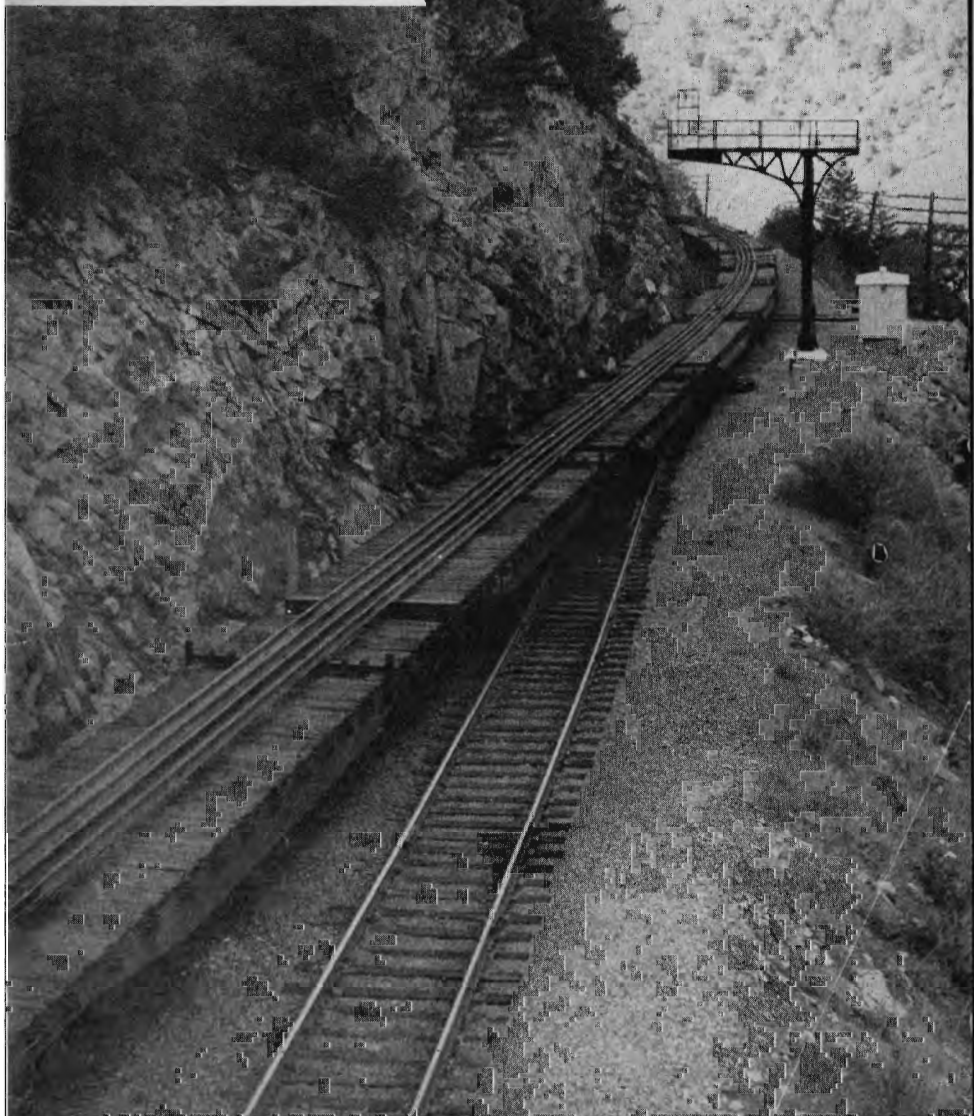


WESTERN PACIFIC
Mileposts
FEBRUARY 1957



Mileposts

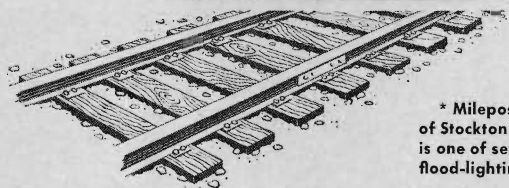
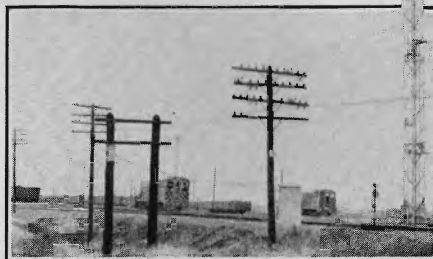
WESTERN PACIFIC

Vol. VIII, No. 7

FEBRUARY, 1957

*Milepost No. 91

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 91: West end of Stockton yard. Tower is one of several for flood-lighting yard.

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COVER: Four 1,560-foot-long welded rails, made up from standard 39-foot lengths, ride past Camp Rodgers on 30 flatcars en route from WP's rail welding plant at Winnemucca for installation in WP's new 3,120-foot-long Tunnel 15.

How Long IS "Temporary"?

