H. Wade.....	Asst. to Gen. Auditor—General.....	San Francisco
10-YEAR PINS		
Wayne R. Benedict.....	Division Lineman.....	Communications Dept.
James O. Cagle.....	Sheet Metal Worker.....	Mechanical Dept.
Frank E. Chamard.....	Revision Clerk—Aud. Rev. Dept.....	San Francisco
Robert D. Hansen.....	Sr. Rate and Div. Clerk—Aud. Rev. Dept.....	San Francisco
Shirly V. Lyons.....	Clerk.....	Los Angeles
Juan Mata.....	Section Laborer.....	Eastern Division
Frank E. McKinnon.....	Steno-File Clerk, Engineering.....	San Francisco
Sam Oliver.....	Second Cook.....	Dining Car Dept.

A tomcat and a tabby were doing some nocturnal courting on a back fence. The tom suddenly leaned over and screamed with all the pent-up passion buried within him: "I'd die for you, you beautiful thing!" The tabby gazed at him through lowered eyelids and purred her reply: "How many times?"

The beautiful young thing went to the psychiatrist's office for her first visit. The doctor looked at her for a few seconds, then said: "Come over here, please." He promptly put his arms around her and kissed her. As he finally released her, he commented briskly, "That's takes care of my problem. Now, what's yours?"



Caboosing

KEDDIE

Elsie Hagen

LAUREL FISHER, section foreman, went to Colorado to spend New Years with his brother, who was quite ill.

In January, MELVIN WHALER, train desk clerk, was married to Maxine Dolphin of Greenville.

FRED MESSINGER, formerly of Portola, is now yardmaster at Keddie. JOE CLINTON is day yardmaster, replacing CHARLEY SELF who retired last year.

Keddie Resort, Inc. was sold by Mrs. Rihms, and English Properties, Inc. became owners of December 10. They have many plans for improvement and have already begun erecting new fences, which are very attractive, around the homes.

CHARLEY LONG, of Sacramento, former Western Pacific agent at Belden and Blairsden until his retirement, has been seriously ill in a Sacramento hospital but is now recuperating nicely.

one able to do so is urged to give their blood for reserve supply.



Newlyweds Patricia and Ronald

Congratulations to these newlyweds: Ronald E. Morford, son of Switchman and Mrs. DONALD E. MORFORD, was married to Patricia Nielson of Oroville in December. Wedding took place in the Latter Day Saints temple in Los Angeles. The couple are making their home in Sacramento.

Retired telegrapher BENJAMIN SELIX DURAND, 69, of Palermo, passed away in a local hospital January 4. He was born in Louisiana, January 15, 1889. He came here from Portola about 1951.

Miss MARY BRANDT, 72, a native of Oregon City, and a resident of Oroville

OROVILLE

Helen R. Small

Susan Dustin, high school senior, daughter of Conductor and Mrs. C. M. DUSTIN was chosen January girl-of-the-month by the Soroptimist Club of Oroville. She was selected for her leadership, scholarship, friendly and cooperative attitude.

The Blood Bank will be in Oroville March 9, Elk's Building between the hours 11:00 a. m. and 6:00 p. m. Every-

John Aughe, George Blackwell, and Hoyt Stewart operate a Gradall, Tournadozer and Dumpster to construct a ditch between the depot and shops at Portola. The ditch will carry away casual water which forms in the parking lot and road. Jack Miller photo.



area most of her life, died January 27. During World War II when there was a shortage of manpower she worked at the Oroville roundhouse. She is survived by a brother, Robert, who lives in Quincy.

DELMAR WILLIAMSON, relief foreman has been transferred to San Jose as mechanical foreman, a position vacated by GEORGE HEINZ, retired.

A total of 30,000 seedlings were planted during the past year by Georgia Pacific Corporation's Inman-Poulson Timber Company, Feather Falls division. The two-year-old seedlings were planted in Cascade areas to give faster recovery of logged-over forests. The seedlings were Douglas fir and Pondersosa pine.

