

WESTERN PACIFIC
Mileposts

OCTOBER 1956



Mileposts

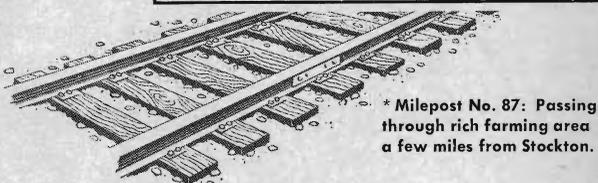
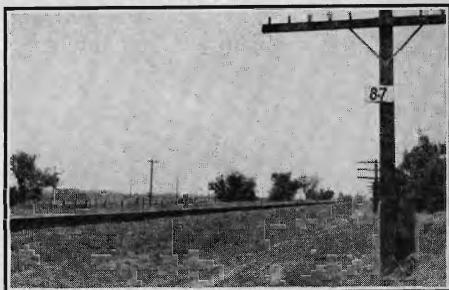
WESTERN PACIFIC

Vol. VIII, No. 3

OCTOBER, 1956

*Milepost No. 87

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. 87: Passing through rich farming area a few miles from Stockton.

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COVER: Crossing new SN bridge on "first train" were President Whitman; Mayor Crook, Marysville; Mayor Henderson, Yuba City; SN President R. T. Kearney.



MILEPOSTS

SN "Bridge Party"

SACRAMENTO NORTHERN's rebuilt bridge linking Marysville and Yuba City was officially opened to traffic with appropriate ceremonies on September 6. In the cab of the "first train" were Mayor Hobart W. Crook of Marysville and Mayor J. F. Henderson of Yuba City, honorary engineer and fireman, and SN and WP Presidents R. T. Kearney and F. B. Whitman. Other visiting dignitaries, leading citizens of the "Twin Cities," the press, and officials of the Sacramento Northern and Western Pacific viewed the ceremonies, and later enjoyed an outdoor barbecue on the Marysville station plaza.

The new bridge replaces one washed out at the height of last winter's flood when the rampaging Feather River washed away an 865-foot portion of the trestle. During the time of reconstruction, SN Yuba City traffic was routed via Chico.

Over-all length of the new bridge is 1,820 feet, composed of 40-foot clear spans of reinforced concrete slabs, supported on concrete piles. Two 150-foot

through truss spans are supported on concrete piers. The through trusses span the main channel, and the concrete deck construction spans the overflow area. The new structure and the retained through trusses are eight feet higher than the former bridge, which places the lowest portion of the structure two feet above maximum high-water elevation of last winter.

A few of the visitors enjoy refreshments before "bridge party" ceremonies begin.

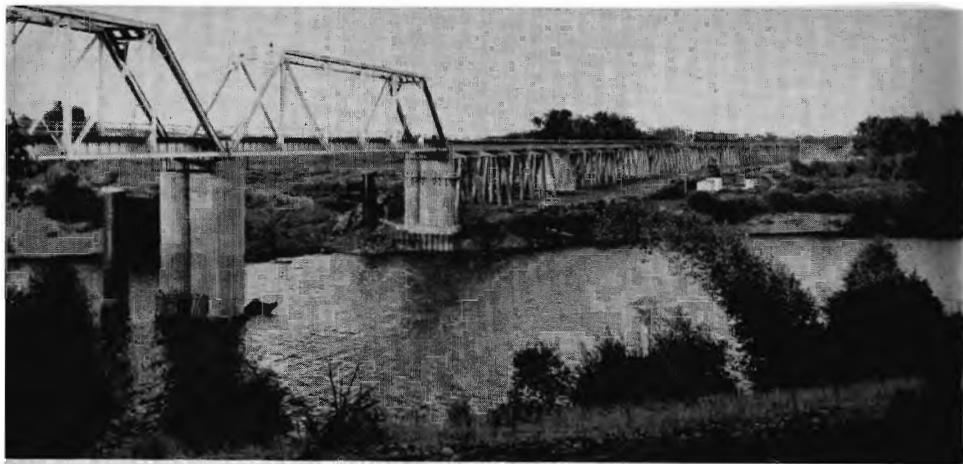


The buffet-style barbecue dinner was served on tables behind the Marysville station.



Oakland car department made barbecue "pits" from empty 50-gallon drums. Road Foreman N. A. Roberts lights fire with fuses.





The piles and deck spans were pre-cast in Petaluma, Calif., and transported to the site in railroad cars. The piles were driven to form the bridge piers and then capped with a poured-in-place section of reinforced concrete after the spans were placed. A specially constructed gantry crane, operating on its own track, lifted the 52-ton concrete castings into place.

Total cost of the project is about \$1 million.

Quite a contrast in the picture above, of the new 1,820-foot bridge, and the picture below which was taken just after last winter's floods had carried away an 865-foot portion of the Feather River trestle.



New bridge is higher and more strongly constructed to withstand future flood damage. Note pre-cast concrete girders atop flatcars ready for placement by gantry crane.

Closeup of gantry crane lifting 52-ton pre-cast concrete girder into place from car.

Second-hand rail used for cribbing to raise existing steel trusses eight feet higher.



How We're Doing

July gross revenues down \$222,000, or 5.6% under last year. Decrease in commercial tonnage was 5%, with an 11.6% decrease in Government traffic.

California Zephyr's load averaged 99.45% of capacity for month of July, compared with 98.8% for the same period last year; 100.7% of capacity for month of August, compared with 99.1% for August, 1955.

New tunnel (No. 15) at Milepost 250 driven through; more than 98% of boring work completed; expect to open for traffic on December 1.

Lining of Tunnel 30 completed August 2; other tunnel-lining jobs proceeding on schedule.

Remodeling of mechanical department office building at Sacramento Shops within 20% of completion.

Winnemucca rail-welding operations, stopped because of steel strike, resumed in September.

Department of Justice announced no further steps would be taken in complaint filed with and dismissed by I.C.C. seeking reparations on Government World War II traffic account allegedly excessive freight charges.

I.C.C. order received approving new Union Street connection in Oakland; construction began October 1.

Visitors Grateful

A Certificate of Appreciation was received by Western Pacific from the Young Men's Christian Association, Sacramento, expressing gratitude for cooperation shown YMCA members in assisting with their Summer Fun Club Program.

During the past summer many young men of the organization visited the shops and were escorted to the various interesting points where various operations were explained.

In a letter which accompanied the Certificate, General Secretary Paul C. Steward wrote: "Through your efforts,

you have rendered invaluable service to our youth and community."

Glee Club Active

WP's Glee Club will present a program for the Women's Traffic Club at their annual "Bosses' Night" dinner to be held on October 18 at Fort Mason Officers' Club in the Presidio of San Francisco.

The Glee Club recently gave another repeat performance at Letterman General Hospital and have been asked to soon give a program for patients in the Hospital's psychiatric ward.

Train Schedules Changed

The following arrival and departure times for the *California Zephyr* (Trains 17 and 18), and the *Zephyrette* (Trains 1 and 2) were placed in effect on September 30:

EASTBOUND

	Lv. S.F. Ferry	Lv. Oakland Pier	Ar. Salt Lake City
	(... Pacific Standard Time ...)		(Mountain Std. Time)
<i>California Zephyr</i> , #18....	9:25 a. m.	9:55 a. m.	5:40 a. m.
<i>Zephyrette</i> , #2	4:00 p. m.	4:30 p. m.	3:45 p. m.

WESTBOUND

	Lv. Salt Lake City	Ar. Oakland Pier	Ar. S.F. Ferry
	(Mountain Std. Time)	(... Pacific Standard Time ...)	
<i>California Zephyr</i> , #17....	10:15 p. m.	3:10 p. m.	3:45 p. m.
<i>Zephyrette</i> , #1	8:40 a. m.	5:20 a. m.	5:55 a. m.

Reason for the change in schedules is the reduction in Southern Pacific ferry-boat schedules to permit one ferry to handle the service. The new schedules will make connections with the remaining ferry between Oakland Pier and San Francisco.

Pass Renewals Not Required

Western Pacific's pass bureau advises that all Western Pacific annual passes—(White, "A," and Meritorious)—will be extended through the year 1957.

