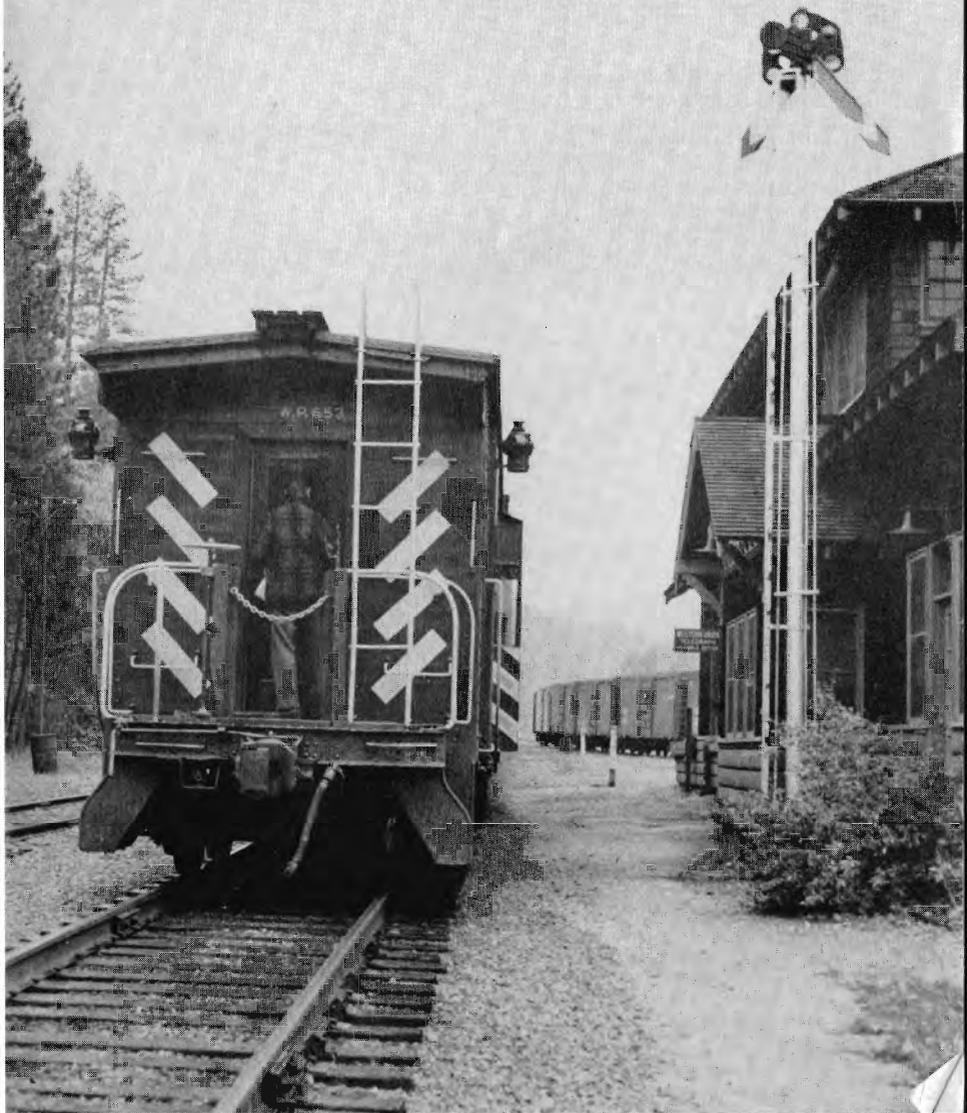


WESTERN PACIFIC
Mileposts
SEPTEMBER 1957



Mileposts

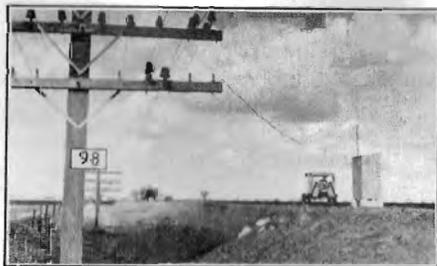
WESTERN PACIFIC

Vol. IX, No. 2

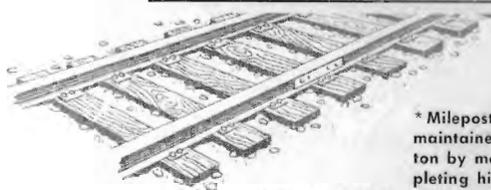
SEPTEMBER, 1957

*Milepost No. 98

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. 98: A signal maintainer returns to Stockton by motor car after completing his work on a line.



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COVER: A Keddie-Westwood local leaves the station at Greenville, third largest city in Plumas County. Noted for its lumber industries, this Indian Valley community is also popular with outdoor recreationists.



MILEPOSTS

Reduction in Personal Injuries

LAST month President Whitman addressed a letter to all Western Pacific supervisors commending the results obtained in the railroad's Safety First Campaign. The letter read:

"The results of this year's Safety First Campaign for the first six months are so encouraging I would like to express my appreciation to you for the part you have taken in making them so. As you know, our attempts to reduce personal injuries during the last few years have been quite disappointing. Goals have been set each year, but for one reason or another we failed to come close to attaining them. As examples, look at the following comparisons of injuries per million manhours for the years listed:

	Goal	Actual
1954	6.0	12.25
1955	6.0	14.32
1956	8.0	12.45

"Results for the first half of this year certainly offer a most favorable contrast. The number of reportable injuries was 33, as compared with 55 during the corresponding period of 1956. Our ratio was 7.83, as compared with 11.63—practically a one-third reduction. Such a performance is very much to be commended. It indicates that not only do we have a good chance to achieve our goal of eight reportables per million manhours for 1957, but with a still greater effort we may do substantially better than that.

"Investigation of the results obtained

so far indicates that they are primarily the result of a much increased interest on the part of most supervisors in trying to educate all of our employees to work safely and to comply with safety rules. While S.O.S. (Single Objective Safety) has certainly been of assistance in developing better investigation and analysis as to cause of injuries, it is this increased interest on your part and that of other supervisors toward the education of all to prevent injuries which has played the major part in getting results.

"Our better performance again reflects the fact that when we, comprising the Western Pacific as an organization, definitely decide that an objective is a reasonable one and proceed to try to attain that objective with thoroughness and determination, the same spirit filters through all in such a way that they, too, are imbued with that spirit and, in turn, tend to cooperate in trying to achieve the objective.

"Again, I want to thank you for the good work that has been done and to urge even more an intensified and determined effort for the rest of the year so we can finally bring Western Pacific up into the category of really safe railroads and thus achieve national recognition in this respect, as we have been so successful in doing in other fields of railroad activity."

F. B. Whitman

SEPTEMBER, 1957

3

No Loss in Scenery When New Line Opens

Work already under way in relocation of railroad

THE relocation of Western Pacific's main line prior to the construction of the proposed Oroville Dam will not deprive *California Zephyr* passengers of the type of natural and rugged scenery that can now be seen. Although about four miles shorter in length than the present line, all indications are that the new portion of the railroad between Oroville and Intake will be just as spectacular as the present lower portion of the Feather River Canyon.

These pictures, taken at random from points along the center line of the already staked out line, are examples of views to be seen from the vista domes. Because of preparatory work now being done by the Department of Highways for the relocation of U. S. Highway 40-A between Oroville and

Jarbo Gap, county and construction roads made access to these viewpoints possible without too much difficulty.

Access work has been completed for driving the 4,412-foot Tunnel 4 and the 8,830-foot Tunnel 5. Both tunnels will be driven each way from Dark Canyon. As the tunnels are being dug, it is necessary to create a means of access across the canyon from one portal of a tunnel to the other. A temporary 16-foot culvert will encase the stream of water flowing through the canyon, and will be in use for at least two years.

The canyon between the two tunnels will ultimately be spanned by a concrete arch bridge, the culvert will be removed, and the stream will flow normally below the span.

It is expected that tunnel driving will begin this month. Three shifts will work around the clock on the project, being done by Peter Kiewit Sons' Co.

The relocated line will first cross Feather River at Milepost 210.9, about six miles beyond Oroville.

1st Crossing Feather River
To Intake →

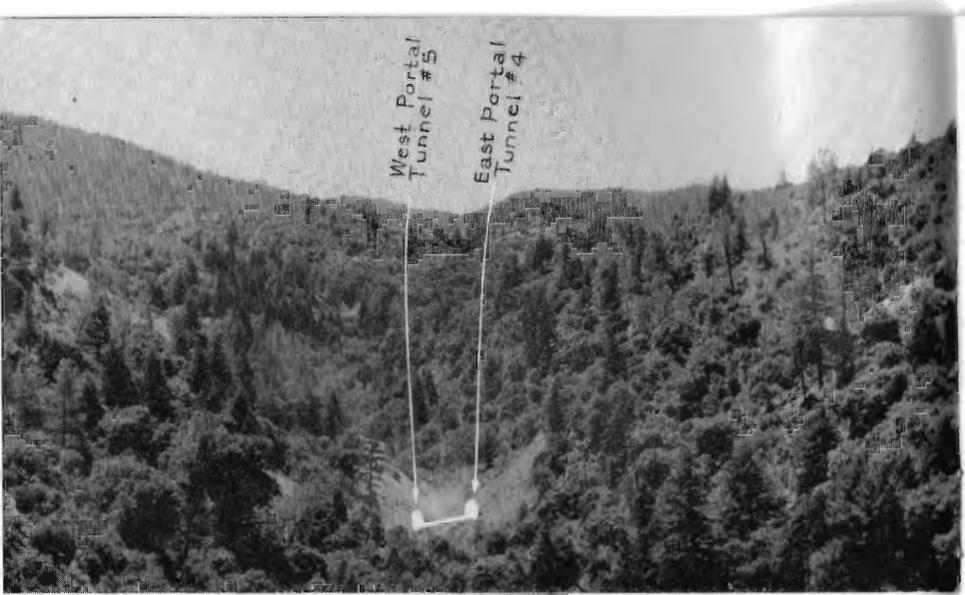


Maintaining its maximum compensated one per cent grade, the new line will gradually climb to offer passengers this view from Milepost 213.5. An early-day flow of lava left the rocks in the foreground.