The fifth annual meeting of the Western Pacific Oroville Employees Federal Credit Union was held in the Western Pacific depot at 8:00 p.m. Thursday, January 29, 1959. Thirty-five members were present and following annual reports and discussion a 5 per cent dividend was declared. Election of officers was held and the following will govern affairs this year: Board of directors; W. B. LEWIS, C. W. D'ARCY, CLARENCE BRANDT, NICK CABBITO and FRANK ROGERS. Credit committee; H. V. KELL, N. C. CARLTON,

VERN SPROWL, B. V. GREEN and ROBERT L. SHEPARD. Supervisory committee; M. A. McLAIN, JOE L. SUDDRETH and S. R. JOURNEY. Educational committee; JOHN C. NELSON and HELEN R. SMALL.

PORTOLA

Gladys Lorgan

On January 2, Thomas Jay, their second son, was born to Brakeman and Mrs. JOHN HARDY. On January 3, their first son, Wesley, fell into the basement in the home of his grandparents (retired engineer and Mrs. J. W. HARDY), and suffered a fractured skull which required major surgery. From last reports, the parents and both boys are doing well.

A sixth child was born to Carman and Mrs. AL VIZINA of Sacramento, on January 9. Our congratulations to them. They have moved their entire family to Portola to make their home.

Fireman-Engineer GEORGE OELS suffered a cracked knee and cracked ribs when his car ran into a ditch on Highway 89 near Portola, January 9. He is now up and around.

The first grandchild of Storekeeper and Mrs. J. W. MILLER was born to Mr. and Mrs. George Lucas, Jr., in Sacramento on January 25. She has been named Patricia Marie.

Retired Conductor FLOYD E. MILLER, SR., is presently visiting his son, F. E. MILLER, JR., Brakeman-Conductor, seriously ill in the Western Pacific Hospital, and his family in Portola. Floyd and his wife now make their home in Seymour, Tennessee.

RFE and Mrs. W. S. COPE have received word that a new granddaughter, Colleen Rae, was born to their daughter and her husband in Hayward on January 29. This is their second grandchild. The first was named Patrick Michael... not very Irish?

SACRAMENTO SHOPS

Marcella G. Schultz

Retiring January 31 after 44 years of continuous service as a laborer and machinist helper, MANUEL FRANCIS was presented with a wrist watch, leather shaving kit, and money by his co-workers. Of his plans for the future Manuel said, "I'm just going to help the folks at home, and take a trip to San Francisco now and then."

Carman Foreman JOE STOUT received quite a bit of notoriety in our area when he caught a 22½-pound silver side salmon in Steamboat Slough in December. Besides having his picture in our local papers, he was interviewed on Bob Reedy's sports program, Channel 13-KOVR.

Celebrating their 41st wedding anniversary with a family pot-luck at the IWF Hall in Oak Park January 25 were Carman and Mrs. E. L. TOMLINSON and 35 members of their family. All 19 grandchildren were present, and the only missing member was a son-in-law now in the armed services.

New 1959 officers of the Western Pacific Athletic Club are Blacksmith R. PAULE, president, and Boilermaker C. P. ROLFE, vice-president. Outgoing

president HAROLD COLDSMITH received a rod and reel.

GEORGIA M. CHINDAHL was installed January 16 at the Dante Club, Sacramento, as the new president of Capital City Lodge No. 266, Brotherhood of Railway and Steamship Clerks. Other 1959 officers installed were R. CERVETTI, vice-president; DON RICHMOND, financial secretary-treasurer, MARCELLA G. SCHULTZE, recording secretary; FRANK GRIMES, sergeant-at-arms; A. E. McNALLY, inner & outer guard; and WARREN BOGGS, chaplain.

AL VIZINA called January 9 to report a new 8 pound baby boy in their family. Al is presently a carman at Portola.

SACRAMENTO STORE

Irene Burton

Our department was saddened by the death of Roy Falquist. Roy had been retired on disability due to a heart condition and had worked for the company for 36 years, most of the time as an accountant.

The Annual Spring Fashion Show "Fashions Fantabulous" was presented by the Sacramento Chapter, Railway Business Women's Association at the Sacramento Inn, in February.