Mileposts gets around

Stan Wilson, whose column, "Notes on My Cuff," which appears in the *Turlock Daily Journal*, recently commented about Western Pacific's industrial program.

The column begins: "Our friend Justus F. Craemer, senior member of the California Utilities Commission, sent us a copy of the magazine 'Western Pacific Mileposts,' which contains an aerial photo of Turlock as well as some information of interest to those who want to see more industry come to this city.

"The picture of Turlock shows avail-

able industrial property which is served by Tidewater Southern Railroad. Another picture shows Bert Stratton, Carl Nipper, and a prospective customer flying over an area in a helicopter, just as Stratton has flown over Turlock on several occasions when he had a prospect with him."

The columnist continues further about the feature article which appeared in the July issue of MILEPOSTS, and in closing said: "Western Pacific is well aware of the anticipated growth of the western states, and is ready for it."

Promotions and Transfers

Effective September 16, the following promotions and transfers are announced:

L. D. Michelson, to Oakland as terminal trainmaster, a newly created position.

V. H. Edwards, to Stockton as terminal trainmaster, replacing L. D. Michelson.

L. W. Breiner, to Oroville as trainmaster, replacing R. C. Madsen.

R. B. Redus, to Keddie as trainmaster, replacing R. A. Henderson.

R. A. Henderson, to Milpitas-San Jose as trainmaster, replacing R. B. Redus. The position of assistant trainmaster, Milpitas-San Jose, is abolished.

R. C. Madsen, to Salt Lake City as trainmaster, replacing G. M. Lorenz.

K. P. Woods, to Elko as trainmaster, replacing L. W. Breiner.

G. M. Lorenz, to Portola as trainmaster, replacing V. H. Edwards.

R. M. Verhaege, to Sacramento as Sacramento Northern trainmaster, replacing K. P. Woods, transferred to Western Pacific.

H. E. Grier, former Western Pacific track supervisor, to Modesto as Tidewater Southern Railway roadmaster, replacing William S. Jeor, retired.

* * *

Effective August 16, transfer of the following engineering-roadway employees is announced:

S. F. Burmeister, to Sacramento as assistant division engineer, a newly created position.

A. P. Schmitt, to Elko as assistant division engineer.

J. F. Pearce, to San Francisco as engineer of track layout.

C. A. Gerstner, to Sacramento as assistant to division engineer.

B. J. Press, assistant to estimating engineer, promoted to estimating engineer, San Francisco.

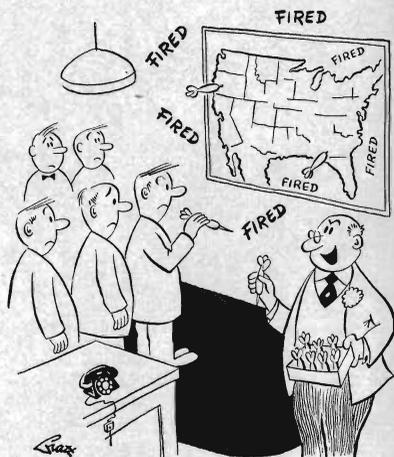
E. N. Perry, junior engineer, promoted to assistant to estimating engineer, San Francisco.

* * *

The transportation department announces that E. D. Brown has been appointed car service inspector, San Francisco, succeeding J. B. Dillon, Jr., deceased.

* * *

The research section, office of the president, announces the appointment of Spencer S. Gilman as assistant transportation engineer, effective August 16.



"This year, you traffic representatives can pick out your own territories."

MILEPOSTS

More Authorized Pharmacies

for filling Western Pacific Medical Department prescriptions

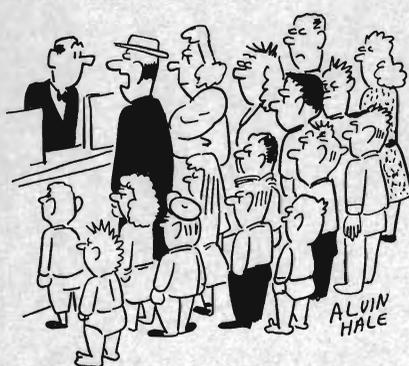
In the August 1956 issue, MILEPOSTS listed authorized pharmacies where western division employees may have prescriptions filled. Arrangements have been concluded with the following pharmacies on the eastern division who will fill prescriptions authorized by WP staff doctors for employees eligible for the drug benefits. Charges will not be accepted from any other drug stores between Portola and Salt Lake City, and the same general rules as announced in that issue of MILEPOSTS will apply.

Roger Randall, business manager,

reports that substantial savings were achieved during July and August under the new program on the western division, as a result of both more favorable pricing and strict enforcement of the drug inclusions. Employees are advised that if the Medical Department rejects payment on items that should not have been charged to its account (see Medical Department Rules 16 and 23), the pharmacy will submit the statement to the employee for payment.

Effective October 1, prescriptions will be filled only by:

AREA	NAME OF PHARMACY	ADDRESS
Reno, Nevada.....	Hilp's Drug Store.....	127 North Virginia Street
Sparks, Nevada.....	Hilp's Drug Store.....	938 "B" Street
Winnemucca, Nevada.....	Eagle Drug Co., Inc.....	216 Bridge Street
Battle Mountain, Nevada.....	Wilson Pharmacy.....	Front Street
Elko, Nevada.....	Elko Drug Company.....	425 Railroad Street
Wells, Nevada.....	Wells Pharmacy	
Tooele, Utah.....	Tooele Drug Company	
Salt Lake City.....	The Prescription Pharmacy.....	347 South Main Street
	The Medical Arts Pharmacy.....	50 East South Temple



"I heard you have a Family Plan!"



"I know, you want a DRAWING room!"

Putting YOU in U.S.A.

WITH the eyes of the world upon the United States today more than ever before, a large outpouring at the polls will show the rest of the world that we take our liberties seriously and are determined to speak out about them.

To remind American citizens to exercise their right to vote in the 1956 presidential election on

November 6, the Boy Scouts of America will take part in a national, non-partisan campaign sponsored jointly with the Freedoms Foundation, Inc., of Valley Forge, Pennsylvania. The campaign will reach its climax on November 3, when more than three million Cub, Boy, and Explorer Scouts and their leaders will distribute more than 35 million doorknob hangers to homes throughout the country. Many of the Scouts are sons of WP employees.

The doorknob hangers are in the shape of a Liberty Bell and are inscribed "Heed Youth's Call—Vote as you think, but Vote!—November 6, 1956—Use Your Freedom to Vote."

In addition to the placing of posters and doorknob hangers, Scouts will promote the campaign during the month of October in other ways, such as urging their parents to vote, baby-sitting for their neighbors while they go to register, helping to distribute ballots to invalids and old folks, setting up window displays and holding neighborhood parades and street demon-



strations. In 1948, only 52 per cent of those who could have voted went to the polls. In 1952, when approximately 100,000,000 citizens were eligible to vote, only 63 per cent did so. In the 1952 presidential election, Utah had the best record of any state in voting turnout with 80 per cent; lowest was Mississippi with only 24 per cent turnout.

In other countries the voting percentages in recent elections were: Italy (1948), 92 per cent; Belgium (1950), 90 per cent; Holland (1950), 87 per cent; England (1951), 83 per cent; Denmark (1950), 82 per cent; Norway (1949), 82 per cent; France (1951), 76 per cent; Canada (1949), 74 per cent; Israel (1951), 72 per cent; Japan (1950), 71 per cent.

Those who may think that their one vote is not important, might well remember that one vote gave statehood to California, Texas, Idaho, Oregon, and Washington. In 1876, Rutherford B. Hayes was elected president by one vote. The man who cast that deciding vote was a congressman from Indiana, a lawyer who was, himself, elected to Congress by just one vote; and that one vote was cast by a client of his, who, though desperately ill, insisted upon being taken to the polls. Aaron Burr, later charged with treason, missed being president by one electoral vote. One vote in the House of Representatives made the Draft Act of World War II law and caused millions of men

Moonlight Festival

EARLY in August each year, unusual sounds may be heard along Spanish Creek in the heart of the Feather River Canyon near Keddie. Here, familiar sounds are the roar of the rapids, the rustling of the trees, and an occasional splash of a trout breaking water. A long way off may be heard the engines of a Western Pacific diesel tirelessly pulling a long freight, becoming louder and louder as it snakes its way up grade just a short distance west. As the train disappears around a bend, the sound diminishes, returning again faintly and then disappearing as the distance intervenes.