White line at top of picture indicates approximate location of double-decked railroad highway bridge across West Branch of Feather River. When back-filled, maximum water elevation will be about 900 feet. From railroad on lower deck to top of water line will then be 40 feet.

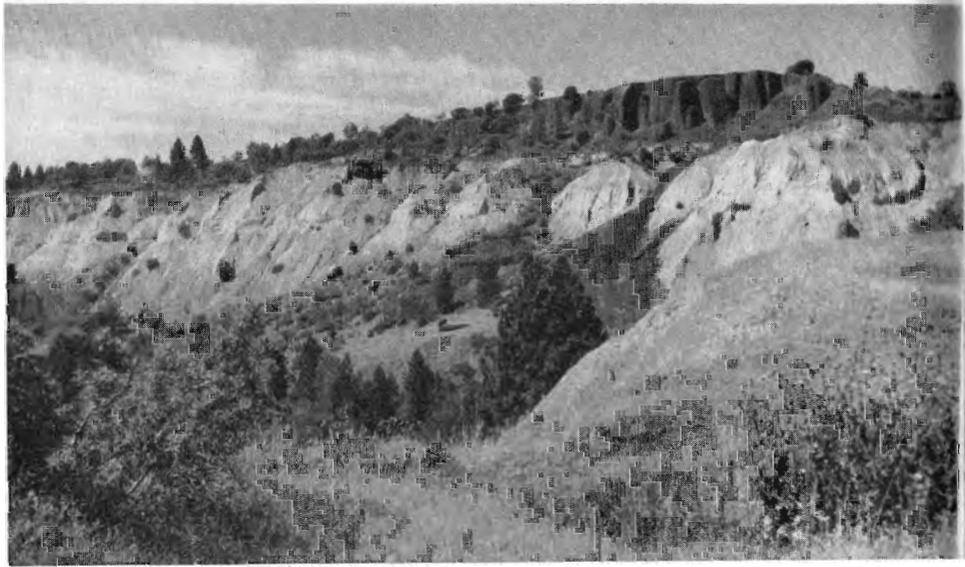


SEPTEMBER, 1957



Driving of Tunnels 4 and 5 is expected to begin this month. Passengers will get only a glimpse of Dark Canyon at Milepost 230.4 as their train emerges from the 4,412-foot Tunnel 4 before entering the 8,830-foot Tunnel 5. Between these portal entrances the line will cross on a 65-foot concrete arch bridge.

The ghost town of Cherokee, once thriving mining metropolis which had its own brewery, is nearby. Cherokee Mine Pit, shown here below one side of flat-topped Table Mountain, was once rich in gold, mined hydraulically.



A. A. Kramm, retired assistant engineer now assisting the State Department of Water Resources, Vice-President H. C. Munson, and Charles W. Heikka, State project engineer for relocation, look west from Big Bend Mountain over Tunnel 5. New line will follow white line from Tunnel 4 in the distance through Dark Canyon. Location is at Milepost 230.9.



Looking west with Tunnel 5 in the center of the picture from Highway 40-A, Milepost 230.6. Despite rugged country, new line will be about four miles shorter than present line. In addition to tunnels and bridges, many cuts and fills will be required to maintain the railroad's present grade.



How We're Doing

Loss and damage cost to the Western Pacific during the second quarter (April, May, June) of 1957 showed a decrease over the corresponding period of 1956. The figures are: 1957—\$166,381.05. 1956—\$172,917.82. Principal expense was for improper handling in trains, yards and stations.

Western Pacific purchased 255 acres of additional industrial site land at Decoto at a price in excess of \$1 million; will purchase additional 50 acres of adjoining property needed to fill out a large industrial tract.

California Zephyr load averaged 98.6 per cent of capacity in July, 1957, as compared with average load of 100.8 per cent during the same month in 1956.

Order has been placed for purchase of 40 covered hopper cars at a total estimated cost of \$390,000 to serve new plant at Delle, Utah, for production of burned dolomite used in making of steel.

Gross operating revenues for the month of July, 1957, as compared with the same month a year ago, showed an increase of \$499,301, or 12.09 per cent.

President Whitman signs one of a set of five contracts between the State of California, Department of Water Resources, and the Western Pacific Railroad for the relocation of the railroad

between Oroville and Intake. The contracts were approved by WP Attorney H. Cushman Dow, left, and the WP Seal was affixed by Logan Paine, corporate secretary.



Welcoming the New Western Pacific Train Ferry "Las Plumas"

RESOLUTION No. 18034
(Series of 1957)

Whereas, The people of the San Francisco Bay Area on Thursday, July 11, 1957, will welcome with intense interest and pride the new Western Pacific train ferry "Las Plumas," which will go into service shortly between the Western Pacific Mole in Oakland and San Francisco points; and

Whereas, The streamlined, all steel, diesel-powered "Las Plumas" is one of the most advanced functional vessels designed by naval architects, and is a striking example of local industry's leadership in the introduction of new and better equipment designed to give shippers the finest transportation in the West; and

Whereas, Mr. Frederic B. Whitman, President of the Western Pacific Railroad Company, and the members of his staff, deserve the plaudits of all who come in contact in any way with our great transportation industry for their continuing efforts to enhance the utility and value of our local service; now, therefore, be it

Resolved, That a warm welcome be, and it is hereby extended, to the "Las Plumas" by this Board of Supervisors, speaking for and on behalf of all the people of San Francisco; and, be it

Further Resolved, That a suitable copy of this resolution be tendered to Mr. Frederic B. Whitman as an expression of the congratulations and good wishes of all the members of this Board of Supervisors.

The foregoing Resolution was introduced by Supervisor William C. Blake and adopted by unanimous vote of the Board of Supervisors of the City and County of San Francisco at its regular meeting on Monday, July 8, 1957.

John J. Hendon
President of the Board of Supervisors

William C. Blake
Clerk of the Board of Supervisors

Frederic B. Whitman
Mayor of the City and County of San Francisco





First through train from U. S. runs on Pacific Great Eastern

It was a happy group of 185 passengers who debarked from the 14-car "Cariboo Country Special" at Oakland on July 20. They had just completed a 3,500-mile, week-long trip over four railroads. According to the many letters of praise since received, scenic vistas not usually seen by the tourist pleased them no end.

The tour left Oakland July 13. The schedule was planned so that regions traversed by night on the northbound trip were seen by daylight on the return trip south. Many months of planning went into the project, which was conceived and directed by Western Pacific's department of public relations in cooperation with the passenger department. Four railroads over which the tour ran are Western Pacific; Great

WP's "Cariboo Country Special"

Northern; Spokane, Portland, and Seattle; and Pacific Great Eastern. The Canadian National was also involved to the extent of switching the train between Vancouver and North Vancouver, B. C.

The route followed the "Inside Gateway Route" from Keddie via Bieber, Klamath Falls and Bend, Ore., and Wishram, Wash. It continued by way of the Columbia River Gorge to Vancouver, Wash., through Tacoma and Seattle along the shores of Puget Sound to Vancouver, B. C. Arriving at Vancouver, B. C., in midmorning on July 15, the group was taken by chartered buses on a tour of the city while the train was switched to North Vancouver. Luncheon was served at the Cliff House near Horseshoe Bay, overlooking Howe Sound. That afternoon the province-owned Pacific Great Eastern took over what was the first through passenger from the United States. The new PGE line from North Vancouver to Squamish, 39 miles of

railroad carved out of the granite cliffs of Howe Sound, is just one year old, and the sight of the long train winding around the curves was one the excursionists won't soon forget. Formerly, passengers and freight cars went by ferry or car barge from Vancouver to Squamish for connection with the PGE.

The long twilight of the Northwest summer kept the passengers watching such sights as Cheakamus Gorge, Garibaldi National Park, Pemberton Meadows, and the crystal-clear depths of Anderson and Seton Lakes well into the late evening. The southbound *Cariboo Dayliner*, a four-Budd-car train, was tucked into a siding waiting for the special. This is the regular daily train on the PGE which offers passengers occupying reserved seats free meal service.

The 14-car special had lengthened to 17 cars on the PGE with the addi-

tion of a Great Northern steam generator car (no steam boilers on PGE passenger locomotives), a PGE open observation car, and a PGE electric generator car which also proved to be a "rolling machine shop." The generator car made rapid repairs of such minor mishaps as lost generator belts and broken steam lines.