WENDOVER

Esther Witt

Fireman DIXIE WINGFIELD was in Wendover the other day to visit with his many friends. Another visitor was former FIREMAN CLINE who left WP to work for the Alaska Railroad. As a result of an accident on that railroad he suffered the loss of one of his legs.

Retired Telegrapher Mrs. MARY NAYLOR was a visitor in the home of her daughter, SHIRLEY F. LEE. Shirley has been ill again and we wish her a speedy recovery.



Newlyweds Nina and James

STOCKTON

Elaine Obenshain

Miss Nina Kathleen Kilgour, daughter of Conductor and Mrs. JAMES M. KILGOUR, became the bride of Glenwood Arnold Bockmon, son of Mr. and Mrs. Glenwood G. Bockmon of Stockton, Sunday, January 18, at Grace Methodist Church, Stockton. Acting as matron of honor was Mrs. Ronald Moore (nee Ellen Burkett, daughter of Conductor and Mrs. C. A. BURKETT, JR.). The newlyweds will make their first home in Stockton.

The Stockton W. P. Employees Federal Credit Union 6th Annual Meeting was held on January 22 at the Stockton Passenger Depot. The number of members attending the meeting surpassed our expectations and they were rewarded to hear that the Credit Union passed a milestone by climbing above the \$100,000 mark in assets. A dividend of 5 per cent was declared for the year of 1958. Following officers were elected to serve for the year of 1959: D. A.

MILLER, vice-president, and HOMER WOLF, member of the board of directors. Members serving out the 1959 term are HARVEY ROSS, president; EUGENE A. TRACE, treasurer; and JOHN STERNER, secretary. The Credit Committee is now composed of RICHARD MEYER, ROBERT PENDERGRAFT and ANDY GIANETTI. Supervisory Committee consists of STILES MARTIN, CLIFFORD SKINNER and GEORGE BENEDICT.

Our deepest sympathy to the families of retired brakeman CLAUDE C. JOHNSON and retired Conductor FRANK O'HARE who passed away recently.

Condolences are also extended to Switchman R. W. SMITH whose father, William Porter Smith passed away in Atoka, Okla., at the age of 93. Mr. Smith is the father of Carpenter Helper C. F. SMITH, Mrs. E. HERDMAN (wife of retired engineer) and grandfather of Fireman GEORGE POLLOCK and Carman WILLIE POLLOCK; and to Mrs. FERN LESTER, whose mother passed away.

SALT LAKE CITY

J. B. Price

Retired Engineer WILLIAM F. SIECKMAN made his last run on the Tooele Valley local before retiring on January 15. His career goes back to 1914 and the Luther roundhouse for the Wabash in St. Louis. During his 35 years' railroading he also worked for the Illinois Central, Illinois Terminal Railroad, Oregon Short Line, and Los Angeles & Salt Lake Railroad. He hired out as fireman on the WP on September 21, 1929, but 1932 found him cut off. He spent the next eight years in marine engine service dredging and towing on inland waters in the St. Louis District for the U. S. Engineering Department, in engine service for



Retired Engineer and Mrs. William F. Sieckman.

the Kennecott Copper Corp. at Ruth, Nevada, and for the Manufacturer's Railway in St. Louis. Bill was promoted to engineer on the WP in August, 1943.

Sincerest condolences to Mrs. Rabun R. Ricks and family, whose homes were saddened by the sudden passing of retired Conductor "CAPPY" RICKS.

A new railroader by the name of Gary was welcomed into the home of

Engineer and Mrs. VERN L. MECHLING on December 19. Our congratulations are late but nevertheless sincere.

We wish many happy years of retirement for Engineer THOMAS F. GRIFFITH who took his retirement on December 19. "Griff" hired out as fireman on October 20, 1925. He was promoted to engineer on October 5, 1942. The Griffith's will continue to make their home in Salt Lake City.