Then is heard the unusual—the strains of music, the sounds of voices, and the shuffling of many feet. It is the Sixth Annual Moonlight Festival

Don't Forget to Vote!

to be called to arms. Thomas Jefferson was elected president by one vote in the electoral college.

MILEPOSTS is not concerned in HOW you vote—only that you DO vote. It believes that railroaders, who have for a long, long time contributed probably more than any other force to the building of this nation, have a vital interest in their country and will heed youth's call by going to the polls, but only after having made a careful decision by careful study of the platforms of both political parties.



held by the Oakland Recreation Department and Oakland Folk Dance Council at the Feather River Family Camp.

One of seven such camps on the West Coast, the Oakland Feather River Camp was started in 1924, the vision of J. B. Nash. Folk and Square dancing became a part of the camp life six years ago and has become an annual event. Folk-dancing instruction is given during the first of the last two weeks of camp by Helen and Harry Getchel; Billie and Leonard Murphy instruct in Square dancing the last week. Classes are held in the morning and a dance each evening, with the Moonlight Festival taking place on the Saturday between those two weeks, this year on August 11.

The campers do all the decorating and the women members of the Sierra Nevada Council Clubs provide homemade cakes. Coffee is provided by the camp.

For those who do not dance, horseback riding, swimming, movies, camp-



Dancers enjoy the Moonlight Festival at Oakland Recreation Department's Feather River Family Camp.

fire programs, volleyball, and badminton are enjoyed throughout the summer. Once a week a trip through a sawmill is made, and campers have an opportunity to pan for gold during a trip to one of the mines nearby.

Mr. and Mrs. Bob Curran are camp managers, and Mr. and Mrs. George

Stuart supervise the camp programs.

With the coming of fall, cold, clear weather brings many colors to the mountainside, and the roar of the diesels may be heard for many more miles. Then there is silence, broken only by nature's own symphony of sounds.

Autumn Dance

It's time once again for Western Pacific's Annual Autumn Informal Dance, so popular last year many requests for bids could not be accommodated.

This year's dance—French Motif!—will be held again at the Surf Club, 660 Great Highway, on San Francisco's Ocean Beach. The date is Saturday evening, November 10.

Tickets will soon be available at a cost of \$10 per couple; \$5 for single tickets. Advance reservations must be made as no tickets will be available at the door.

Music will again be provided by the popular Howard Frederic and his band, whose musical tunes were acclaimed by all who attended last year. The full-course dinner will be served by the dining car department under the supervision of Superintendent Harold Wyman, who promises ample food for everyone and the finest available.

Further information will be provided soon through the usual channels. Meanwhile, it is suggested that you begin making plans to attend. Tables will be assigned on a first received, first reservation basis.

1550-Mile Labor Day Tour

One of the most popular overnight railfan excursions to be operated in the West was run by Central Coast Railway Club over the Labor Day weekend.

Eager for relaxation and off-the-crowded-highway travel, the 20-car capacity passenger list included more than 50 from Southern California, and others who journeyed from as far as Massachusetts, New York, New Jersey, Indiana, Colorado and Arizona.

The special followed the Feather River Canyon and Inside Gateway Route between San Francisco and Wishram, Washington, via Western Pacific, Great Northern and Oregon Trunk (Spokane, Portland and Seattle) railroads. Sights normally seen only by freight train crews were afforded the 360 passengers. Such places

as Lake Almanor, Mount Lassen, Pit River, Bieber, Bend, Crooked River Chasm and the rugged Deschutes River Canyon were visible from the train. On the Oregon side of the Columbia River near The Dalles, the excursionists saw, for probably the last time, Indian spear fishing at Celilo Falls. A dam soon to be constructed will bring to a close this fascinating method of catching fish allowed only to the Indians.

In addition to the dining car and train crews, other WP railroaders who made the trip were Gilbert Kneiss, assistant to president-public relations; Arthur Lloyd, public relations representative (and escort); Lee Marshall, traffic representative; Don Hedgpeth, rate quotation clerk; Dick Reynolds, ticket clerk; and Norman Holmes, fireman, Western Division.

You probably don't recognize this scene, and for good reason. The picture was taken in Oregon's Deschutes River Canyon during recent rail fan tour. The diesel, one of the first purchased by WP, made the complete round trip between Oakland and Wishram, Wash.





Interior view of the lounge jointly sponsored by S Fe, SP and WP during recent Republican Convention at S.F.'s Cow Palace. A similar lounge was sponsored for the press at the Democratic Convention in Chicago by railroads in that area.

Hospitality Lounge Popular with Press



S Fe, SP and WP dining car crews did a fine job serving members of the press with coffee, beer, sandwiches and snacks. WP dining car department employees in picture are:

- (1) George Fields;
- (2) Pete Belemy;
- (3) Ben Knowles;
- (4) Bernard Osborne;
- (5) Leroy Taylor; and
- (6) George Jackson.

The three railroad hosts received many compliments from press workers for providing them with comfortable lounge for their brief rest periods. An average of more than 3,000 writers and cameramen visited the lounge each day. Three TV sets kept them in touch with activities in the convention hall.



MILEPOSTS



IN GOLD

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

35-YEAR PINS

James A. Anderson.....	Signal Construction Supervisor.....	Signal Dept.
Leo E. Rodriguez.....	Carman.....	Mechanical Dept.

30-YEAR PINS

Robert R. Beebe.....	Adjuster.....	Freight Claims
William S. Bowers.....	Carman.....	Mechanical Dept.
Harry T. Hilton.....	Locomotive Engineer.....	Western Division
John I. Pierce.....	Locomotive Engineer.....	Western Division

25-YEAR PINS

Fred E. Atkinson.....	Switchman.....	Western Division
Frank E. Bedient.....	Traffic Representative.....	Reno, Nevada
Archie W. Ferguson.....	Conductor.....	Western Division
George M. Weyman.....	Conductor.....	Western Division

20-YEAR PINS

Harold Clausen.....	Locomotive Engineer.....	Eastern Division
Victor B. Dods, Jr.....	Conductor.....	Eastern Division
Ray L. Hansen.....	Conductor.....	Eastern Division
Jack R. Haws.....	Conductor.....	Eastern Division
Leonard E. Hensley.....	Telegrapher.....	Western Division
Robert Loggins.....	Locomotive Engineer.....	Western Division
Joseph C. Moffitt.....	Locomotive Engineer.....	Western Division
John E. Murphy.....	Conductor.....	Eastern Division
William A. Pennington.....	Locomotive Engineer.....	Western Division
Bernard T. Price.....	Conductor.....	Eastern Division
Leonard P. Radcliff.....	Special Agent-Claim Adjuster.....	Chief Special Agent's Office
Thomas Vaccaro.....	Clerk.....	Western Division
Alfred G. Woodward.....	Conductor.....	Eastern Division
George W. Woods.....	Locomotive Engineer.....	Western Division

15-YEAR PINS

William B. Brokaw.....	Fireman.....	Western Division
Homer D. Brown.....	Brakeman.....	Western Division
C. J. Carlenzali.....	Machinist Helper.....	Mechanical Dept.
Arden L. Carpenter.....	Brakeman.....	Western Division
Glayden L. Clark.....	Fireman.....	Western Division
William H. Conant.....	Fireman.....	Western Division
William R. Durm.....	Brakeman.....	Western Division
Marvel Frasch.....	Order, Steno-Clerk.....	Purchasing Dept.
Alex L. Hay.....	Conductor.....	Eastern Division
Henry W. Hobbie.....	Relief Clerk.....	Passenger Dept.
Raymond E. Holbrook.....	Telegrapher.....	Western Division
Clifton Lewis.....	Store Helper.....	Sacramento
Chester H. Luther.....	Conductor.....	Western Division
Clyde Moll.....	Head Buyer.....	Purchasing Dept.
Edwin D. O'Neil.....	Head File Clerk.....	Auditor Payroll Accounts Dept.
Norman G. O'Neill.....	Fireman.....	Western Division
Ann Osdoba.....	Relief Clerk.....	Passenger Dept.
George W. Roller.....	Blacksmith.....	Mechanical Dept.
Edgar R. Scott.....	Locomotive Engineer.....	Eastern Division
Alfred J. Teixeira.....	Machinist Helper.....	Mechanical Dept.
W. Allan Thorpe.....	Clerk.....	Eastern Division
Donald I. Watts.....	Yardman.....	Eastern Division
Frank Wytrowal.....	Clerk.....	Eastern Division