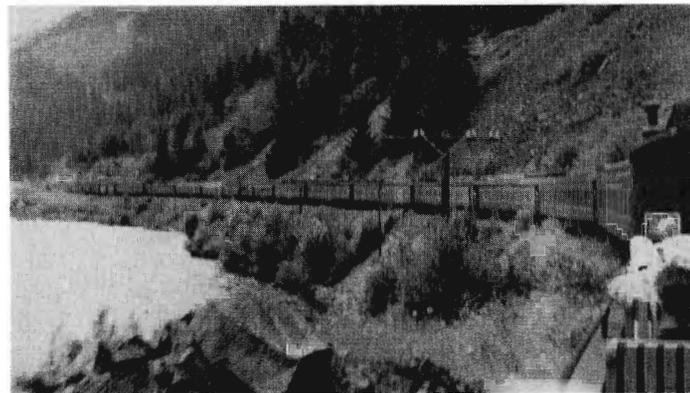
In late afternoon of July 16 the special rolled into Prince George to be met by the mayor of the frontier community, two "Mounties" in red coats, and a large turnout of citizens. PGE's line from Quesnel, former northern terminus, to Prince George is along the turbulent Fraser River. It opened in 1953 and is presently being extended another 260 miles deep into the Peace River country to Fort St. John and Dawson Creek. This is the new frontier of the West. Prince George, in eight years, has tripled its population.

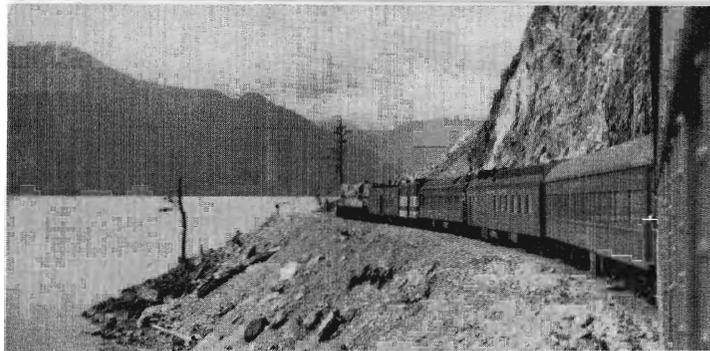
Returning, the passengers "oh'd" and "ah'd" as the train crept along the shelf of "Pavilion Hill" in its 3,600-foot descent to the Fraser River from the siding at Pavilion to Lillooet. The river, seen through the mist far below,

From this open car many fine pictures were taken of breathtaking and colorful scenery.



Taken from the open car at the rear of the train, the 17-car special is shown here skirting the shores of Lake Anderson, south of Lillooet.





The special works its way around Howe Sound north of Vancouver, B. C.

alternately tumbled and cascaded its rushing water.

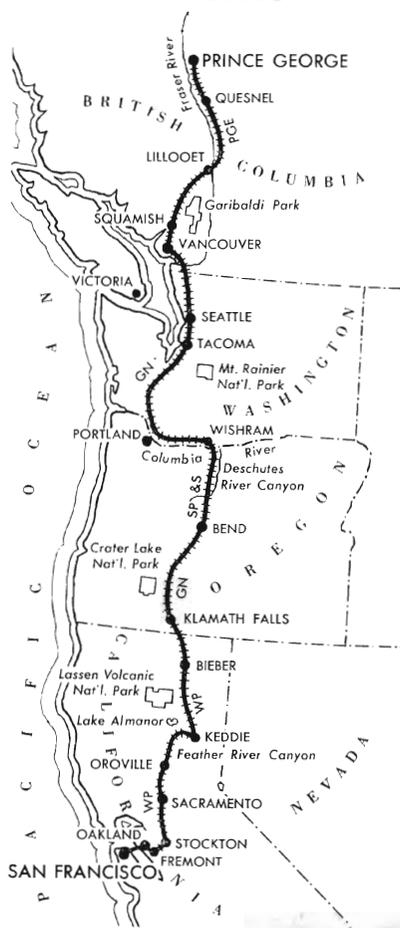
The party arrived at North Vancouver the following evening to enjoy a one-day layover. Some in the party took the overnight steamer to Victoria, others were sight-seeing on tours previously arranged on the train, some shopped, and others just took it easy.

Passengers were still discussing and comparing notes as the special took them back to California. Such names as Williams Lake, Quesnel, Shalalth, and Bridge River were overheard in the conversations. It was a trip not soon to be forgotten.

The all-expense, all-Pullman, tour included all meals (Western Pacific diner all the way), transportation, choice of Pullman accommodations, and taxes. Also in the train consist was the open-end observation car "1937," one of the last of its kind, loaned by the joint owners, Pacific Coast Chapter, Railway and Locomotive Historical Society and the California-Nevada Railroad Historical Society, as well as a WP lounge car.

The success of the "Cariboo Country Special" has led to serious consideration of a similar project for 1958. Quotations from a few of the many letters from passengers appear on the following page. Notably, there was not one complaint among all the letters.

The Route



Quotes from the passengers

"The Cariboo Country Special was a credit to the Western Pacific, and I hope it will become just the first of many such annual affairs."

"I am usually critical of rail trips but I can do nothing but praise this one."

"We especially enjoyed the friendliness of the railroad personnel."

"Congratulations on the service, courtesy, and friendliness of all operating people involved."

"Never on any railroad dining car have we had such a selection of excellent foods."

"I don't know when I have so thoroughly enjoyed a vacation trip."

"Our thanks for a most enjoyable week of grand scenery and wonderful service."

"Allow us to be among the first to congratulate you on your masterpiece of public relations."

"... the meals were exceptionally good, and the service could not have been better."



Jeanette jauntily steps along the runway in San Francisco's Union Square before a crowd which overflowed the park. It was her first attempt at modeling and you must agree she did extremely well.

As "Woody Mahoney," Jim (opposite page) turned in his usual fine performance in "Finian's Rainbow." The girl is Beverly Abbie, of Walnut Creek, who took the part of "Sharon."

Talent Among Our Railroaders

Basic wool suits and dresses, blousey in design, with shorter skirts, in varying shades of red, blue, and brown. That is what the fashion-smart white-collar girl will be wearing this Fall, according to Jeanette Summerfield, secretary to the superintendent of transportation. And Jeanette speaks with authority, since she was one of twelve "white-collar girls" from San Francisco industries chosen to model in the annual Union Square Fashion Show on July 25 and 26.

Many Western Pacific girls were on hand to watch Jeanette model her smart black-and-brown tweed dress of fine wool. Designed by Sarah Simmons, the blousey dress features three-quarter-length sleeves and a very wide collar. The costume's accessories were all brown except for the ropes of gold beads which, along with glass beads,

are going to be in the fashion spotlight this season.

The San Francisco Fashion Industry Show, which featured many professional models in addition to the white-collar girls, was unusual this year in that all the clothes were grouped according to color rather than style. With the exception of the white-collar girls' clothes, a completely different selection was modeled the second day.

In addition to the fun she had representing Western Pacific girls as a model, Jeanette received a brief course of modeling instructions at the House of Charm and a \$25 merchandise order from the City of Paris, the store that supplied the dress she modeled.

Said Jeanette: "It was a new experience for me and one I enjoyed very much, but by the end of the show, were my feet tired!"

When the Oakland Light Opera Association presented its seventh annual Woodminster Light Opera Series, opening July 12 with "Finian's Rainbow," WP's Jim Duyn had a leading role. As "Woody Mahoney," his fine baritone voice was featured in musical numbers such as "Choo-Choo's Comin'," "Old Devil Moon," "If This Isn't Love," "That Great Come-and-Get-It Day," and "Look to the Rainbow."

Woodminster officially opened in 1941 and has become a showcase for professional and nonprofessional Bay area talent. It is an open-air theater among the trees in a natural bowl on the slopes of Joaquin Miller Park. Summer seasons are increasingly popular to the point where it is advisable to obtain preferred location tickets well in advance. The shows are run on weekends only, as it is a civic project, paid for by the Oakland Park Department and supported by leading citizens of the area.

Jim, during the week, is a traffic representative covering the downtown area and government offices in the East Bay. A native of Holland, he first worked for the Company as chief clerk in the Portland office, transferring to Oakland about three and one-half years ago. What began as a hobby led Jim to eight leading opera roles with three different companies in theater work at Portland. Since coming to the Bay area he represented San Francisco last season on the Pacific Coast

broadcast of the San Francisco Opera debut auditions. He had a leading role in "The Merry Widow" at Woodminster during August, and on September 13, 14, 20, and 21 will be a featured star in "The New Moon."

Because Jim's opening number in "Finian's Rainbow" was "Choo-Choo's Comin'," many of his shipper friends have been asking him if it was a WP train. Tickets are available at the theater and at Sherman Clay & Co. in Oakland.



WP Will Remember

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

On behalf of all employees of Western Pacific and its affiliated companies, MILEPOSTS extends sincerest best wishes for future happiness to the following employees who recently retired:

Aubrey B. Bonham, Sacramento Northern conductor, Oroville.

Peter Capponi, car helper, Oakland.

Fred W. Chaplin, Sacramento Northern locomotive engineer, Oroville.

John P. Dowling, locomotive fireman, Elko.

Fulgencio P. Enriquez, Sacramento Northern section laborer, Chico.

Julius H. Frick, store clerk, Sacramento.

Henry C. Jewett, machinist, Sacramento.

William T. Mansell, agent-telegrapher, Red House, Nevada.

Samuel C. McDavid, agent-telegrapher, Terminous.

Ella S. McDonald, laborer, Oroville.

Peter M. Murphy, machinist, Stockton.

Jesse C. Pike, section foreman, Eastern Division.