THE RECENT Washington press release telling of President Eisenhower's recommendation that no reduction be made in excise taxes at this time is a serious blow to the railroad industry—to transcontinental railroads like the Western Pacific in particular—and to those who use its services. There is undoubtedly need for the retention of some excise taxes on unessential goods and in other instances to supplement the Federal government's income. But, Congress should not overlook the fact that the "temporary" taxes imposed on freight and passenger transportation in 1942 as a wartime measure to discourage public use of overburdened railroad facilities are hurting the railroads in developing new business, and that these taxes discriminate against shippers and market areas.

Similar taxes imposed during World War I were allowed to expire in 1921 only three years after Armistice Day. In contrast, their World War II emergency counterparts are still in force 11 years after the cessation of hostilities.

Outstanding industrial, transportation and business leaders were unanimous in voicing their opposition to the continued use of these taxes during a recent meeting of the National Conference for Repeal of Taxes on Transportation held in New York, representing 49 organizations from coast to coast, and more recently in testimony before the subcommittee of the House Ways and Means Committee in Washington.

You may be amazed to know that, in 1956, Western Pacific alone acted as an uncompensated collection agency

for about \$¾ million, based on the 3 per cent tax on freight, and 10 per cent (reduced from 15 per cent in 1954) tax on travel. Since World War II these taxes on Western Pacific transportation have amounted to nearly \$20 million, paid not by Western Pacific (or other railroads or carriers who make similar collections), but by the shipping and traveling public. This money the law requires Western Pacific to collect over and above published tariff charges. This does not mean, however, that the Government collects this \$20 million more from Western Pacific customers than it would if the taxes were repealed because:

1. A major part of the transportation taxes is deductible as business expense, and hence reduces the amount which the Government would otherwise collect through income taxes.
2. The transportation taxes are a heavy drag on commerce, reducing the flow of business and thereby decreasing further the amount of net income subject to income tax.

In the case of corporate shippers, this may be assumed to be 52 per cent.

The transportation tax on freight shipments by common carriers is a big factor in inducing large corporations and other shippers to set up their own private carrier systems, it was pointed out by those who testified at Washington, since the latter escape the tax. This, too, engenders discrimination between shippers based on their size and financial position; little shippers lack-

ing funds to invest in a private fleet of trucks must rely upon public transportation and, therefore, cannot escape the tax.

Furthermore, the business leaders emphasized, the freight tax discriminates between long-haul (Western Pacific's principal revenue) and short-haul transportation to common markets. This tends to disrupt normal market relationships, as shippers remote from their market are historically prepared to pay the long-haul cost of transportation. It penalizes the western shipper because of his geographical disadvantage and, at the same time, it jeopardizes the maintenance by the transcontinental railroads of a level of rates needed to insure the furnishing of adequate transportation service to shippers, the business leaders pointed out. United States shippers are at an even greater disadvantage in competing with Canadian shippers who are not subject to transportation tax on prepaid shipments into the United States. For example: on shipments originating on the Western Pacific an 85,600-pound load of canned goods

from Oakland to Pittsburgh, Pa., is taxed \$44.16; a 53,000-pound shipment of lumber from Crescent Mills to Chicago is taxed \$19.92; and a 25,000-pound shipment of lettuce from San Jose to Chicago is taxed \$18.43. The Canadian shipper pays no tax.

It would be reasonable to anticipate that without the excise tax, freight traffic volume moved by regulated transportation agencies would be increased. This would ultimately reflect in higher income taxes paid by the public carriers, thereby mitigating the alleged revenue loss.

Transportation excise taxes have the effect of increasing the cost to the consumer of practically every article on the American market. This is particularly true of the freight tax where, as an item of cost, it is subject to markup. Thus, it may be pyramided many times in the cost to the ultimate consumer without anything of value having been added.

As to the passenger tax, it must be recognized that much of common-carrier travel is for a business-connected purpose. Consequently, this tax also operates to increase consumer costs. In this light, both of these taxes are inflationary.

The transportation policy established by Congress in the Interstate Commerce Act calls for the development and preservation of a national transportation system adequate to meet the needs of commerce, the postal service and the national defense. To this end, the policy declares for regulation designed to foster sound economic conditions in transportation. The transportation excise taxes, by diminishing carrier revenues (through their effect in diverting traffic to private carriage), and by increasing the cost of carrier

How We're Doing

Keel for WP's new 375-foot self-propelled railroad-car ferry *Las Plumas* laid in Portland, January 15.

* * *

Westbound *California Zephyr* first "official" train through new \$2 million Tunnel 15 on January 30.

* * *

California Zephyr load averaged 64.7 per cent capacity during December, 1956, as compared with 61.8 per cent capacity for same month a year ago.

* * *

Construction of spur tracks to serve nine new industries along the railroad has been, or will soon be, completed at Decoto, Modesto, Reno, San Jose and Stockton.