10-YEAR PINS

Wilbert F. Anderson.....	Diesel Foreman.....	Elko
Frank T. Avila.....	Store Laborer.....	Sacramento
Jose M. Barron.....	Hostler Helper.....	Stockton
William E. Brown.....	Clerk.....	Eastern Division
William H. Clouette.....	Switchman.....	Sacramento
Henry L. Davis.....	Carman.....	Sacramento
Mary E. Doll.....	Comptometer Operator.....	Transportation Dept.
William Gault.....	Roundhouse Foreman.....	Oakland
Charles H. Grinnod.....	Clerk.....	Stockton
Walton H. Harris.....	Clerk.....	Stockton
Robert S. Martin.....	Water Service Maintainer.....	Stockton
Dawson W. Murphy.....	Carman.....	Stockton
William W. Penninger.....	Carman Helper.....	Sacramento
Thurston G. Rutherford.....	Junior Engineer.....	Engineering Dept.
Willie Smith.....	Laborer.....	Oakland
Manuel V. Souza.....	Baggage-Man-Janitor.....	Sacramento
Edith V. Sutter.....	Clerk.....	Oakland
Joseph Yureta.....	Groundman, Gang 1.....	Oroville



SACRAMENTO NORTHERN ANNUAL PRESENTATIONS

35-YEAR PINS

George A. Antonopoulos.....	Section Foreman.....	Yuba City
Marjorie Rippey.....	Clerk.....	Marysville

30-YEAR PIN

George E. Sylva.....	Agent.....	Woodland
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25-YEAR PINS

Jack L. Kelly.....	Roadmaster.....	Sacramento
Sylvester C. Tidwell.....	Section Foreman.....	Fremont
Refugio M. Yniquez.....	Section Foreman.....	Westgate

20-YEAR PINS

Fulcanio P. Enriquez.....	Laborer.....	Oroville Jct.
Apolinar A. Blanco.....	Laborer.....	Vacaville Jct.
Macario A. Blanco.....	Section Foreman.....	Vacaville Jct.

15-YEAR PINS

Pablo Armonta.....	Section Foreman.....	East Nicolaus
Albert H. Waters.....	B&B Carpenter.....	Sacramento

10-YEAR PINS

Robert A. Bohannon.....	Electrician.....	Oakland
James C. Cody.....	Brakeman.....	Sacramento
John H. Crenshaw.....	Locomotive Engineer.....	Oakland
Jesus B. Garcia.....	Laborer.....	Sacramento
Joseph Hahn.....	Carman.....	Oakland
Clarence Herschler.....	Yardmaster.....	Sacramento
George Herschler.....	Lineman.....	Yuba City
Joseph J. Jansen.....	Locomotive Engineer.....	Sacramento
Donald E. McNeil.....	Brakeman.....	Sacramento
Guadalupe P. Olvera.....	Section Foreman.....	Sacramento
Mark A. Osuna.....	Brakeman.....	Oakland
Victor V. Rodriguez.....	Laborer.....	Sacramento
George Rohleder.....	Laborer.....	Yuba City
William J. Sorel.....	Clerk.....	Oakland
Leroy J. Thomas.....	Conductor.....	Yuba City
Walter E. Vaughan.....	Brakeman.....	Sacramento
Earl W. Wendricks.....	Drawbridge Tender-Leverman.....	Sacramento

Paul Jenner Seiz:

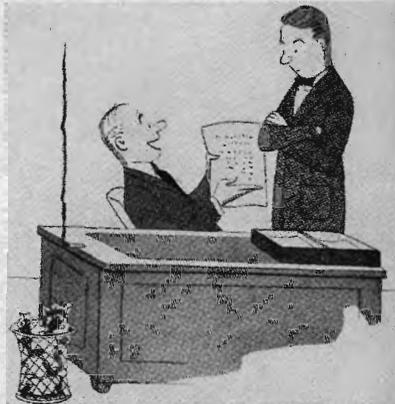
"Don't Be HALF Safe!"

You Can Get Hurt in an Office, Too!



It's not only messy (and very untasty) but you can cut your tongue on a good stiff paper flap reinforced with glue. For that matter, watch all paper edges; they're sharp and they cut deeply, and can easily become infected.

"Oops, I'm sorry" may be a nice apology but it doesn't heal bruises. This young lady should have locked the door; better still, place your files away from doorways.



Watch that cigarette and wastebasket! Big fires start from little ones, and little ones often start from carelessness. Ash trays are cheaper than even small fire losses, and certainly cheaper than burns you might receive.

You can't look in more than one file at a time, so keep those other drawers closed until you need to open them—one at a time!



This gal is subject to a sprained back, and reaching over chairs for things is risky business. Use your charms, young lady, and get the "muscle men" to do your lifting for you.

If manufacturers intended you to balance on one leg of your stool, they'd make 'em that way. This fellow's going to be picking himself up off the floor—if he can get up!



First he forgot to close the drawer, then he forgot to look where he was going. What a header he took! Barked shins may be okay for football players, but you're past the age.

If you want to do a balancing act, join a circus. You'll get pay and applause for the risk. Swivel chairs don't make good step-ladders; you can't work with a broken arm.



Retirement Act Amended

The scale of benefits for railroad employees and their families was further liberalized on August 7, when President Eisenhower signed a bill amending the Railroad Retirement Act. In general, this amendment means increases of up to 10 per cent in the monthly benefits of over 400,000 of the 650,000 persons now on the Railroad Retirement Board's monthly benefit rolls.

The higher rates became effective, in general, with annuity payments for July. However, because of the enormous job of making all the necessary adjustments, the increases could not be reflected until the payments for the month of September. These checks were dated October 1.

The Board advises that beneficiaries do not need to make application for any increase to which they may be entitled, and that unnecessary letters only delay the making of adjustments in annuity payments.

About 300,000 of those who will receive higher benefits are retired employees, and most of them will get the

Benefit Payments Top \$5 Billion

Benefit payments under the Railroad Retirement Act to the Nation's retired railroaders and their wives, and to survivors of deceased employees, passed the \$5 billion mark on September 4. Since July, 1936, when benefits were first paid, aged and disabled employees and their wives have received more than \$4.2 billion and the families of deceased employees about \$830 million.

full 10 per cent increase. In addition, some 40,000 wives and 25,000 survivors will also get benefit increases, although not as much as 10 per cent. The annuities for some 20,000 employee annuitants, 70,000 wives, and 145,000 survivors will not go up. This is because they are already receiving benefits, calculated under special maximum or guaranty provisions, which are just as high as they could get under the newly amended law.

The amendments also mean higher benefits for most retired employees and for some wives and survivors who will enter the benefit rolls in the future.

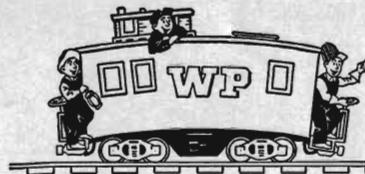
The railroad retirement tax rate remains the same.

Benefit Funds Conserved

H. L. Carter, director of the Bureau of Unemployment and Sickness Insurance of the Railroad Retirement Board, announced in August that total disbursements for benefits under the Railroad Unemployment Insurance Act for the fiscal year ending June 30, 1956, aggregated \$105,496,000, a decrease of \$99,560,000 under the all-time record of \$205,056,000 paid out in the previous year.

Administrative costs were also reduced, from \$7,823,000 to \$6,510,000, a saving of \$1,313,000 for the same fiscal.

Mr. Carter attributes this remarkable performance in part to the excellent and intensified efforts of railroad management, vigorously supported by the railway labor executives, and to the coordinating activities of the field offices of the Railroad Retirement Board.