SAN FRANCISCO

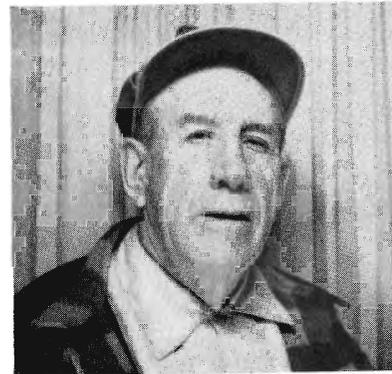
George Bowers, Doug Bruce, Kathleen Brunette, Elizabeth Fagan, Lawrence Gerring, Carl Rath, Frank Tufo

FRANK TUFO, secretary to assistant superintendent of transportation, succeeds RITA CONNOLLY, car service inspector, as correspondent for the fifth floor. Rita has contributed to the San Francisco column since the magazine was first published in August, 1949.

Three weeks relaxation in old Mexico began February 3 for RUTH STONE, transportation department, to be followed two weeks later for two weeks by MARY SILAR and PEGGY DELURY.

BONNIE LEE BARNHILL replaced MIDGE BRENNER as public relations clerk on February 2. Bonnie first worked for the company in 1947 at Keddie, and for the past ten years was employed in the auditor of revenues department. Midge left the company to enter San Francisco State College where she will complete her studies for teaching.

VERNE WILDE, secretary to assistant vice president, is now secretary to superintendent M. M. CHRISTY. Verne was succeeded by AL WHITLOCK formerly steno-statistical clerk in the research department. Al's position has been filled by JOSEPH FRAUENHOFER, formerly with Missouri Pacific.



Thomas F. Griffith completes railroad career

MARY BECKER, special clerk at 8th and Brannan freight station, was given a dinner in her honor last month. Co-workers attending presented her with several gifts in tribute to her retirement after 47 years of service.

Telephone calls are now being answered with a snappy "Marketing Division," unlike the first week of the change when habit forced a confused greeting which ran from "Freight Traffic Division" to "Marketing Traffic Bureau." The staff is also becoming used to changes in titles, and now know GEORGE McDEARMID as assistant to director of pricing; LEO POPE as chief division bureau, who was succeeded by DUDLEY THICKENS as division analyst. FRANK REIFF has been promoted to rate analyst, and other moves in position include "PETE" SAENZ, GLEN FISCHER, LARRY ZARO, and ROGER EASTON.

Chief of Sales and Service and Mrs. JAMES E. BAKER are the proud parents of a 7-lb. daughter, Kathleen Mary, born January 24. The Bakers also have a son, Jim, age 16.

JOAN KARLIN, IBM statistician, who suffered a sports car accident some time ago in returning home from Lake Tahoe, is now the happy owner of a 1959 Fiat. Joan says it's great for pulling cars out of the Mill Valley mud, a fact agreed upon by friend TERRY BOYCE, statistical department.

DAVE OLSEN, junior rate clerk, recently donated his appendix to the hospital, as well as 25 pounds, but he's now feeling much better.

JOHN MURRAY, assistant to general auditor, on January 29 participated in a management seminar for the San Francisco Ordnance District, speaking on office management. John has previously given lectures on administrative

systems at the University of California and the Stanford Graduate School of Business, and participated in organizing a course in systems and procedures for the former.

A well-attended dinner was given on January 29 in honor of BLANCHE DEWEY, passenger department, who retired on December 31 after 31 years of Western Pacific service. Seen recently window shopping along Grant Avenue, Blanche says she is enjoying herself immensely, and she certainly looked the part.

CLIFF GERSTNER returned to the engineering department January 1 from Sacramento where he served as assistant to division engineer. Cliff replaced DON NASH as engineer of track layout. Gerstner's Sacramento position was filled by L. E. LELEVICH, formerly senior associate engineer.

WINNEMUCCA

Ruth G. Smith

Verne Auhe, son of Section Foreman and Mrs. E. B. AUHE of Jungo, has enlisted in the U. S. Army. He is now stationed at Fort Ord, California.