* * *

December gross freight revenues increased \$190,600, or 5.42 per cent over the same month last year; while year 1956 ended with a .65 per cent decrease in gross freight revenues, compared with 1955.

* * *

WP will receive 25 all-welded, all-steel, 50-ton, 56-foot roller-bearing flat-cars, 125 PS-1 type, 50-ton, 50'6" boxcars, 100 same type boxcars with Evans type F auto-loading equipment, during first quarter 1957; and 100 70-ton, 1,694-cubic weight roller-bearing hopper ballast cars during second quarter 1957. Total approximate cost \$3½ million.

* * *

WP's new Union Street connection in Oakland expected to be in operation by March 1.

operation (through their effect on prices), make for unsound economic conditions in the transportation industry. These "temporary" wartime taxes are not only inconsistent with the national transportation policy, but they are in direct opposition to such a policy.

Railroads alone have invested billions of dollars in new and improved and experimental passenger equipment since the war and most trains in through mainline service today are of the modern streamlined type. Additional millions have been spent by the railroads to speed up ticket sales and reservations, and for improved freight

equipment and service. At the same time, they have made every effort to hold fares and rates to a minimum. It would seem that such an effort, if not rewarded or assisted by the government, should at least not be penalized and frustrated by a tax designed to discourage travel against an industry which is already subject to far too much regulation.

These penalties on the use of railroad service have a serious effect on railroad revenues, a concern of every railroad man and woman. Repeal of these "temporary" taxes is truly in the best interest of all, and deserves the support of all Americans.

TIME TO CHOP IT DOWN



MILEPOSTS

FEBRUARY, 1957

5

Scout Week

During the week of February 6-12, business and industry, civic and community groups, pay tribute to the members of the Boy Scout organization for their contribution to our country and to the organization for its wonderful promotion of good citizenship through its year-round program of leadership training and character building activities for boys of all ages.

Scouting has served over 26 million boys and adult leaders since 1910. This year more than 4½ million Cub Scouts, Boy Scouts, Explorers and adult leaders throughout the nation will observe the 47th anniversary of the Boy Scouts of America. The observance will be celebrated with open houses, special banquets, parents' nights and demonstrations dramatizing the purposes and accomplishments of the boys' activities. Many Western Pacific railroaders who are serving as adult leaders will take part, as will many more of our railroaders' sons who belong to the Boy Scout organizations.

In 1957 the organization will be in the second year of its "Onward for God and My Country" program. Also, during the year they will, on an international level, celebrate the 50th anniversary of the Boy Scout movement and the 100th anniversary of the birth of its founder, Lord Baden-Powell.

THE WISDOM OF LINCOLN

You cannot strengthen the weak by weakening the strong.
 You cannot help small men by tearing down big men.
 You cannot help the poor by destroying the rich.
 You cannot lift the wage-earner by pulling down the wage-payer.
 You cannot keep out of trouble by spending more than your income.
 You cannot further the brotherhood of man by inciting class hatred.
 You cannot help men permanently by doing for them what they could and should do for themselves.

The Record

MILEPOSTS



National and international events highlighting the anniversaries will be the Fourth National Jamboree of the Boy Scouts of America at Valley Forge, Pennsylvania, July 12 to 18, and the British Jubilee at Birmingham, England, August 1 to 12. Hundreds of Scouts from the West Coast will travel to Valley Forge in several Western Pacific special trains, arrangements for which are under the supervision of James J. Hickey, passenger traffic manager.

Children See New Film

Those who saw "Cinerama Holiday" will recall that one of the many thrilling sequences in the picture was filmed aboard the *California Zephyr* as it traveled through the Feather River Canyon.

Cinerama's latest production, "Seven Wonders of the World," is now playing at the Orpheum Theater in San Francisco (only Northern California showing) and at several other cities in the Nation, and Western Pacific is again playing a part in an indirect way.

Although the Vista-Dome streamliner is not featured as one of the "Seven Wonders of the World" (we think it should be), Western Pacific special trains have been bringing Sacramento school children to San Francisco to see the picture.

Sponsored by the Parent-Teachers Association of Sacramento, in cooperation with Western Pacific and the Orpheum Theater, 3,359 children and adult chaperones from that city have

already seen the new picture. The first of three specials ran on December 1, followed by another on December 8, and the third on January 19. March 9 has been set aside for another special train for Sacramento County school children, and other inquiries for special trains have been received from the PTA in Stockton and Tracy, who arranged similar excursions during the run of "Cinerama Holiday." A special all-expense charge was arranged which includes transportation, theater admission, local bus fare in San Francisco, and a morning "snack" of milk and doughnuts on the westbound ride. From the proceeds of each ticket the PTA retains 25 cents to augment their funds used for charitable purposes within the community.