Caboosing

While Oakland correspondent HAZEL PETERSEN is away on leave of absence, news about East Bay employees will be reported by JOHN V. LELAND, assistant superintendent's office. He will be assisted by W. D. BLY of that office. All Oakland departments are urged to furnish news about their employees to John not later than the 25th of each month.

OAKLAND

John V. Leland

HAZEL PETERSEN, chief clerk, is now on leave of absence at Fresno. We are all in hopes that she is taking full advantage of her leave and will return to WP fully rested and recovered.

The Knuckle-Busters of Oakland yard (SUNA Lodge 291) held their annual picnic at Roberts Park on Sunday, August 12. Overtime, women, past performances, and railroading in general were "scuttlebutted" from 11 a. m. until dark, interspersed with wives, watermelon, girl friends, kids, ice cream, liquid refreshments, and carloads of good food. From the subdued tones of the principals around the yard on Monday, it apparently was quite a picnic.

JIM DUVN, traffic representative, is under contract with the Oakland Light Opera Company. Jim will do the leading role in *Carousel*, which opened September 7 for two weekends at the Woodminster Amphitheater.

Two points noted for their "rides" were visited recently by AL PENZEL—notably Disneyland and Las Vegas. Al claims he was taken for one in each, although he does recommend these only two such fantasies in the country to anyone who has never been a visitor.

DICK GROVE, chief clerk-traffic, went to Washington, D. C., on a vacation trip to see a Republican. Unfortunately, they were all in San Francisco, with the possible exception of Abraham Lincoln's memorial. He did see the other usual tourist attractions, which he highly recommends.

Miss Janet took her mother, PAT CEDARHOLM, on a vacation to Santa Cruz. Janet enjoyed the trip and spent the majority of her time on the beach making minute examinations of dead crabs, old rocks, seaweed, tin cans, and other flora and fauna usually associated with beaches. Janet says if her mother behaves herself as well next year, she will repeat the performance. Janet is five.

JOHN KAUFFUN showed up at the general agent's office where he hangs his hat, looking like a leopard from *Alice in Wonderland*. He is painting his house white and thistle and, on John, it looks good!

"The man who ran away with my wife was my best friend."

"Good looking?"

"How should I know? I've never seen him."

CHICAGO

Dan Dutkiewicz

SHIRLEY MICHALEK, our PBX operator, returned to work after her successful operation. Shirley says she's feeling wonderful, and we think she looks it.

Plans to loll around the beach and enjoy the beautiful scenery of Florida and perhaps Nassau were only dreams for TONY DURBAN, stenographer. As it turned out, the only scenery he saw was the white sheets of a hospital bed and a couple of "bathing beauty" nurses. An operation on his foot rendered him inactive for a few days, but Tony is hobbling around, making the best of it.

LEON PAUKSTA, assistant rate clerk, is now rate clerk, replacing BOB SHOUP. Bob is now a chief clerk for the MKT. Best of luck to you both.

On October 6, GLORIA STROM, our file and mail clerk, will be walking down the aisle, and each step nearer the altar will be the ruin of her many suitors. But she'll be building a good future, as her husband-to-be is in the construction business. If anyone is looking for a good deal on home materials, just tell her husband, "Gloria sent me."

WINNEMUCCA

Ruth G. Smith

Our sincere sympathy to Fireman FREMONT GOLLIHER, whose father, L. P. Golliher, died in Modoc, Indiana, recently at the age of 86. His death occurred within a short time before he and his wife would have celebrated their sixty-fifth wedding anniversary on September 26.

Engineer JOE MOORE is confined to

St. Joseph's Hospital in San Francisco, where he underwent major surgery on August 29. We all hope he will soon be back with us again.

Mr. and Mrs. Harry Meals of Mountain View, California, were recent visitors in Winnemucca at the home of their daughter and son-in-law, furloughed Hostler Helper and Mrs. MIKE BROADHEAD.

A visit to St. Louis was made recently by Engineer and Mrs. CRAWFORD LEWIS to see Crawford's aunt, who had been seriously ill, but now, we are glad to learn, is much improved. The remainder of the trip was spent visiting Mrs. Lewis' father in Farmington, Missouri, and her brother and sister in Bonne Terre, Missouri.

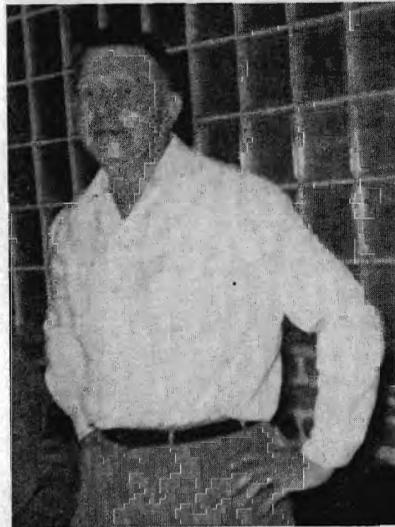
A tour of National Parks was recently enjoyed by Conductor and Mrs. RAY WOODWARD, whose trip took them to Canada, Glacier and Yellowstone National Parks. They highly recommend the trip to anyone who has never seen these most frequently visited of all scenic attractions.

STOCKTON

Elaine Obenshain

Congratulations to Switchman and Mrs. R. W. SMITH, who recently adopted a daughter, Ina Yolanda, born July 27.

Many more happy years are wished for Carman HARRY W. BROWN, who retired July 31 with 23 years' WP service. Harry worked for the SP and SFe before coming to work for Western Pacific. He plans to spend a great deal of time hunting and fishing, and building some cabins on the Trinity River. He was given a dinner by his fellow mechanical department employees on July 31 at Risso's.



Harry Brown has retirement plans.

Our deepest sympathy to Switchman WILLIAM OBERST, whose wife passed away August 23 after a lengthy illness; to Brakeman G. K. PORTER, whose father passed away on August 23; and to Fireman D. R. BRIGHT, whose three-year-old son, Larry, was drowned on August 14.

Best of luck to Clerk JOHN NERI, who resigned to enlist in the Air Force.

Congratulations to Lead Car Welder and Mrs. JOHN HUGHES, SR., on the birth of Rose Marie Ann on July 6. The six-pound three-ounce daughter has another sister, Margaret, and two brothers, John, Jr., and Manuel.

Roundhouse Clerk JIM HIGHTOWER, with his wife, Jackie, steering, came in fifth in the Stockton to Colusa-Redding Marathon Boat Race, 316 miles by water. Jim says they came in first at Colusa, the layover point, with

a broken part on the motor, and all the fellows who finished behind him helped repair his motor so he could race the next day. Between Colusa and Redding the throttle came loose in his hand. A 15-minute repair job resulted in his dropping back to fifth position, which won them a GE Mixmaster. Out of 36 entries, the first five places were won by five of six Stockton entrants. Jim's boat is a 14-foot Rockhold with a souped-up 25-h.p. Johnson motor. Last year Jim finished tenth.

A record made at Santa Cruz in 1942 was equaled on July 24 when Engineer H. R. ALLEN hooked a 43-pound halibut while fishing from a Stagnaro salmon-trolling boat. Mrs. Allen accompanied him. The first 43-pounder was caught by an Air Force captain on leave, and after shipping overseas the following day, was reported killed in action ten days later.





Stockton employees who attended the Elko picnic were unanimous in reporting a wonderful time and plan to go next year.

All 39 Stockton employees who attended the Eastern Division annual picnic at Lamoille Grove report having had a wonderful time, and are looking forward to going again next year.

With nearly 48 years of continuous railroad service, retirement came to Switchman **GEORGE POTTER** on August 23. He first worked for the Canadian Northern Railway at Rainy River, Ontario, in October, 1908, and first hired out on the WP on June 22, 1923, as brakeman. He left WP as conductor in 1935 and spent two years as brakeman and conductor on the Tidewater Southern; then six years on the Union Pacific as switchman and yardmaster; returning to WP as switchman on August 31, 1942. George and his wife, Katherine, have moved to Morro Bay and will live at Atascadero Beach. A son, **J. A. POTTER**, is chief clerk-agent's account bureau at general office, and a daughter, Mrs. **H. C. Christ**, lives in Reno. Three grandchildren and

two great-grandchildren conclude the family.