George H. Robinson, section laborer, Oroville.

Cecil G. Spoon, locomotive engineer, Stockton.

William R. Tomb, telegrapher, Greenville.

George B. Weast, conductor, Stockton.

William H. Williams, locomotive engineer, San Francisco.

Karl Henrich retires

With a diversified railroad career for a memory, Karl F. Henrich left his stationmaster's office at WP's Oakland mole on July 31 with a new future ahead. He has a new future ahead because "Heinie" isn't the kind of fellow who enjoys idle time, and he plans to keep himself busy.

He's been on the job ever since he began railroading on October 5, 1913, all of which has been with Western Pacific except for a short period with the Southern Pacific when the railroads were operated by the government during World War I. His first WP job was at Beach and Chestnut Streets in San Francisco. He was mes-



senger boy under Agent J. D. Feeney and learned what he could about railroading by picking up and delivering

(Continued on Page 19)

In Memoriam



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

Hugh R. Allen, locomotive engineer, July 14.

E. C. Bates, retired treasurer, August 2.

Gust N. Batsos, retired Tidewater Southern laborer, May 9.

Harry M. Bright, retired Central California Traction Company employee, May 18.

Hjalmar O. Carlson, retired carman, July 26.

John E. Chapman, retired SN chief dispatcher, June 15.

Terrence E. Dunlavy, retired switchman, June 25.

John R. East, retired switchman, April 18.

Leo J. Graham, store helper, June 17.

Harry F. Hall, retired agent, August 3.

Charles Harlowe, Jr., retired line construction civil engineer, July 10.

Joseph Lewis, retired carman helper, August 7.

Dennis E. McCarthy, retired brakeman, June 16.

Harold A. McDaniel, Alameda Belt Line general clerk, May 15.

Byron B. Moots, retired telegrapher, July 30.

Giovanni L. Petri, retired store laborer, July 18.

Joseph Rios, retired blacksmith helper, July 27.

Andres Rivera, retired fireman, date not known.

Odie I. Scofield, retired conductor, May 23.

Karl Seeman, boilermaker helper, June 24.

James O. Sowers, retired locomotive fireman, May 20.

Chester H. Storey, retired Sacramento Northern conductor, June 17.

Harvey W. Syster, retired marine cook, June 3.

Harry T. Torgerson, retired extra gang laborer, June 19.

John R. Vasquez, retired track laborer, May 21.

Harry W. Wait, retired switchman, July 5.

Everett R. Williams, retired switchman, June 30.

Frank E. Winstead, retired brakeman, June 28.

Prevent Forest Fires

Last year, nearly 10 million acres of timber went up in smoke. The real tragedy is that nine out of ten of these fires were preventable because they were caused by plain human carelessness.

So, please—any time you're out of doors, be extra careful with matches, smokes—any fire.

MILEPOSTS



IN GOLD

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

40-YEAR PINS		
John J. Brown.....	Locomotive Engineer.....	Eastern Division
Walter H. Brown.....	Locomotive Engineer.....	Western Division
Howard T. Bryant, Sr.....	Asst. to Gen. Aud., Statistics.....	San Francisco
Roy E. Larson.....	Vice President-Treasurer.....	San Francisco
Lester L. Seyferth.....	Locomotive Engineer.....	Western Division
William R. Stowell.....	Blacksmith.....	Mechanical Dept.
35-YEAR PINS		
Thomas D. Hunter.....	Road Foreman of Engines.....	Western Division
Murray Douglas.....	Switchman.....	Western Division
Joe Paoletti.....	Car Inspector.....	Mechanical Dept.
Anthony Santos.....	Electrician.....	Mechanical Dept.
John R. Schoenfeld.....	Carman Foreman.....	Mechanical Dept.
30-YEAR PINS		
Arne H. Andraesen.....	Marine Deckhand.....	Western Division
Charles W. Buell.....	Telegrapher.....	Western Division
Stanley N. Compton.....	Locomotive Engineer.....	Western Division
Frank E. Howell.....	Conductor.....	Eastern Division
Stillman V. Lampley.....	Locomotive Engineer.....	Western Division
James H. McClintock.....	Locomotive Engineer.....	Western Division
Almedie C. Pumphrey.....	Telegrapher.....	Western Division
Walter E. Reynolds.....	Conductor.....	Western Division
James C. Rice.....	Locomotive Engineer.....	Eastern Division
Raymond A. Sargent.....	Assistant Roadmaster.....	Elko
Arthur F. Smith.....	Locomotive Engineer.....	Western Division
Noble H. Wakefield.....	Locomotive Engineer.....	Western Division
20-YEAR PINS		
Burt J. Chapman.....	Conductor.....	Western Division
Gillis B. Day.....	Warehouseman-Clerk.....	Oroville
Earl G. Kramm.....	Conductor.....	Western Division
Eugene S. Lagomarsino.....	Accountant.....	Sacramento Store
Harry D. Manit.....	Train Desk and Crew Clerk.....	Portola
Leslie V. Noble.....	Water Service Foreman.....	Eastern Division
Joseph B. Radcliff.....	Locomotive Engineer.....	Western Division



Chief Clerk Glazier Baker looks mighty proud of his 40-year pin, received in July. Purchasing Agent Marchand made the presentation in behalf of the staff: Gertrude Pohndorf, John Baird, Don Carman, Frank Gabbert, Ruby Gustafson, Clyde Moll, Isabella Miller, Jack Klaesing and Marvel Frasch.

15-YEAR PINS

Charles H. Avery.....	Locomotive Engineer.....	Eastern Division
Oscar J. Burness.....	Janitor, Signal Department.....	San Francisco
Chester R. Burnett.....	Brakeman.....	Eastern Division
Johnnie Carbrey, Jr.....	Laborer.....	Mechanical Dept.
Clarendon E. Christy.....	Locomotive Engineer.....	Western Division
Carolyn Crowley.....	Clerk, Freight Claims Dept.....	San Francisco
May Denning.....	Car Records Clerk, AESA.....	San Francisco
Fred Derrigan.....	Marine Deckhand.....	Western Division
Mary Lida Elliott.....	Clerk.....	Mechanical Dept.
James W. Evans.....	Locomotive Engineer.....	Western Division
William L. Fisher.....	Locomotive Engineer.....	Western Division
Samuel Ford.....	Locomotive Fireman.....	Western Division
John P. Gates.....	Janitor, Signal Department.....	San Francisco
Rae W. Grummett.....	Locomotive Engineer.....	Western Division
Richard K. Harrison.....	Locomotive Engineer.....	Western Division
James W. Hefferon.....	Conductor.....	Eastern Division
David F. Jaco.....	Laborer.....	Mechanical Dept.
Ernest C. Johnson.....	Locomotive Fireman.....	Western Division
Charles R. Kyser.....	Waiter.....	Dining Car Dept.
Angelo J. Lalla.....	Sheet Metal Worker.....	Mechanical Dept.
William B. Long.....	Clerk.....	Mechanical Dept.
Victor Martinez.....	Laborer.....	Mechanical Dept.
Vern L. Mechling.....	Locomotive Engineer.....	Eastern Division
Frances H. Mlakar.....	Roadmaster's Clerk.....	Portola
Robert Munce.....	General Agent.....	Seattle
Harold E. Munger.....	Locomotive Engineer.....	Western Division
Clyde M. Peacock.....	Locomotive Engineer.....	Western Division
Virginia A. Rustan.....	Clerk-Cashier.....	Lathrop
Anthony F. Scullion.....	Switchman.....	Western Division
Emil L. Slaughter.....	Brakeman.....	Western Division
Claude G. Smith.....	Waiter.....	Dining Car Dept.
Lee E. Smith.....	Conductor.....	Eastern Division
Sidney J. Smith.....	Locomotive Fireman.....	Western Division
Edna M. Spratt.....	Nurse, Medical Department.....	Sacramento Shops
Hartie Thurston.....	Chair Car Porter.....	Dining Car Dept.

10-YEAR PINS

Ralph L. Adams.....	Carman.....	Mechanical Dept.
John C. Dullea.....	Rate Analyst, Traffic Dept.....	San Francisco
Stanley E. Dinkel.....	Traffic Manager, Western Region.....	San Francisco
William E. Franks.....	Clerk.....	Western Division
James E. Hightower.....	Roundhouse Clerk.....	Stockton
Kenneth J. Knapp.....	Signal Maintainer.....	Signal Dept.
Rudolf Krugar.....	Extra Gang Laborer.....	Eastern Division
Henry P. Mentaberry.....	Cashier.....	Eastern Division
William J. Pearson.....	Office and Estimating Engineer, Signal Dept.....	San Francisco
Gilbert B. Powers.....	Machinist.....	Mechanical Dept.
Tom C. Prouffit.....	Switchman.....	Western Division
Porfirio F. Saenz.....	Rate Quotation Clerk, Traffic Dept.....	San Francisco
Clifford Schuetz.....	Relief Clerk.....	Sacramento
Joe L. Sudderth.....	Store Helper.....	Store Dept.
Owen W. Terry.....	Asst. to Division Engineer.....	Eastern Division

Karl Henrich retires . . .

(Continued from Page 16)

bills from Powell Street and First and Brannan Streets offices. Pier 34 at that time had a WP agent, at which point all goods incoming from the Orient were billed. This office also handled goods such as bales of leather, apples, wine, and hops from Petaluma and Santa Rosa.