Arrangements for similar excursions for school children in other communities along the Western Pacific may be made with WP's public relations department in San Francisco.

New Siding for Milepost 122

A new 6,750-foot, 125-car siding is to be constructed at Milepost 122, replacing two former sidings to be retired, one at Franklin (Milepost 124.4) and one at Glannvale (Milepost 119.0).

The new siding will be named "Phillips," in honor of former chief engineer, Thomas L. Phillips, who retired on June 30, 1949, with a longer employment record at that time than any other WP employee. "Tom" came to the road in 1905 as an assistant engineer, and became chief engineer in 1941. He died on January 24, 1952.

When advised of management's decision to name the new siding "Phil-

lips," Mrs. Phillips wrote Chief Engineer Woolford: "I am so happy over the wonderful news your letter just brought me—of the decision made by the management of WP in regard to naming the siding 'Phillips.' It is indeed very gratifying and fills my heart with a joy I have never known and, too, Ruth shares the joy. Please express my appreciation to the management and now, my many, many thanks to you and all good wishes."

No definite date has been set to begin construction of the new siding, but it is expected to be started some time this spring.

FEBRUARY, 1957



Dear Editor:

Gift Appreciated

Just a note to thank all of the general office employees for my wonderful Christmas gift. You can be sure that I have already put it to good use.

I also want to thank all of you, and your friends and visitors, for the wonderful patronage during the past year, and I hope that I will see a lot of you during the months to come.

Mary Jenkins and Zaida
WP Lounge

* * *

Old Friend

We always enjoy receiving the WP MILEPOSTS, as my association with WP employees at Salt Lake made me pleasantly acquainted with the WP men on the eastern division.

In case you should see or hear from Earl Bentz, please let him know where I am as I would like to know what he is doing.

H. W. Littleford
516 Casselman Street
Chula Vista, California

* * *

Books for Children

We are a group of Dominican Sisters here in these Islands. We have schools for poor children and our problem now is that we lack books and apparatus.

Please help us as we will appreciate very much any donation extended to us, even second-hand books such as encyclopedias, atlases, dictionaries,

books for general reference or books of fiction, apparatus and playground equipment, or any learning aid and device.

We thank you in advance for the help you may give us.

Sister Carmen, O.P.
J.M.J.D.
Beaterio del Smo Rosario
Malo, Iloilo, Philippine Islands

* * *

In Remembrance

It is difficult for us to find words to express the gratitude we feel toward Western Pacific and its employees who were so kind to Don during his illness.

Most people think of large corporations as being very impersonal, but to us Western Pacific stands out as a shining example of friendliness and generosity, and good fellowship shown Don before and after he became ill proved that Don's words, "at the WP it is like one big, happy family," were well founded.

We wish especially to thank the host of Don's friends who were so thoughtful in remembering him.

Sara A. Hedgpeh
Myrville I. Hedgpeh
Donald K. Hedgpeh
1201 29th Avenue
San Francisco

* * *

Removing snow and ice from the tracks—keeping the lines open and the trains running—costs the railroads about \$30 million every winter.

MILEPOSTS

These skiers had no transportation or parking problems such as exist around ski resorts today. You stepped off the train, put on skis, and skied.



IN THE GOOD OLD DAYS

SNOW EXCURSIONS

EVERY SATURDAY

LAKE NORVELL

LASSEN COUNTY, CALIFORNIA

\$745

ALL EXPENSE

Good in Coaches
Including
Breakfast
Luncheon . . . Dinner
Slightly Higher in
Tourist Sleepers



SNOW SPORTS

SKIING
TOBOGGAN-
ING

Excursion trains are equipped with MOBILE SKI HUT where equipment may be rented at regular prices. Free group ski instruction by Philip von Lubkin and George Rudolph, international ski experts.

ENTERTAINMENT CAR • MUSIC • DANCING

Leave San Francisco (Ferry) 7:45 P.M. Saturday
Leave Oakland (Third & Washington Sts.) 8:20 P.M. Saturday
Arrive Lake Norvell 8:30 A.M. Sunday
Leave Lake Norvell 5:00 P.M. Sunday
Arrive Oakland (Third & Washington Sts.) 5:00 A.M. Monday
Arrive Oakland Pier 5:15 A.M. Monday
Arrive San Francisco 5:45 A.M. Monday

CARS MAY BE OCCUPIED AT OAKLAND PIER UNTIL 7:30 A.M.

WESTERN PACIFIC

3199 18th
287 GEARY STREET
SAN FRANCISCO

or your local Agent

Telephone 4214
432 - 12th STREET
OAKLAND

REMEMBER the fun winter sports fans had about twenty years ago when Western Pacific ran its weekend snow specials up past Lake Almanor to Norvell, about half way between Keddie and Bieber, over an integral portion of the new important Inside Gateway Route?