While vacationing at Fort Bragg with his family, Brakeman **K. W. CRAIG** hooked onto three salmon—a 37-pounder, a 27-pounder, and a 16-pounder. After making the catches Ken tells us he became very seasick; also (a typical fisherman's story), that the biggest one got away.

We wish many happy days ahead for Switchman **A. T. COSGROVE**, following his retirement on August 2. He first hired out with WP on December 19, 1943.

Congratulations to Machinist Helper and Mrs. **C. J. CARLENZOLI** on their adoption of a baby girl, Michelle, born August 9. The Carlenzolis have no other children.

Our deepest sympathy to the family of retired Engineer **JAMES BLACKMORE**, who passed away on September 1 at Stockton.

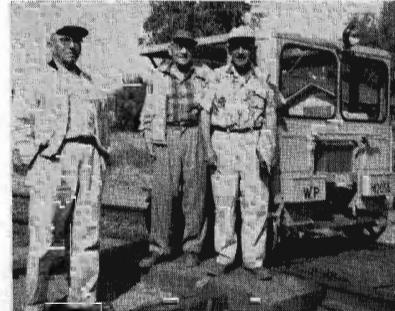


Switchman George Potter and wife, Katherine, in front of their home at Morro Bay. Conductor Grant Evans took picture.

STORE DEPARTMENT

Irene Burton

EVELYN RICHARDSON and **GEORGIA CHINDAHL** found things quite different when they returned to work from a leave of absence and hospitalization, respectively. Rather than in our former close quarters on the first floor, their desks are now located on the second floor of the new office building, with so much more space in which to work. Painted a lovely shade of green, with green venetian blinds and a darker green tile on the floor, the office should be much more pleasant during the summer months.



Henry Madison, Jack Wragg and Ed Lindley made recent trip over line checking inventories on eastern and western divisions.

R. V. WOLF replaced **J. W. MILLER** as storekeeper at Portola while Jack was on vacation, and **NORMAN VIZINA** did the same for **E. E. CHRISTIAN** at Stockton.

We were all saddened by the death of **LUCIUS REAVES**, retired section stockman, which occurred on August 3. At the time of his retirement about three years ago, Lu had worked for the Company 36 years. He is survived by his mother, 95 years of age.

ROY FALQUIST has been in the hospital due to a heart condition, but we are glad to report that he is progressing satisfactorily.

NINO PONCIONI's nephew, **ROBERT CURRAN**, who worked here for a short time this summer, lost his right leg above the knee in an accident near Truckee. We were all sorry to learn of this unfortunate happening.

Our deepest sympathy is extended to **FRANK PEDROZZI** and his wife on the loss of their baby boy.

WENDOVER

Esther Witt

Why will a man give little notice to a modern new car, yet spend hours on end trying to find out what makes a souped-up "hot-rod" tick, trying to determine what speed it will attain? The speed-runs on the Bonneville Speedway have been on since early in July. The German group with their motorcycles, followed by the Englishmen who tried to beat, and did beat many of their previous records in the racing of Austin stock cars. Very little attention was given either group. When the "hot-roads" came to town, any number of our employees were seen thumbing rides to the track to see the races. The test runs are followed closely by the finals. One thing in favor of all who have raced this year is the hot, dry weather we have had. There have been no injuries so far, which speaks well for safety.

Recently heard was the reminiscing of Waitress **MARGUERITE SHEA** and Porter **EMIL STADEM**. Seems Emil spent his vacation in Walnut Creek, California, and told Marguerite how the city had grown, having learned that she had lived there some years ago.

Emil visited relatives while there, and said the only thing which spoiled his vacation was having to return to the desert heat . . . and it was a scorcher the day he returned!

Not much activity on Wendover Air Force Base the past few weeks. Most of the jets have been moved out due to work being done to lengthen the runways. This work is going ahead at a rapid pace and should be completed soon.

T&T Lineman and Mrs. THOMAS SHEA and daughters, Donna and Patsy, returned from Glenwood Springs, Colorado, after visiting Tom's mother and other relatives. Accompanying them was their niece, Cecelia Ann McNulty, who spent the summer vacation with the Sheas.

HARVEY J. NAYLOR, general clerk at Warner, and Mrs. Naylor, became acquainted with their new granddaughter when their son, Cashier DON NAYLOR of Fruitvale, with Mrs. Naylor, came to Grantsville to visit the parental home.

Having completed his basic training as Reserve Officer at Ford Ord, California, David, son of Yardmaster and Mrs. HARLAN C. FORD, spent two weeks with his parents and was then off to Louisville, Kentucky, for further training. David says the only complaint he has against the Army is their food, which gradually grows worse. You know what food means to any youngster, especially Mom's!

SACRAMENTO NORTHERN

Milton Ziehn

It's all set! SN's big retirement party for 1956 will be held on Sunday, December 2, at Veterans' Hall, West Sacramento. Ye olde Yule spirit will

prevail. Maybe old Saint Nick will be there in person to pass out our gifts to those who retired during the year.

May we suggest that you add a few dollars to the Christmas funds to help us fill those bags with many, many packages.

You will be hearing about our plans at a later date. We hope that your plans will include a visit to our party—and yours—that day.

KEDDIE

Elsie Hagen

A picnic party was held in Gansner Park, Quincy, in honor of Brakeman and Mrs. JACK KRAUSE, given by their sons, Dan and Gilbert. The occasion was in honor of their parents' Silver Anniversary, September 2. A large crowd attended and all had a wonderful time. The guests of honor were given a gift of silver dollars.

Engineer and Mrs. BOB DUBOIS stopped off in Keddie to visit old friends en route from Stockton to a vacation at Buck's Lake.

EVA SKELDUM, waitress at Keddie Hotel Coffee Shop, was married August 25 to Bobby Jester of Quincy. A reception was held later at the home of Eva's sister and family, Train Desk Clerk and Mrs. CY BATES.

Retired Engineer FLOYD SEATON stopped in Keddie to visit his old friends. He is now living in Oroville.

LINDA JACKSON, another Keddie Hotel Coffee Shop employee, was married on August 31 to Thad Arthur Green. They drove to Portland on their honeymoon and visited Linda's mother there.

Traveling Engineer BOB MCILVEEN and his wife attended the Traveling Engineers' Convention in Chicago in September, stopping en route to visit

their daughter, Marjorie, and family.

Conductor HERB WOMACK made a trip to Illinois to accompany his wife home. She had been visiting there while awaiting the arrival of her granddaughter, who arrived August 23.

SACRAMENTO SHOPS

Marcella Schultze

With the retirement of R. A. WILLIAMS, Machinist R. J. WARD became the new member of a foursome playing pedro during lunch time. This game has been going on continuously since 1926, when it was started by former WP'ers C. WEBER, L. PHILLIP, S. J. PENDERGAST, and A. SHIELD. No money has ever exchanged hands in the game, but a daily book is kept on the scores, added up month by month. Winning partners are proclaimed at the end of a year's time. The partners do not change, except at time of retirement or leaving of service, but there is always someone willing to sit in for an absent member. Along with Ward, the foursome now consists of Machinists F. J. BOLL and C. F. DAVIS, and Machinist Helper J. R. GREEN.

Baseball . . . the big interest in the W. E. Fosha family, with all three boys and father, too, in League activities. Eddie plays second base for the South-



Machinist Foreman Bill Fosha calls a close one as son Eddie tags his brother, Chuck.

eastern Pony League, and was named an All-Star player. Father, Machinist Foreman BILL FOSHA, umpires in this League; and Eddie's found it doesn't pay to "kibitz" the umpire! "Chuck" plays center field for the Giants in the Tahoe Major League. Chuck was also named an All-Star player; and the Giants won their League championship. Dickie plays left field for the Cubs in the Tahoe Minor League; and the Cubs also won their League championship. Mother and two sisters keep busy just trying to attend all games and "rooting" for the teams.

Our best wishes to furloughed Carman DAN REALI and bride, Carolyn, daughter of Carman Helper VANCE DICK. Dan and Carolyn were married in Reno on August 12. Dan is now working as a foreman for the PFE in Roseville.

Our best wishes, also, to Machinist ED WALSHLEY and the former Esther McConnell, who were married in San Leandro on August 12.