Heinie also learned railroading as yard clerk at Oroville, at Hackstaff

(now Herlong) at the old Nevada, California, and Oregon connection before WP's Reno Branch was built. He has worked on nearly every clerical job at Oakland and also as ticket clerk at Stockton and Marysville.

Heinie loves to cultivate flowers and he is an expert, as the garden he has started around his office—where any type of decoration stands out like an oasis in the desert—will verify.

Circus Train Rolls Again

August 7 was a big day in the lives of Winnemucca children and others in surrounding northwestern Nevada communities. About a thousand of 'em were bound for Reno and the big annual Polack Brothers-Shrine Circus, thanks to the Winnemucca Shrine Club and the Western Pacific. It was even better than having the circus come to town, since many of the kids had never been on a train, and a double treat was in store.

Although the program is about the same each year, to a kid it makes no difference. It's an important day and they make the best of it.

The sun hasn't long been up over the desert before the sides of the 20 cars have been gaily decorated with drawings and scribbling, and the words "Cirkus Special" have been painted on the nose of the diesel. It's a good start for a long day ahead.

There's a good number aboard when the special leaves Winnemucca, but more children pile aboard at such desert wayside points as Jungo, Sulphur, Gerlach, and Sand Pass. But no matter where they live, kids are all alike and they have one thing in com-

mon. They can smell a bottle of pop or a box lunch quicker than a rail-roader can smell a hotbox, and it wasn't long before the cases of cold pop stored high in the baggage car made a disappearance.

By the time the kids got back on board the special following the circus in University of Nevada's Mackay Stadium in Reno, their energy was beginning to wane. Some "hit the sack" (spread out over the seats in just about every awkward angle a sleeping kid can get into), others were showing their pals their chameleons, their "whirligigs," whips, and other circus gadgets. There were still a few half-eaten boxes of Cracker Jack and pop corn, and if a bit of cotton candy rubbed off on someone's jeans, it made little difference.

As is customary each year, a birthday cake is presented to any child whose birthday falls on the day of the trip. This year there were three.

Parents met the weary but happy children on arrival at their home towns, but they probably haven't yet heard the end of Western Pacific's ninth annual "Cirkus Special."

Picnics Popular

Western Pacific employees, their families and friends, had high old times at two recent picnics. The first took place at Sacramento's William Land Park on July 21 and turned out to be a huge success.

Careful planning by the Entertainment Committee made it a day to be enjoyed by young and old. The younger set was provided with free

rides on equipment at "Kiddie Land" and the "Shetland Pony Stables." All in all, when the last count was taken they had joyfully disposed of 1,000 Kiddie Land tickets, 300 pony rides, and all the soda pop they could possibly drink. The picnic site was dotted with colorful gas-filled balloons, which PR Clerk Jim Quick passed out as fast as they could be inflated.



Rodney Mitchell, son of Accountant William Mitchell, left, and Diane Latino, daughter of Electrician Vince Latino, were two of the many children who rode this miniature train around Land Park. Engineer is Walter Ford. The train was recently repainted by Western Pacific. It drew huge crowds while in operation at the State Fair.

In addition to a chance to just loaf, eat, and talk with friends and co-workers, the adults had a time of it applauding and otherwise expressing their sentiments during a baseball game between the Zephyrs and the Budd Cars. The game was quite different from most any other baseball game, but the crowd loved it, and Monte Latino, Sr., was really kept hustling as umpire during the entire game. Final score: Zephyrs, 16; Budd Cars, 5.

* * *

The picnic held at Elko on August 10 drew employees from all along the line. About 100 attended from points between the Bay area and Portola, traveling in a special train run in con-

junction with Trains No. 1 and 2, the *Zephyrette*.

Somewhat different from other WP picnics, the Elko affair was an old-fashioned steak barbecue, and before the day was over, 850 sizzling-steaks had been consumed.

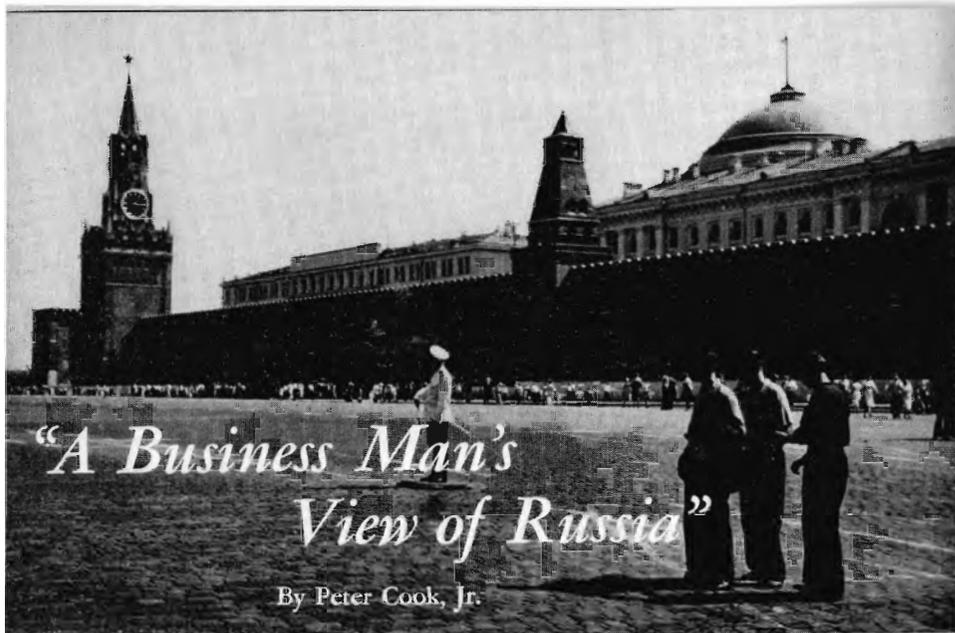
In addition to swimming, there was a baseball game between Sacramento, the winner, and the Elko All-Stars.

That evening all assembled at the Commercial Hotel to enjoy cocktails and floor shows; and then to dinner.

There were some golfers among the crowd, too, but the tournament that had been planned had to be passed by, since another tournament was in progress at the Elko Golf Course on Sunday.

When you're on a picnic there's nothing much better than enjoying good food. These folks waiting for their barbecued steaks had a real treat coming to them.





"A Business Man's View of Russia"

By Peter Cook, Jr.

This is the fourth and final part of a series of articles by Mr. Peter Cook, Jr., a member of Western Pacific's board of directors, as given in an address before the Pacific Railway Club following his return from a visit to Russia during July, 1956. All pictures accompanying these articles were reproduced from 35-mm color slides taken by Mr. S. C. Allyn, president of the National Cash Register Company, and other members of his group who made a similar trip through the U.S.S.R. in June and July of 1956. Mr. Cook took only moving pictures during his visit in Russia and they are not suitable for reproduction. Mileposts is grateful to the Public Relations Department of the National Cash Register Company for making these fine pictures available.

Question: "Is there such a thing as individual wealth as compared with our so-called rich man and poor man?"

Mr. Cook: "There is such a thing as individual wealth; not as we know it, however. I guess that 99 and 99/100 per cent of business in Russia is Government; a little girl that sells a sweet drink or lemonade outside of a hotel is a government agent. But there is a rich class in Russia, by comparison at least. The politician gets his, and the college professor is very well rewarded. The educated person, the linguist or interpreter is well recognized; the jet pilot is extremely well recog-

nized; the manager of an industry who is very successful in handling large numbers of men is better recognized than the average. Remember that most people are on a piece work basis with a salary that corresponds to \$200 a month. They say that that is their average. I have my doubts, but a factory manager who completes his season with success may be in a hundred-thousand-ruble class or \$25,000 a year. By comparison that's quite a spread, so there is a new rich class.

"What does he do with his money? There are about five forms of investment: he can buy government bonds

This cashier's booth served one small section of a department store. The people are waiting to pay their money and get a receipt, to be exchanged for merchandise. Even the smallest transaction, such as the subtraction of 7 from 10 in one instance, is computed on the abacus.



at interest; he can buy government bonds that pay off on a lottery; he can put his money in a savings bank at interest; or he can buy a small amount of life insurance as an investment. He might buy a little country cabin but the cabin can't be sold at a profit; when he is through he has to give it to somebody else for its original cost.

"There being no consumer goods to speak of, really it isn't too much of a temptation to have too much money, just enough for bread and butter."

Question: "You spoke of two weeks to get a pair of working shoes. How do the prices compare with ours?"

Mr. Cook: "Roughly, a pair of shoes costs a hundred dollars. That's half a month's salary for the man on the street; that's probably the lowest ebb of monetary reward. For the man in the street, the ditch digger or ordinary workman, that's about what it comes to. 'Intourist' makes a package deal for Americans and other tourists; it's not a terrifically overpriced package deal,

but if we tried to buy it at retail, you would soon think you would need to be born into the house of Morgan or owner of a bank. Cigarettes cost a dollar and a half; a drink of vodka, \$2.00. (It isn't worth it!) A 10c bar of chocolate (sure, chocolate is imported, but it's about \$4.00), so you see that living is very expensive. Incidentally, in traveling through this country, when once you get in, you hear nothing from America except Russian propaganda. Anything could happen and you would be isolated. Neither do you see anything that reminds you of the outside world—nothing of Italy, Spain, Denmark, England, or America—it's all Russia."

Question: "Do they have any recreation?"