The specials, which averaged about 20 cars, carried two baggage cars equipped as ski huts, where everything from long-johns to the latest in ski equipment could be rented by the novice out to try his footing on the waxed slats.

A stripped-down diner, with juke box for music, provided the latest tunes for dancing, and the special provided its own brand of "swing and sway" as it reversed its curves on the way to higher elevations.

As will be noted—and wishfully remembered—in the Western Pacific ad, the all-expense junkets were practically cheaper than staying at home.

MILEPOSTS



IN GOLD

MILEPOSTS congratulates the following railroaders who will receive Service Pin Awards during the month of February:

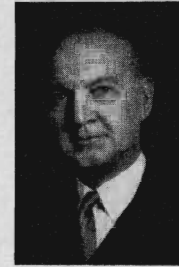
30-YEAR PIN		
Pete Chapen	Carman Helper	Mechanical Dept.
25-YEAR PINS		
Ernest J. Bromell	Boilermaker	Mechanical Dept.
Cecilio Cabrero	Track Laborer	Western Division
Robert W. Nuzman	Foreman, Section and Extra Gang	Western Division
20-YEAR PINS		
Arthur M. Allen	Office Manager, Traffic Dept.	San Francisco
Harry L. Alt	Locomotive Engineer	Western Division
Samuel A. Brushia	Painter	Mechanical Dept.
Robert Colvin	Roundhouse Foreman	Mechanical Dept.
Myron E. Gibson	Locomotive Engineer	Western Division
Frank U. Gilliam	Locomotive Engineer	Western Division
E. M. Hale	Locomotive Engineer	Western Division
Canova G. Howell	Locomotive Engineer	Western Division
Stanley O. Kister	Carman	Mechanical Dept.
Agnes McInerney	Govt. Accts. Clerk—Aud. Rev. Dept.	San Francisco
Glenn M. Metzendorf	Conductor	Western Division
Ruby E. Mitzel	Blacksmith	Mechanical Dept.
Duke E. O'Lin	Section Foreman	Eastern Division
Lee C. Skadden	Machinist Helper	Mechanical Dept.
Woodrow L. Spillman	Locomotive Engineer	Western Division
15-YEAR PINS		
Herbert F. Austin	Head Investigator, Freight Claims	San Francisco
Clifford I. Beason	Track Foreman	Eastern Division
Charles H. Bidwell	Electrician	Mechanical Dept.
Greenwood W. Breedlove	Sheet Metal Worker	Mechanical Dept.
James H. Brown	Train Dispatcher	Elko
Norman F. Brown	Locomotive Engineer	Eastern Division
Harold J. DuFour	Fireman	Western Division
Clyde S. Fulcher	Conductor	Western Division
John B. Gore	Traffic Representative	San Francisco
Harlan G. Henneman	Clerk	Western Division
Robert L. Holt	Fireman	Western Division
Howard C. Huffman	Chief Clerk, Commissary Dept.	Oakland
Emanuel G. Laefas	Patrolman, Chf. Spl. Agts. Dept.	San Francisco
Albert E. Madan	Chief Clerk, Store Dept.	Sacramento
Jerry E. Miller	Switchman	Western Division
Evan L. Nielson	Telegrapher	Eastern Division
Manuel Ochoa	Section Laborer	Eastern Division
Francis E. Rist	Switchman	Western Division
Joe F. Roberts	Clerk	Western Division
Almus L. Rountree	Chf. Baggage and Tkt. Stock Clerk	San Francisco
William F. Royal	Investigator, Freight Claim Dept.	San Francisco
Harold Sapp	Section Foreman	Western Division
Charles A. Self	Switchman	Western Division
Peter J. Thill	Locomotive Fireman	Western Division
Adin A. Thomsen	Locomotive Fireman	Western Division
Russell M. Thorpe	Conductor	Eastern Division
Raymond V. Wright	Brakeman	Western Division
10-YEAR PINS		
Ralph P. Adams	Carman	Mechanical Dept.
Paul H. Bonham	Switchman	Western Division
Earl Brooks	Division Lineman	Commun. Dept.
Ralph Brusco	Carman	Mechanical Dept.
Sermon J. Davis	Traveling Carpenter	Western Division

Retired General Auditor Now 88

Milepost 88 on the Right of Way of Life was met and passed on December 5 by Deane C. DeGraff, who retired as general auditor of the railroad on June 30, 1946. DeGraff spent 58 years in railroad service, of which virtually 40 years had been with Western Pacific.

Each year members of the family and close friends gather to honor the anniversary. According to Thomas P. Brown, retired publicity director (who in March will himself be 78), who attended and reported the party held this year on December 9, the highlight of the evening was presentation of a large birthday cake lighted with a miniature forest of candles. Donn Douglass, Jr., great-grandson of DeGraff, was pressed into service to assist in extinguishing the many candles. When everyone joined in to sing "Happy Birthday to You, Mr. DeGraff," the veteran railroader stood erect just as if he again were in line at Michigan Military Academy from which he was graduated in 1888.