Machinist E. V. McCORKLE entered

"One round-trip and one one-way. You can bet one of us isn't coming back!"



the Diamond Cup Classic boat race of 316 miles from Stockton to Redding with his Martin Craft, 12-h.p. Elgin motor, pleasure boat, and came out the winner in Class I, Pleasure Boats. He received a beautiful 2½-foot trophy and merchandise orders. Eugene started from



Stockton at 8 a. m., August 18, arrived in Colusa at 6:40 p. m., left there at 7 a. m. on the 19th, and arrived in Redding at 6 p. m. that day. The return trip to Sacramento was made by car, with the winning craft firmly hitched behind.

Days of the past . . . to an outsider it would have been hard to realize this was a railroad shop when steam engine 334 came through on its way to give an assist to the power situation at Campbell Soup. Many of our apprentices had never been close to steam power before, and it was just good to be near one again to the "old-timers."

We were all shocked and saddened by the death of Boilermaker J. J. KEANE, who passed away at his home of a heart attack on August 1. Jack was scheduled to retire in October, and had worked for the WP for 20 years. He always had many interesting experiences to tell about when he installed boilers on merchant and warships during World War I, and following the war when he installed boilers and tanks in Russia and Turkey.

PORTOLA

Louise Wilks

Conductor "CHET" LOCKWOOD and his wife, Elfrieda, have spent several week-ends this past summer salmon fishing at the little coast town of Trinidad, California. Chet built his own boat, christened *Miss Fritzi*, and trailer in their entirety during spare time in his garage. Constructed of sheet plywood, butt-jointed, over oak frames, it is 18 feet long, six feet two inches wide. It was built from plans printed in *Science and Mechanics* magazine, and is powered by a 1952 Johnson 25-h.p. engine and a 1956 Johnson 30-h.p. engine operated in tandem by remote control. Top speed is about 25 m.p.h. It has one bunk forward, with locker and stowage space, and will allow four people to fish comfortably. *Miss Fritzi* has 40 inches freeboard forward and 28 inches aft. Both engines are long-shaft models, allowing for a transom depth of 20 inches, making the boat able to withstand rough water.



The trailer is built of pipe and angle iron, welded electrically. It is equipped with a one-ton capacity winch which is used to both load and unload *Miss Fritzi*. As a consequence, this 1,000-pound boat can be used anywhere it is possible to drive to.

Engineer and Mrs. JOE SONZIGNI



Elfrieda Lockwood, wife of Conductor Chet Lockwood, usually comes home with as many fish as Chet. This picture is good proof that she lands big ones.

spent a week-end at Trinidad with the Lockwoods.

The sea breezes and fishing along the Northern California coast are popular with our people. Those reporting excellent catches were Brake-man LEE JONES and family, Conductor VIC DODS and family, Engineer and Mrs. BRUCE VANCE, Engineer and Mrs. AUSTIN LAMBERT, Conductor W. R. TURNER and family, and Conductor LEE SMITH and family.

Engineer and Mrs. BOYD DAVIS were grandparents twice in one month, both girls, named Ann Davis and Kimberley Wilson.

Don Ray and Nancy LaSarte were married recently. Ray is the son of Engineer K. A. RAY and IRMA RAY.

BARNEY GUZENSKI, lineman, injured when a tractor fell on him, is getting along fine. Although his arm is still in a cast, he was able recently to spend a week at home.

Engineer JOE BURT is back on the job after being off about six months with a broken foot.

We extend our very best wishes to Trainmaster and Mrs. VIRGIL EDWARDS on their move to Stockton, where Virg begins a new assignment.

At the same time we wish a special

welcome to Trainmaster GEORGE LORENZ and his family from Salt Lake City.

SALT LAKE CITY

J. B. Price

Having purchased a home in Kearns, Fireman CLIFFORD F. GAMBLE spent his vacation landscaping and improving his home. Cliff says it was a wonderful vacation even though it involved a lot of hard work.

Conductor R. LAMAR HANSEN spent his vacation practicing up on his golf. For one thing, he figures that his Missus is outclassing him, which isn't good. Also, we understand he went to Elko to try out their course and had a match with Assistant Superintendent W. G. HOWELL. We've had no report on the outcome of the game, though, which might mean that Lamar needs another vacation.

Engineer A. E. "ERNE" WILLIAMS went to Wilson Reservoir and really caught some beauties. To prove it, he furnished a picture of himself and son holding the one-day limit.



On the other hand, Conductor EUGENE H. BEITEL went fishing in Vivan Park in beautiful Provo Canyon, where he claims he caught a seven-pounder. Gene, however, refused a picture as proof.

Having heard so much about the Pacific Northwest and Canada from his railroad pals, Conductor ALFRED G. WOODWARD took his family, accompanied by his brother-in-law and his family, to Boise, Coeur d'Alene, Idaho, Glacier National Park, and Waterton Lakes Park just across the Canadian border. They returned after a visit to Cardston, Canada, through Yellowstone National Park.

"There's no place better than the beautiful lakes in Montana to enjoy good fishing," claims Fireman HAROLD O. SMITH, who journeyed there and enjoyed nature at its best.

Enjoying vacation in the most sensible way probably was Engineer CECIL G. TRUMBO, who instead of traveling stayed home and took life easy. He returned to work fully rested instead of being tired out from the rigors of a trip.

SAN FRANCISCO

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

"With my best wishes before leaving the United States," wrote Relief Clerk VEDAT SUER to CARL RATH, manager-wire chief, on a postcard post-marked New York. On leave to return to Turkey, Vedat plans to ask for a permanent visa so he can again return to San Francisco.

Sincere sympathy to TOM BALDWIN, division clerk, whose father passed away recently after a short illness.

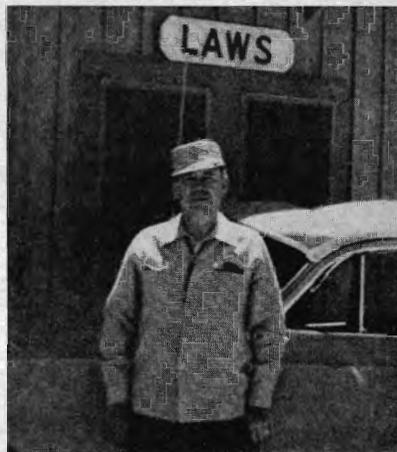
We all wish FRANK WILLIAMS the

best of luck in his new position as ticket clerk at San Jose. He formerly worked as reservation and information clerk in the service bureau.

LEO POPE, division analyst, won thirteenth prize in the Golden Gate Salmon Derby by landing a 24-pounder recently, and he has a letter to prove it. We guess this isn't another of his fish stories, but we do wonder, Leo, how big a salmon a person has to hook to win first prize.

BENITA SIBLEY visited Carmel on the week-end of August 25 and 26 and had the pleasure of seeing President Eisenhower leaving the Carmel Mission. If that wasn't the most, she had the same pleasure a little more than an hour later as he left the Presbyterian Church.

OC Claim Investigator and Mrs. HARRY HANEN went to the G.O.P. Convention, representing "Mr. and Mrs. Joe Smith," and were lucky enough to



During vacation, Foreign Freight Agent Wint Hanson visited the Carson & Colorado Railroad, only common carrier narrow gauge west of Colorado.



Marshall Boyd, freight traffic manager, right, presented Jack Hyland, chief, rate bureau, with 30-year pin. Watching are Jim Currey, Paul Meyers, George McDermid, and By Larson, co-workers. They have combined service of 170 years.

get a couple of seats just as Ike started his acceptance speech.

HAROLD DELAHOUSSEY, revising clerk, proudly announced the birth of his second son, Kenneth, on August 22. Baby weighed 8½ pounds.

ALMIRA SIERASKI, on leave from the comptometer bureau, announced the birth of a six-pound nine-ounce son, Stephen, on August 24.

MARJORIE BISCHOFF, Eighth and Brannan, whose brother, BOB, used to work in the auditor of revenues department, left with her uncle on a two months' trip to Johannesburg, South Africa, and Europe. She plans to meet her sister in Europe and visit Lisbon, Portugal, Spain, Venice, Italy, France, and England. Marjorie's uncle is with the California State Fish and Game Commission and while in South Africa plans to do some big game hunting.