Mr. Cook: "Yes, they do have recreation. These labor battalions and factory workers get out every Sunday morning in their great stadiums and they have calisthenics and track meets and spend a good deal of time that



The GUM department store in Moscow is the largest in Russia. It is a big, arcade-type structure which extends almost the full length of Red Square. Formerly there were 240 individual shops in these buildings; now they comprise one large state department store.

way. On the more cultured side, opera and ballet are very good and their opera companies come to very small towns. The Opera Companies of Moscow or Leningrad really cover their rural areas."

Question: "Is there any religion in Russia?"

Mr. Cook: "No. Work and state take care of all that for you. That is not to say that they have not tolerated a few churches being opened for older people, but when no new blood goes into

an organization, you realize that there is not much hope for it to have a future.

"I talked to a chambermaid in my hotel in Moscow. She said, 'I saw your President Roosevelt in Yalta.' It was quite a surprise to me to find a person in an ordinary job who had seen Roosevelt at Yalta. 'He was a very fine man,' she said. I said, 'You know, he passed away.' She said, 'Yes, God took him.' I said, 'Do your children believe in God?' She replied, 'No.' 'Do your grandchildren?' 'No.'

Fountain-lined vista at Peterhoff, former summer palace of the Czar's, about fifteen miles from Leningrad. Peterhoff has been called a miniature Versailles and does closely resemble its French counterpart. It was built by Peter the Great and is now a popular public park.



"You might be interested in this single observation that delighted me. While America, in their press and radio, and our State Department have been torn to shreds, there has never been one word downgrading our President, Dwight Eisenhower."

Question: "In speaking of this woman and of her children not believing in God, is it just not allowed for the older people to talk to the younger generation?"

Mr. Cook: "The propaganda that they are able to put over with their own people is such that the government story gets over stronger than a parent's story from mother to daughter or father to son. I think that's illustrated by another remark I might make. The people are enthused; the

man in the street is very enthused about his participation in the government; he is proud of these great halls, these great executive buildings; these apartment houses in Russia. Everything in Russia that is being built is bigger and greater than ever. They have a sincere appreciation that they are a part and parcel of government. I guess in a Socialistic country this is as it should be, but in their next breath they will tell you how they participate in the selection and election of their representatives, and they will reaffirm those statements (I am inclined to believe that they believe it themselves), when we know that it's impossible in a dictator nation, but the dictators have propagandized them so they are brain-washed to that extent."

Typical prices in Russia in terms of Dollars

For one U. S. dollar, the traveler in Russia receives four rubles. This makes the ruble worth 25 cents. Here are the prices of various items of merchandise priced in Russian stores and expressed in terms of the dollar equivalent of the Soviet price.

Soap	35 to 55 cents a bar
Ice-cream cone	45 cents
One orange	\$1.75
Chocolate bar	\$3.75
Meat (two pounds)	\$3.75 to \$4.50
Neckties	\$4.00 to \$8.75
Butter (two pounds)	\$6.50 to \$7.00
Women's hose	\$7.00 to \$8.75
Men's shirts	\$30 and up
Alarm clocks	\$5 to \$16
Scrub brush	\$1.75
Man's bicycle	\$172
TV sets (7-inch screen)	\$237 to \$475

—NCR Factory News, September, 1956.

The Truth of the Matter Is . . .

CONVERSATIONS indicate that many of our railroaders seem to be in doubt about where all the money goes, and just how much credit the company gets, when they are asked to support the annual United Crusade appeal for funds. MILEPOSTS dug up the following facts to correctly inform its readers.

As to where the money goes, it was learned that here is the way gifts you made to the 1956 Campaign are being used during this year: youth recreation programs and groups, 25.3%; child care, family service agencies, 25.4%; community health services, hospitals, clinics, 8.7%; Red Cross, 16.3%; USO, 1.9%; national foundations (cancer, heart, cerebral palsy, multiple sclerosis, mental health, arthritis and rheumatism), 7.7%; budgeting, planning, 3.6%; year-round administration, campaign, public information, 9.1%; allowance for uncollectible pledges, 2%. Total—100%. These figures, taken from the records of the United Bay Area Crusade, will vary somewhat in other communities, but on the average the figures will be very near the same around the country.

The only "credit" received by your company as a result of donations given by the employees is public opinion that said employees are a pretty good bunch of "Joes" who will extend a helping hand to those not so fortunate as themselves. The company will also receive a few letters of appreciation from the various United Crusade organizations. For what recognition this may mean to Western Pacific, Sacramento Northern and Tidewater Southern, the cost is high. In addition to sizeable donations made by these companies to communi-

ties along their railroads they incur other expenses. They have agreed to handle your donations in monthly installments through payroll deductions; they donate the services of employees during working hours to solicit other companies for donations; they give a luncheon or two for those publicizing the campaign; and, in 1955 WP ran a special train from Oakland to Niles and return for publicity.

President Whitman, board chairman for UBAC this year, somehow manages to find time from more duties than most of us would like to have, to write, phone, and even call personally on presidents and officers of other industries, in an appeal for support by these concerns. His reward? A luncheon perhaps, a letter of appreciation, and another opportunity to let people know your railroad is anxious to do its part in community relations.

Appealing for funds this year, he recently said: "Our goal this year is below the demonstrated need of the agencies. It will barely take care of the increased cost of giving service in our existing agencies, and then meet the budgets of the new organizations accepted for Crusade membership."

The annual fund appeal to all WP, SN, and TS officers and employees gets under way in mid-September. It is supported by railroad labor organizations.

What credit will you receive? Just the knowledge that you are giving help to needy people who will be unable to personally thank you. You will receive no personal glory, nor will your company nor your labor organization.



SACRAMENTO SHOPS

Marcella G. Schulze

To further the cause of safety first and the prevention of a major fire at the Shops, Shop Fire Chief H. H. GILLESPIE and Assistant Chief H. F. SCHULTZE gave a fire-extinguisher demonstration to all safety committeemen on July 17. The composition and kinds of fires were first carefully explained; and then the proper type of extinguisher to exterminate each fire was demonstrated. The types of extinguishers shown were Ansul, CO₂, Foam, Soda, and Carbon Tetrachloride. Also, the proper usage of water at a fire was explained. The safety committeemen, in turn, will acquaint their respective departments with this information at their individual weekly safety meetings.

One of life's more embarrassing moments happened recently to Blacksmith Foreman ELLIS ASBURY when he accidentally locked himself in the Dispensary with Nurse "MARTY" JACKSON, who was filling in as vacation relief for Mrs. SPRATT. Ellis is still trying to explain how the door locked itself to the employees who were "shut out in the cold" at the always open door of the Dispensary.

A welcome back to H. E. WILFLEY, who has returned to finish his carman apprenticeship after completing his Air Force service. Harold is also proudly

introducing the new Mrs. Wilfley, whom he married in Riverside just before completing training.

This seems to be our year for family reunions and 50th wedding anniversaries. Flying to England for a reunion with his family after 27 years, Blacksmith Helper W. R. NICHOLAS left July 13, arrived in London July 14, to be met by his niece and her husband and driven to Cornwall to be with his mother, dad, and two sisters. Billy's folks are both in their eighties, and he hopes to spend about six weeks with them.

Congratulations to Machinist Apprentice and Mrs. A. A. MEZZANARES on the birth of their first child June 28, a very pretty little miss named Dena Lue, weighing in at 6 pounds 12½ ounces. Congratulations also to Machinist and Mrs. WARD upon the birth of their third child and second boy on July 8.

Two other proud fathers, recently watching their sons receive their first full salary checks, were Sheet Metal Worker R. C. HOSKIN and Carman F. J. PELZMAN. Both young boys, JIM HOSKIN and RONALD PELZMAN, are training as sheet metal apprentices.

Our condolences are sincerely extended to retired Carman F. W. MEIER and Carman R. L. LAMBERT, who lost their wife and mother; to Carman and Mrs. R. KINZEL upon the death of Mrs. Kinzel's mother; and to the family of

retired Carman H. O. CARLSON, who passed away at the age of 72.

Recently celebrating a Golden Anniversary, with four generations of their family present, were retired Carman and Mrs. JESS GALATI. The Galatis were married in Italy and came to Sacramento 38 years ago. They have four children, thirteen grandchildren, and eight great-grandchildren.



The Galatis celebrate 50 happy years.

We were all shocked to hear that GEORGIA BECKER had been injured when her motorcycle was struck by an automobile in a "hit-run" accident on Skyline Boulevard, Daly City. Miss Becker was reported in "very favorable" condition at St. Mary's Hospital in San Francisco, where her left leg was amputated after the accident. Georgia has delivered many a Shop employee's prescription to the Dispensary when she drove a motor-scooter for Todd's Pharmacy.

Many may be interested to hear that the leader of the Shop band during the last war, ART HERING, is presently employed by the State Division of Correction and is the instructor and director of the band at Folsom Prison. Mr. Hering is also the well-known director of the Sacramento Ben Ali Shrine band. WALTER C. SPANN, retired sheet metal foreman, is now the oldest charter member of the Shrine band in point of service, having been with the band since its organization in 1922.

NEW YORK

Alan Hudson

Reversing the old Latin motto, we've had a bit of "Vale et Ave" recently. On the "vale" (farewell) side, there was the departure of BOB MORACE, former chief clerk, for California shores. Bob is now traffic and shipping analyst for Kaiser Steel Co. at Montebello, California. He writes that he and family are well and happy in their new surroundings. On the "ave" (hail) side, we have his obviously competent successor, MERYLE REIGNER, who came to us from the local freight agent's (A. D. PRATO) office in Stockton. Meryle brought with him a wealth of savvy that only on-line experience affords. And we have been using this knowledge with relish.