DeGraff likes to recall his early school days, spent in an ungraded two-room school where the Three R's and the Rule of Three were taught—and learned. He enjoys recalling the tales of "long ago" and the poems he committed to lasting memory. At night, when he finds it difficult to go to sleep,



DeGraff will close his eyes and, instead of "counting sheep," will recite to himself an old-time favorite, such as "The Baron's Last Banquet."

DeGraff has seen seventeen presidents serve in the White House and can readily name them in chronological order with their years of service. He served under five Western Pacific presidents, Edward T. Jeffery, Benjamin F. Bush, Charles M. Levey, Harry M. Adams, and Charles Elsey.

Present at the anniversary party were: Mrs. Leonard Beard, Mr. and Mrs. Brown, Mrs. Donn Douglass and Donn Douglass, Jr., Dr. and Mrs. James W. Morgan, Mr. and Mrs. Matteo Sandona, and Mrs. H. W. Sutcliffe, all of San Francisco; Mrs. Jennie Froling, Oakland; and Miss Ilse Laidlaw, Piedmont.

* * *

A salesman trying to sell a refrigerator pleaded: "Lady, you can save enough on your food bill to pay for it."

"Maybe so," she explained, "but we are paying for a car on the carfare we save, we're paying for a washing machine on the laundry bill we save. Looks like we just can't afford to save any more at the present time."

Mileposts in Gold . . .

Elmo W. Epps	Switchman	Western Division
Edward Hellensmith	Carman	Mechanical Dept.
Thomas A. Jensen	Electrician	Mechanical Dept.
Della C. Kessler	Valuation Clerk, Accounting Dept.	San Francisco
Elaine M. Obenshain	Trainmaster's Clerk—	
	MILEPOSTS Correspondent	Stockton
Oakley F. Petet	Extra Gang Foreman	Eastern Division
William T. Sandtrock	Clerk	Western Division
Ruel R. Sims	Switchman	Western Division
Robert A. West	Car Distributor	Eastern Division
R. E. Wilson	Division Lineman	Commun. Dept.
William E. Yeager	Extra Gang Foreman	Western Division



In Memoriam

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

James S. Anderson, signal construction supervisor, December 28, 1956.

Jesse Bilyeu, retired carman, December 16, 1956.

Felice Bracco, Western Division employee, December 11, 1956.

Francis Earle Doyle, towerman, November 29, 1956.

John Glero, retired Sacramento

Northern section foreman, January 4.

Edward R. Groves, retired locomotive engineer, December 24, 1956.

Jack R. Haws, brakeman, November 22, 1956.

George H. King, retired conductor, January 13.

Wayne A. Pratt, switchman, December 12, 1956.

Herbert C. Rose, fireman, December 23, 1956.

Charles M. Tiffany, retired machinist helper, January 16.

Aurelio Volfi, retired blacksmith helper, December 24, 1956.

Walter H. Evans

Walter H. Evans, who retired from Sacramento Northern service as vice president and general manager on June 30, 1949, died in Oakland of a heart ailment on January 2.

Born at Denver, Colorado, Evans was educated in Salt Lake City, Utah, schools and was graduated with a degree in electrical engineering from Stanford University. He later earned a degree in mechanical engineering at Cornell University in 1906, and immediately thereafter entered Central California Traction Company service as assistant engineer and later became superintendent. He joined the Northern Electric Railway in December, 1914, as electrical engineer at Sacra-



mento after five years with the Southern Pacific. In December, 1917, he also became electrical engineer for the Tidewater Southern. He was elected vice president of the Tidewater on March 16, 1944, and vice president of

the Sacramento Northern in October of that year. On July 1, 1946, he was appointed general manager of the SN.

His father, J. F. Evans, was WP's first general auditor—1905-1921.

Evans was active in several clubs.

Donald K. Hedgpeth, Jr.

Donald K. Hedgpeth, Jr., assistant rate quotation clerk and MILEPOSTS correspondent, died at St. Joseph's Hospital in San Francisco on January 10 at the age of 24.

A native of San Francisco, Don entered WP service in August, 1951, as a part-time employee in the service bureau while attending San Francisco City College. Upon completion of his schooling he became a full-time service bureau employee on May 8, 1952, and later became ticket clerk in the passenger department. Following enlistment in the U. S. Army on November 18, 1952, Don was assigned to the Army School of Languages, majoring in Chinese, first at Monterey, California, and later at Washington, D. C. He also spent a portion of his time in the Army as an advisor on railroads to the Department of Defense.

Married in Washington just prior to his separation from the Army, he returned to San Francisco with his wife, Sarah, and reentered the passenger department on December 29, 1955. On March 12, 1956, he became junior division clerk in the freight traffic department and, after less than one month on that desk, was recommended for advancement because of his exceptional ability in rate work. He was assigned to position as assistant rate quotation clerk in July, 1956.