BILL RACINE, chief clerk, reports that he averaged better than 22 miles to the gallon in his little red-and-white sport model Studebaker while making a 2,300-mile trip to Canada with his wife.

FRANK THOMPSON, transportation, put his Silver Arroyo Bowling Team in first place in the WP Summer League by rolling games of 222, 220, and 205 for a gaudy 647 series, highest

series in San Francisco WP competition since HARRY MUNSON's 661 in 1953.

We were sorry to learn that GEORGE BOWERS, accounting department, was called home to Hayward, Wisconsin, to be near his father, who is seriously ill.

R. C. "JOE" BOOTHROYD, keypunch operator, intrepid hunter and sharpshooter par excellence, finally got his



Cadet Robert Schoepfle participated in Air Force jet operations during summer training with ROTC. N. A. Schoepfle, his dad, is auditor of revenues at San Francisco. Bob was WP employee in summers of '53 and '54.

buck on August 18. Accompanied by GORDON INGLE, tax department, Joe tramped the hills west of Morgan Hill on the two previous week-ends without results. Two years have gone by since Joe found a suitable target for his 30-'06, but this three-pointer walked right into his arms and was knocked over at about thirty yards. The buck dressed out a 111 pounds, a good size for a blacktail. Gordon, meanwhile, on another knoll fired ineffectively at the same deer.

JANE NAVARRO succeeds BETTY RAND as correspondent for Tidewater Southern Railway. She is anxious to keep activities of Tidewater Southern railroaders "in the news" and will appreciate any cooperation you can give.

TIDEWATER SOUTHERN

Jane Navarro

We lost two well-liked employees in August. WILLIAM ST. JEOR, road-



Jack Kenady, TS superintendent, extends best wishes to Bill St. Jeor, retiring roadmaster.

master, finally decided to take it easy after 45 years of unbroken railroad service, 11 of which were on our railroad. He planned a month of fishing in the Northern states and then back home to his small acreage to take care of his turkeys, chickens and cows (maybe they're not cows). Bill told all of us he still intends to set his alarm clock but, after it rings, he is going to get up, shut the darned thing off, and jump back into bed.

We all wish Bill the very best in his retirement and may his events in life continue to have as happy endings as they have had on the Tidewater.

Our other retirement is a little different. It's really not a retirement, though we gals like to think so even if we haven't had something like 30 years of service. BETTY RAND, who has written this column for the past two and one-half years, finally got the "stay-at-home" bug, so she can spend more time with her two children. We'll all miss you, Betty, as we hope you will miss us.

Taking BILL ST. JEOR's place as roadmaster is HAROLD GRIER. Harold came to us from the Western Pacific, assigned to the Sacramento Northern, where he spent two years as track supervisor. We're happy to have you with us, Harold, and wish you loads of good will on your new assignment.

Gardening is simply a matter of your enthusiasm holding up until your back gets used to it.

~ ~ ~

Pedestrian: Man with two cars, wife and son.

~ ~ ~

You can tell they're married when a couple sits in balcony seats at the movies because they like to smoke.

~ ~ ~

WORK CAREFULLY! The life you save may be your wife's husband's.

MILEPOSTS



Don Nash, Tennis Champ

Don Nash, assistant architectural engineer, made a clean sweep in the Fifth Annual WP Tennis Tournament. After defeating Jim Michael, assistant treasurer, 6-4, 6-3, to win the singles, he teamed with Michael in the doubles for a 6-3, 6-3 win over President Whitman and Gardner Rogers, assistant engineer.

Don won his first rounds of play defeating Bob Toll, freight traffic, 2-6, 7-5, 6-1; and E. Perry, 6-1, 6-1.

Michael made the finals in wins over

Gardner Rogers, 2-6, 6-1, 6-2; and G. Martin, 6-2, 6-3.

Nash and Michael won their first doubles match, defeating brothers Bob and Bill Brew, 6-2, 6-4. Whitman and Rogers won a 6-3, 2-6, 6-4 match with Bob Toll and Larry Shaughnessy.

Nash will have his name added to the Arthur Curtiss James Memorial Cup, won last year by Andy Olano, engineering, and receive a winner's cup, as will Jim Michael. Runners-up will receive tennis balls.

Jim Michael congratulates Don Nash, right, singles champ in this year's tournament.



The "boss" covers the net while partner Gardner Rogers plays the back court in doubles.



Make Your Next Shot Count

If you are one of the 14 million persons to buy hunting licenses before this year is over, take a tip from an expert!

Herb Parsons, famous Winchester-Western exhibition shooter, has been seen in action by more people than Buffalo Bill, Annie Oakley, and the other famous shooters of all time combined.

Several times a member of the All-American trap-shooting team, he is also a holder of national and international prizes in duck-calling contests, and performs the spectacular shooting required for such Hollywood productions as "Winchester '73."

If you are one of the 14 million persons to buy hunting licenses before this year is over, take a tip from this expert!

Hunting boils down to two simple essentials: (1) ability to handle a firearm, and (2) ability to find game in the field.

Shooting is a matter of practice. The first important thing is to start right by selecting the proper rifle or shotgun. You wouldn't go after rabbits with a .375 H&H Magnum, any more than you would use number 6 shot for elephants. The proper firearm should not be so big that you will flinch; nor so small it won't do the job. Your gun should be comfortable and one in which you can develop confidence.

Three common faults account for most misses in the field: (1) lack of confidence; (2) shooting too fast or before the gun is on the target; and (3) failure to sight in your rifle.

Snap-shooting costs beginners more misses than any other factor in hunt-

ing. Don't expect to fill your game bag if you persist in firing the instant the gun reaches your shoulder. There is usually time to lift your gun and follow the bird to get proper lead before the trigger is pulled. If you want to improve your ability to lead, try practicing on swinging targets.

Similarly, the "two-eyed" shooter can see both target and sight and has a distinct advantage over anyone who shoots with only one eye open.

Knowing whether you've shot ahead of, behind, above, or below a flying target is an invaluable boost to a shooter's learning speed. A good way to find out is to begin with shots at a white wooden ball rolled across a stretch of ground where there is no danger of



MILEPOSTS

The 10 Commandments of Safety

The best tip to make hunting fun is to keep it safe, says Parsons, and to learn and master these basic precautions:

1. Treat every gun with the respect due a loaded gun.
2. Guns carried into camp or home, or when otherwise not in use, must always be unloaded, and taken down or have actions open; guns always should be carried in cases to the shooting area.
3. Always be sure barrel and action are clear of obstructions, and that you have only ammunition of the proper size for the gun you are carrying. Remove oil and grease from chamber before firing.
4. Always carry your gun so that you can control the direction of the muzzle, even if you stumble; keep the safety on until you are ready to shoot.
5. Be sure of your target before you pull the trigger; know the identifying features of the game you intend to hunt.
6. Never point a gun at anything you do not want to shoot; avoid all horse-play while handling a gun.
7. Unattended guns should be unloaded; guns and ammunition should be stored separately beyond reach of children and careless adults.
8. Never climb a tree or fence or jump a ditch with a loaded gun; never pull a gun toward you by the muzzle.
9. Never shoot a bullet at a flat, hard surface, or the surface of water; when at practice, be sure your backstop is adequate.
10. Avoid alcoholic drinks before or during shooting.

ricochet. The pattern of shot will show clearly in the lawn or dirt when missed. When the knack of proper leading is thus learned, you can switch to thrown targets. Clay targets scaled low over water (never shoot over water near buildings or people) will reveal the shot pattern of misses so the lead can be corrected.

Any unnatural noise in the woods scares game. Many a hunter will walk all day in deer country without ever spotting a buck. Yet most of them would be stunned to learn that their quarry was all around them, but kept out of sight through some fault of the hunter. You've never seen a guide

wear clothes that whistle, yet many a novice wears a new pair of pants that sound an alarm every time he takes a step. Or a pair of boots so cumbersome that it's all he can do to pick them up and lay them down, regardless of how many rocks he tumbles over and twigs he breaks.

The inexperienced hunter always hunts too fast. In his enthusiasm he puffs, whistles, and crashes his way through the brush with all the stealth of a locomotive. A wise old guide once said: "Take three steps, stop, listen, and look." And never step on anything that you can step over! Hunting is as simple as ever.

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