Another import is in the person of EDGAR LEITAO, who served in the steno pool at general office before transferring here. We are delighted to have these gents, as well as the first young lady to work at our office since World War II days, ROSE FLORIMO, and we wish them all the best.

Our bachelor ranks thinned out a bit recently when our amiable DICK

TRACY, secretary to the traffic manager, Eastern Region, married Pat Walsh in Jersey City. A few weeks later they were seen still holding hands when we had our periodic office theater party, at which we took in "Lil Abner."

OROVILLE

Helen R. Small

Retired Telegrapher BYRON B. MOOTS passed away very suddenly in Santa Ana, California, on July 28 while on a vacation trip with his wife, Mabel, and daughter, Mrs. Lucille Crabtree of Concord. Mr. Moots came to California in 1912 from his birthplace in Burton, Kansas. He retired from Western Pacific in 1954 after 42 years of service. He is also survived by another daughter, Mrs. Gloria Stotswood, of Concord.

Stokely-Van Camp Cannery suffered heavy fire loss when a large portion of the cannery was destroyed in a fire recently, but workmen began rebuilding the following day and the Cannery went back into operation August 1.

Recently the sons of two of our roundhouse laborers were married in separate ceremonies. They were Philip George, son of Mrs. BESS GEORGE, and Jerrell Phillips, son of Mrs. GENEVIEVE PHILLIPS.

Retired Boilermaker ALBERT LEQUELLEC and Mrs. Alma Wines of Paradise were married in Reno on July 3. They are at home at 1430 Wagstaff Road, Paradise.

Retired Ditcher Engineer WILLIAM H. SANFORD and his wife became proud grandparents on July 1 when little Susan Irene was born to their son, Rev. W. C. Sanford, and his wife.

Mrs. ELLA S. McDONALD, who has worked as a laborer at the Oroville



Ella
McDonald

Roundhouse since October, 1955, retired July 15. She will continue to make her home in Oroville, where she has many friends, and will pursue her hobby of crocheting.

Buck's Lake, Lake Almanor, and the Feather River have been the scenes of much employee activity during the past hot summer weekends, principally boating and water skiing. Among the regular participants are BILL RANDOLPH, machinist welder; CLIFF GARVIS, LEONARD DAVIS and JOHN HOLCOMB, machinists; JOE BAXTER and TROY JONES, electricians; N. C. CARLTON, electrician inspector; BOB SHEPARD, machinist inspector; CHARLES CUNHA, hostler helper; and Diesel Foreman JOE MAY.

SACRAMENTO STORE

Irene Burton

EVELYN RICHARDSON and family returned from their eastern trip and reported that traveling through Missouri they saw all the devastation wrought by the recent **tornadoes** in the Fremont and Van Buren areas, where the towns were virtually wiped out. All along

their route the storms had passed before their arrival, with the exception of one thunderstorm and, as Evelyn said, that one was enough.

We are all sorry to hear that NORMAN VIZINA is on indefinite leave of absence. We are all pulling for you, Norm, so hurry and get well.

We have more than appreciated the air-conditioned office we are working in. After office hours it is a different story. Since Sacramento is having an unusual summer, days on end the mercury has been mighty steady between 95 and 100 degrees, with one day reaching 108.

PORTOLA

Gladys Ruse

Phyllis Brown, daughter of Engineer and Mrs. J. R. BROWN, became the bride of Carl Sundquist Sunday afternoon, July 7, in the Portola Community Church. The candlelight ceremony was conducted by Rev. Roy C. Saferite.



Nancie Wilks, daughter of Clerk LOUISE WILKS, of Sacramento, became the bride of Lt. Francis X. Murgia at a beautiful double-ring ceremony on June 29 in the Holy Family Catholic Church.

The First Methodist Church in Reno was the scene of another wedding July 18. Hallie Homen, daughter of Perishable Freight Department Clerk GLADYS HOMEN and FRANK HOMEN, married Samuel A. Penrod.

Our congratulations and best wishes to all these couples.

For about 18 hours each day Dr. W. S. BROSS works with Dr. CHARLES W. BROWN, division surgeon, caring for WP employees, their families, and other residents of a large community surrounding Portola. For about six hours a day he is just Bill Brown and, as such, his activities are practically as varied as are the activities of the community.

A group in the upper Feather River country decided that a sportsmen's organization was needed to give the area an organized voice in fish and game activities and to help in conservation programs. Bill, with the aid of others, sparked the program and was elected first president of the new Feather River Sportsmen. It now has a large and active membership extending from Sloat to the west of Portola and out into Sierra Valley to the east.

As a physician, but acting in a private capacity, Dr. Bross opened up the discussion of sex education in the Portola schools and conducted a series of forums in cooperation with the Parent-Teachers' Association. He headed up a committee that continued studies, prepared outlines of integrated education for all school grades, in



W. S. Bross as doctor.

cooperation with residents and faculty members. The program was approved by the Unified School District's governing board. Under the program the subject will be a part of the pupils'

studies in biology, psychology and related subjects, not as something apart.

Bill was also the "Judge" at the Kangaroo Court recently conducted in connection with the Portola Water Festival. All persons on the street without festival badges, sold by the Portola Women's Cleanup Committee, were dragged before "Judge" Bross and given appropriate fines. He even fined the Judge—Lloyd E. Boone!

According to Stanley Bailey, publisher of the *Portola Reporter*, Bill Bross is also an active member of the Portola Rotary Club. But, because of all his time-requiring activities, he is generally fined because he can't quit what he is doing to get to the evening club meetings on time.

W. S. Bross as "Judge."



Derby hatted, the Dr. acts as "Judge." Others are Engineer W. H. Wise, Clara Meyers, wife of Engineer W. E. Meyers, Jr., Lynn Parrish and father, Yardmaster Hank Parrish, Courtney Thomason, printer for the *Portola Reporter*.

SALT LAKE CITY

J. B. Price

Former Brakeman, 2d Lt. JOHN ABERTON, was with the 1st Marine Division at Camp Desert Rock, Yucca Flats, Nevada, as a volunteer for the recent balloon atomic explosion. Their shelter during the explosion was a five-foot trench located 3,000 yards from where the test was touched off. Their attire was the usual Marine dress and a gas mask. Their eyes had to be covered during the explosion, and it was during this that they could see the bones in their hands and arms. John's division was kept in trenches until the first heat wave had passed and then they resumed maneuvers. After a physical check-up, John was permitted to visit his family, who were living with his father, a D&RGW Roundhouse Foreman, during his absence. He also saw a lot of little Sharon Lynn, who was welcomed into the household on April 22. He has now been sent to Camp Pendleton, San Diego, where after more extensive training he hopes to become a 1st lieutenant by November.

Retired Conductor and Mrs. THOMAS FOX entertained at a buffet supper and open house on July 28 in honor of their Golden Wedding Anniversary. Although the actual anniversary came

earlier, they waited until their daughter and her husband, Sgt. Richard H. Keeling, returned from their tour of duty in Germany. Also on hand for the celebration was their son, Conductor GLENN EDWARD. We wish Tom and the Missus many more happy years together.

The best of health is wished for Mrs. Hammond, wife of our Road Foreman of Engines, MAURICE HAMMOND, and Mrs. Frank Burdett, wife of Fireman FRANK BURDETT. Both ladies have been under the weather for quite some time and have recently been hospitalized. Now we hope that their progress will continue satisfactorily.

Mr. and Mrs. DAN B. DYER and family spent their ten-day furlough with Dan's mother, Mrs. Ada E. Dyer. This is Dan's first time home in 16 years. He is associated with the U. S. Air Force in Washington, D. C. Dan's father was the late Engineer H. A. "BERT" DYER, who worked on the WP at the time of the construction of the road across the Salt Flats.

STOCKTON

Elaine Obenshain

Brakeman D. O. BERKSTRESSER and D. A. LOVDAL have pictures to back up their fish stories, showing cutthroat and German brown trout which were caught in Independence Lake. Twenty-two fish constituted the limit in weight, the heaviest weighing 2¾ pounds and measuring 12¾ inches long.

Another big fish story is told by Terminal Trainmaster V. H. EDWARDS, who with Mrs. Edwards and Road Foreman of Engines and Mrs. W. S. COPE, spent a vacation in British Columbia. Mr. Edwards tells us that

while fishing in Lac La Hach he hooked into a trout of such size it towed the boat across the lake without the aid of the motor! He and Cope each brought back two of their catch, Mr. Edwards' weighing 18 and 21 pounds, being 31 and 34 inches long, respectively.

Our deepest sympathy to the family of retired Switchman H. E. WAIT, who passed away July 5, and to Carman C. V. THOMPSON, whose father passed away in Salt Lake City recently. Also to retired Switchman GEORGE POTTER and Assistant Trainmaster R. A. CHRIST, whose wife and grandmother passed away while visiting relatives in Fargo, North Dakota.

Clerk and Mrs. E. P. MILLER learned the hard way that it doesn't pay to borrow a friend's fishing license just because he and his friend have the same last name! Returning home on their vacation, a friend in Arizona agreed it was silly to pay \$10 for a license when they only planned to fish one day, and loaned him his since his last name was also Miller. All went well until the Game Warden compared it with his driver's license. Said the judge, \$30 fine and feel lucky; the last fellow who did that paid \$80! No, he didn't catch a fish!