Don became ill in September of that year and after a brief absence returned to work. Early in November he was admitted to St. Joseph's Hospital for X-ray treatments of infected lymph nodes in his neck, the cause of his untimely death.



Don was secretary of the California-Nevada Railroad Historical Society in 1951 and 1952, was elected president in 1953 and 1954, and was again serving the Society as secretary at the time of his death.

WP Herald on Cloth

The WP herald and those of a dozen or more other railroads now appear as part of a design of a broadcloth print suitable for making into shirts and pajamas, and is becoming popular.

The material is sold by the yard and retails at all J. C. Penney Co. stores upon request for about 49 cents a yard, according to store officials.

The railroad heralds are so arranged that no matter how the cloth is sewn together, half of them are sure to appear right side up.

Ahoy! Landlubbers

It's time to gather way for a "Shakedown Cruise on the MV *Las Plumas*," the theme selected for this year's Annual Spring Dance, and "Captain" Al Madan reports that sailing time is Saturday night, March 9, from Governor's Hall on the State Fair Grounds in Sacramento. The Cap'n also promises smooth waters, and the machinery needed to get under way is being put in good order by "Chief Engineer" Hy O'Rullian.

To provide a nautical atmosphere for the cruise, "Rigging Mate" Ed Evers is busier than a one-armed bosun's mate arranging decor suitable for the occasion.

"Purser" Milt Ziehn reports that the cruise is a bargain for \$10 a couple which will include cocktails, a buffet supper, and dancing from nine until

Other Coming Events

In addition to the Annual Spring Dance, Personnel Assistant Frank Rauwolf announces the following employee activities to be marked up on your calendars:

Annual Golf Tournament, Almaden Golf Club near San Jose, June 1. This is the same location used for the tournament in June, 1955, and the course is now in excellent condition and considered to be one of the finest in the entire Bay Area.

Bay Area Picnic, Little Hills Ranch, San Ramon (on the Hayward-Walnut Creek road), June 9.

Western Division Picnic, Elk Grove, July 21.

Eastern Division Picnic, Elko, Au-

gust 10. "Wine Steward" Dan Irwin is making plans for some palatable concoctions guaranteed not to induce seasickness, and "Chief Steward" Harold Wyman and his able assistants are planning delicacies for the buffet supper which will whet the appetites of the entire passenger list.

Music for dancing will be provided by Bill Rase, a well-known local band, who will, to carry out the nautical theme, undoubtedly include in his selections a dreamy South Seas melody, a little "swing and sway," and perhaps even a sailor's jig or a Hornpipe or two.

Further announcements will be made before sailing time. Anchors aweigh!

(The actual shakedown cruise of WP's new diesel-powered train ferry, motor vessel Las Plumas, now being built in Portland, Oregon, will take place about next August.)

gust 10. The Eastern Division retirement dinner may also be held in conjunction with the picnic.

Annual Tennis Tournament, Golden Gate Park courts, San Francisco, early in September.

Annual Fall Dance, San Francisco, October 19.

Annual Retirement Dinner, Oakland, first week in November.

Annual Sacramento Northern Retirement Dinner, Sacramento, tentatively December 1.

Annual Retirement Dinner, Sacramento, December 6.

Further announcements will be made as arrangements are progressed.



Caboosing

NEW YORK

Alan Hudson

Ulysses' Odyssey had little on our latest staff acquisition, JACK ROPER, who has been with us a few months after brief experience with WINT HANSON, foreign freight agent at San Francisco. Jack entered this world at an unlikely-sounding place called Couchatta, Louisiana, and since his Dad had a position calling for frequent shifting about, his early youth was spent in other Louisiana communities known as Plain Dealing, Rodessa, Grand Bayou and Houma. Then when he metamorphosed from a little boy to a big boy, his circle grew and he found himself in Nashville, Kansas City, Daytona Beach, San Francisco, and now The Big Town. Jack was afraid the narration of these meanderings might make people ask, "Doesn't this guy ever alight?," but we figure he'll be around for some time as he seems to like us and we know we have a good thing in him.

The above-mentioned JACK ROPER, and JACK EDWARDS, were a mite compensated for their being on duty Christmas Eve when a little drama took place across the street, in plain view from our 42nd Street window. The recently-much-publicized "Mad Bomber" planted one of his lethal toys in a phone booth in the Public Library across the street. The Police Department Bomb Disposal Truck parked

across the street in front of our window and the boys watched as two well-trained but courageous policemen in somewhat outlandish protective gear carried the bomb in a steel mesh bag from the library into the truck and carted it off.

We've just enjoyed a visit from Mrs. EMMA McCLURE, chief clerk, Law Department, general office.