Mrs. Hattie Brown, mother of Yard Clerk BILL BROWN, died January 23, at the Humboldt General Hospital in Winnemucca. Mrs. Brown was born in Humboldt County and was 85 years of age at her death. Her husband, William A. Brown, died November 1, 1928, and at that time was owner and operator of what is now the Eagle Drugstore. Mrs. Brown is survived by two daughters, three sons, four grandchildren, and four great grandchildren.

Agent and Mrs. CECIL DUCK of Winnemucca are the grandparents of a baby boy born January 29 to their son and daughter-in-law, Mr. and Mrs. Kenneth Duck of Pomona, California.

Golfers tee off at Spring Valley Saturday, May 9

A new course has been selected by WP's golf committee for this year's annual divot chase.

Spring Valley's location, near Milpitas, should make it more convenient for all our golfers, being centrally located to the East Bay, San Francisco, the Peninsula and the Stockton area. The terrain has enough rolling hills to make play interesting, yet it's not a tough one to get around. Electric carts are available for those who want a minimum of exercise.

A restaurant and bar are located on the premises for those who may be in

a state of collapse after the first or second nine. For those who like to get an early start, a 9:30 a.m. starting time has been arranged.

More complete details and a description of the course will appear in MILEPOSTS' April issue. This advance notice will give everyone an opportunity to warn their wives they'll not be available for work around the house on May 9, and a chance to sharpen up their game.

WP golfer gets his first ace

Dean Dorsey, WP sales representative at Fresno, holed out a seven iron shot on the 125-yard second at Fresno's Muny Course on February 7. It was Dean's first ace during 17 years of golfing.

Ironically, he did not get to see his ball roll into the cup because the hole, on a slightly elevated green, is not visible from the tee.

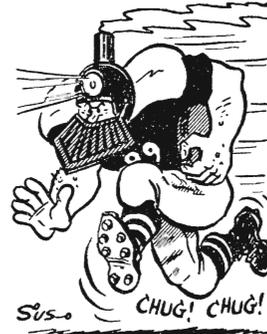
Iron Horse Varsity

Western Pacific didn't amount to much as a football power this just-past season.

But look at 'em blow off steam now: The current issue of WP's "Mileposts" magazine devotes a full page to a whistle-blowing saga of the gridiron entitled "Railroaders' Sons Star in Football."

What it's about is the Winnemucca High Buckaroos, with nine kids of Western Pacificers on the first string, running over the opposition like a runaway freight. Even the streamlined blonde yell leader is a WP conductor's daughter.

What a team! Western but not pacific. They got careless in the last game of the season and let somebody block a punt and score 7 points, but the Bucs won the game 78 to 7, finished the season undefeated and underailed, and ran up 361 points to 7 for all opponents. WP stock has never been higher.



Seems as though publicity about those high-scoring Buckaroos of Winnemucca High will never end. This account of their 1958 football success was picked up from the January issue of MILEPOSTS and ran in a recent edition of the Oakland (Calif.) Tribune.

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Hazards of air travel in 1958 about 66 $\frac{2}{3}$ % greater than rail travel; estimated fatality rate of regularly scheduled domestic airlines 0.44 passenger deaths per 100 million passenger-miles; railroad's rate for first 11 months 0.27; December figures should change percentage very little.

. . .

Missouri Pacific's Thrift-T-Sleepers, so popular on "Colorado Eagle," extended to St. Louis-Hot Springs, Ark. service

. . .

Elgin, Joliet & Eastern recalls 77 workers for stepped-up car repair program.

. . .

Atlantic Coast Line opens new industrial office, will study \$15 million port development program in Tampa, Fla. area.

. . .

FBI Director J. Edgar Hoover given honorary membership in Brotherhood of Locomotive Engineers, bestowed by Grand Chief Engineer Guy L. Brown.

. . .

Chicago studying possibility of consolidation of its passenger terminals.

. . .

Rio Grande to split its stock 3 for 1 and increase annual dividend rate from \$2.50 to equivalent of \$3 per present share. Will also amend certificate of incorporation for engagement in other forms of transportation and other lines of business when and where laws permit.