While Clerk W. S. COCHRAN was visiting his son in Page, North Dakota, there was a hailstorm that cleared all vegetation from the ground, broke windows, and did much damage to a section 60 miles long and from 7 to 12 miles wide. The hailstones were all shapes and sizes, some as big as doughnuts, even having holes in the middle!

Terminal Trainmaster V. H. EDWARDS is now an ardent Royal Canadian Mounted Police fan. While vacationing on Vancouver Island he

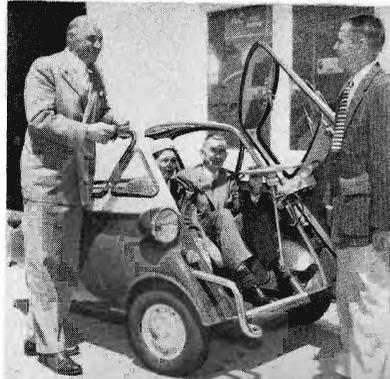
was paying not quite enough attention to the speed he was driving until he was detected by radar and stopped by a Mountie. He was sure his goose was cooked. However, after a little conversation and a warning to conform with the 50 m.p.h. speed limit, the Mountie permitted him to go on his way.

SAN FRANCISCO

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

The "good old vaudeville days" took another curtain call in Menlo Park (on the San Francisco peninsula) on August 11, when a group of old-timers known as The Thespians kept their annual sentimental date with stage history. Only the music was different as these veterans of vaudeville went through a lively can-can routine they had mastered long ago. Among the high kickers was none other than Mrs. MARVEL FRASCH, order-steno-clerk in WP's purchasing department, a member of the troupe who finds much pleasure in reliving those days when she was a regular trooper.

H. A. Michael, tax commissioner, and his wife sit in their new Isetta, which he won on a New York television show recently. Alameda County Supervisor Kent Pursel, left, presented the keys turned over by Dealer Holger Berthelsen.



Latest reports are that JACK HYLAND, chief of the rate bureau, is about fully recovered from a recent operation. It was probably rougher on his pretty wife, JANIE HYLAND, accountant in the treasurer's office, who gave up a week of her vacation so she could be around to keep him company while he was recuperating at home.

PETE H. VAN GORP, our mountain-climbing assistant transportation engineer, who carried a copy of MILEPOSTS all the way to the top of Mt. Whitney in June, took off again last month for Colorado. He didn't say just what peak he was going to scale during the rest of his vacation, but knowing Pete, he's not going to make a mountain out of a molehill.

These research people, as their jobs imply, get into just about everything. There aren't very many people who are asked if they would like to go to work in a gambling house, but that's just what happened to RETTA ALEXANDER, research secretary, while she was on vacation at Lake Tahoe. She could probably handle the job okay, but Retta turned down an offer to become a "21" dealer.

LORETTA SMITH, auditor of disbursements, returned to work September 1 after a three months' leave of absence for a trip to Europe. She found Italy and the Riviera much, much too hot, which took a lot of pleasure out of her trip.

JESS DOUD, auditor of payrolls, on a European trip until October, sent his latest postcard from Madrid, Spain, to keep his co-workers advised of his whereabouts and the sights he and his wife, Mary, were seeing.

An accident interfered with what had been planned as a pleasant va-

cation for KATHERINE ROSSI, secretary in the Labor Relations Department, and her husband, JOHN ROSSI, secretary to President Whitman. While golfing at a Lake Tahoe course Kathie was struck by a ball from a tee 200 yards away with such force that she suffered a fractured jaw and was hospitalized at Carson City. Latest reports are that she is recovering nicely.

KEDDIE

Elsie Hagen

Brakeman and Mrs. KENNETH ARCHER are parents of a lovely baby girl, born July 10 at 6:45 p. m. Her name is Sherry Elizabeth.

Engineer WALLY BERG and his wife, former Keddies residents, recently stopped off for a very short visit while they were on their vacation.

WILBUR STUBBLEFIELD, recently discharged from the Navy, has returned to his former job as second trick train desk clerk in Keddies, where he plans to make his permanent home.

We have had two transfers to Oroville recently. Operator DUDLEY FLEETWOOD and W. CHAPMAN, JR., will both be working there from now on. They will be missed by their many friends. Mr. Chapman's family will be living in Gridley.

Our deepest sympathy goes to the family of retired Engineer BILL RILEY, who passed away a short time ago, and also to the family of Fireman CHARLEY MAXWELL of Oakland.

We are all glad that Operator NICK LABBA has just returned to work again after convalescing from an appendectomy. He is getting along fine now.

Our Postmistress, Mrs. MILDRED CHAPMAN, has been on the sick list in the Industrial Hospital at Quincy. We hope it won't be for long.



Correspondent Dan Dutkiewicz and his bride, the former Barbara Kortge, following their marriage on July 20.

CHICAGO

Dan Dutkiewicz

When Chief Clerk GERRY COFFEY went on his Florida vacation, SHIRLEY MICHALEK put in her bid for another baby alligator. The one brought back for her by TONY DURBAN—a complete surprise—died for lack of companionship. It was learned that Shirley wouldn't rub his nose. You'll just have to be more friendly, Shirley.

"SY" CYBULSKI, secretary to "Bossman" ART LUND, was promoted from Adjutant to Senior Vice-Commander of American Legion's Post No. 1109. He is also chief bugler for the drill team.

Meet our new Steno-Statistician, CAROL MAE PAVLOVIC, who replaced GLORIA JAGER. Carol hails from Merrionette Park, a small Chicago suburb. She formerly worked as a part-time cashier at Imperial Credit Company, and we welcome her to our forces!



MILEPOSTS

Happy anniversary was wished on July 5 to Assistant to Traffic Manager and Mrs. JIM WARREN in honor of their thirty-third wedding anniversary. Jim claims that if he lives another twenty years he may yet be a granddaddy. We hope so, Jim.

WINNEMUCCA

Ruth G. Smith

Mrs. Beatrice Jones and retired Conductor HUGH EDMUNDS were married in Lovelock, Nevada, June 7. The new Mrs. Edmunds is the mother of Conductor ALBERT C. JONES.

Telegrapher and Mrs. WILLIAM STEPHENSON have moved into their new home on Mizpah Street recently. On June 29 they were given a surprise house-warming party and a gift for their home.

Mrs. Emilia DiGrazia, widow of Carman JOHN DIGRAZIA, announced the engagement of her son, Joe, to Miss Carmela Chiodo of Salt Lake City. Miss Chiodo is teaching in the High School system in Salt Lake and Mr. DiGrazia is attending the University of Utah. The wedding will take place some time after he is graduated next June.

Lieut. and Mrs. Floyd Wirthlin and daughters visited with his parents, Brakeman and Mrs. BOB WIRTHLIN, and his brother, Fireman LAWRENCE WIRTHLIN, and family. Lieut. Wirthlin and family arrived recently from Japan, where he has been stationed for three years. They will continue to Fort Sill, Oklahoma, where he will attend Officers' Advanced Artillery School.

Mrs. Ruby Beason, wife of Section Foreman CLIFFORD I. BEASON of Redhouse, died at Humboldt General Hospital in Winnemucca July 29 after a long illness.

Mac Anderson, father-in-law of Engineer FRED ELWELL, died in San Diego July 31. We all extend our deep sympathy to both families.

Folk Dance Party

Western Pacific railroaders interested in folk dancing will have a fine opportunity to participate in a Folk Dance Party to be held on September 21. It will be held at 2450 Sutter Street in San Francisco and begins at 8:30 p. m.

A personal invitation has been issued to all employees by George E. Manning, revision clerk in the auditor of revenues department (local 493), who was recently appointed Board Chairman and Class Instructor of the International Folk Dancers of America, sponsors of the party. The party is for beginners as well as intermediate and advanced level dancers. There will be exhibitions by outstanding local folk-dancing groups, kolo's and squares. Door and floor prizes will also be given. As this goes to press, George advises there is a very good chance that they will have either Madeline Green, director of Festival Workshop, or Anatol Joukowsky, who now teaches exhibition groups at Chang's in San Francisco, or both as instructors.

Additional parties have been scheduled for October 19, November 23, December 21, and every third Saturday of each month thereafter.

George has been interested in folk dancing for about sixteen years, seriously for the past four years. He is a member of Chang's International Folk Dancers, the mother folk dancing club in America.

He has been with Western Pacific since January 7, 1935.

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RAILROAD LINES



Cotton Belt will have in full operation by June 1959, at Pine Bluff, Arkansas, one of the most modern electronic gravity yards.

• • •

Canadian National's magazine, beginning with January 1958 issue, will be printed in both English and French; employees will receive it in language they specify.

• • •

Milwaukee will start aerial photography of its property suitable for location of industries.

• • •

Bangor & Aroostook installing centralized traffic control system.

• • •

Each dollar collected by railroads for their 1956 diner and buffet services cost an average of \$1.42.

• • •

Sim Webb, fireman for Casey Jones on the legendary engineer's last run, died July 13 in Memphis, Tennessee.

• • •

Southern Pacific's consolidated "Lark" and "Starlight" now running on the "Lark's" schedule.

• • •

Missouri Pacific in midst of \$9 million construction projects.

• • •

Two-radio communication equipment authorized for installation on Louisville & Nashville locomotives and cabooses will be of compact transistor type.