SACRAMENTO NORTHERN

Milton Ziehn

Marysville and Yuba City SN'ers held their annual Christmas party on December 8 at Woodward's County Kitchen, near Gridley. Also among the 44 who attended were employees from Chico and Oroville. A fine steak dinner was followed by dancing and entertainment by CLARENCE JENKINS, SN engineer, with some excellent Irish jigging. Oroville Agent JIM DAVIS walked out with the door prize, a music box which plays Anniversary Waltz when tripped. Mrs. FRED LENIUS also pocketed a valuable prize. If you are interested in attending next year, contact P. E. SCOTT or L. R. KEENER at Marysville.

Our new and well-liked trainmaster, ROGER VERHAEGE (Marysville-Yuba City), is building a new home in Yuba City, for expected completion in February. So, by the way, is Superintendent HAROLD MULFORD, at Sacramento.



"It's just me, dear!"

Whatever happened to the old-fashioned housewarming parties?

The "Forward Look" is appearing around Marysville and Yuba City, not only in the improvements from damage during the 1955 Christmas storm, but in new cars owned by NEWELL PAYNE, chief clerk, P. O. POLMANTEER, brakeman, CLARENCE JENKINS, engineer, and FRED LENIUS, conductor.

Backward glances at the Fifth Annual SN Retirement Party, December 2:

Much credit to our branch lines for providing the 9-foot Christmas tree, the Santa Claus outfit, and to BOB WAGNER, WP dispatcher's office, for a well-trained and tuneful quartet!

A limited number each of the three pictures taken at the retirement party are available at \$1.25 each from MILTON ZIEHN.

Didn't BILL NELSON do a grand job

as Emcee? More of us could benefit with his poise in front of a microphone.

Acknowledgments are due P. E. SCOTT and MARG RIPPEY, Marysville, for much of the above. We're missing coverage from other SN stations and would appreciate hearing from you. We all like to read about us.

WINNEMUCCA

Ruth G. Smith

Western Pacific is well represented in the "law and order" department of Gerlach. RUSSELL "SHORTY" TAYLOR, general clerk and warehouseman, won over his opponent and continues as constable. Agent BEN BATTLES also was reelected Justice of the Peace. Congratulations, fellows!

ETHEL OWEN has left us again, this time for a permanent job as trainmaster's clerk at Salt Lake City. CARMEN ALVAREZ bid in Ethel's job as trainmaster-roadmaster's clerk, and has moved to Winnemucca. Carmen was formerly a stenographer in the chief dispatcher's office in Elko.

Switchman E. D. MIXON resigned from WP service to join the U.S. Navy as a seaman. He was formerly a member of the Naval Reserve. We wish him good sailing.

Mrs. Larry Tang, wife of Brakeman LARRY TANG, left early in December for Minneapolis where she visited with her son, Douglas, who is attending college there and staying with relatives. Larry and his son, Larry, Jr., joined Mrs. Tang later and they returned home together.

We are all very sorry to learn of the death of Mrs. Frances Deems, wife of retired Conductor JACK W. DEEMS. Frances passed away on December 22.

Marilyn Diane Eyre, daughter of En-

gineer W. D. EYRE, now of Elko, was married November 26 in Lovelock, Nevada, to A-1/C John B. Ware of the Winnemucca Radar Station.

OROVILLE

Helen R. Small

Clayton W. D'Arcy

A son arrived December 12 to Store Department Clerk S. R. JOURNEY and wife. Our very best congratulations!

To retired Switchman ROY PETERSON we wish a complete recovery soon from the broken leg sustained in a hunting accident in November. Roy has had the leg in a cast for six weeks but at latest report was getting along fine.

Little Melody Baldwin, daughter of Ticket Clerk-PBX Operator BALDWIN, is in the University of California Hospital in San Francisco for treatment, and we hope her stay there will be very brief.

Many of the old familiar faces are now missing from our ranks because of retirement. BILLY DUNN, machinist helper—28 years; JIMMY HARVALOS, rip track laborer—42 years; BILL HOOBLER, laborer—11 years; B. F. JACKSON, laborer—12 years; PAT LORENZANA, machinist helper—35 years; and M. C. MADSEN, general foreman communications department—16 years. They will



William E. Hoobler



G. P. Lorenzana

all be missed and we wish them all many healthful years to come.

Recent proud parents are the HAROLD RUYLES and the RAY JOURNEYS. Susan Jean is the Ruyles' new daughter, and Michael Ray is the first son for the Journeys.

Damaso Olivas, father-in-law of JOE ASTOBISA, electrician helper, passed away in December, just one week after becoming a United States citizen, a very sad occasion.

Our newest newlyweds are JACK DOTSON, machinist apprentice, and Margie Cheatham. The wedding took place in Reno and we extend our heartiest congratulations.

Our sick list includes BILL WALK, machinist; FRANK O. SEEGER, machinist; and GEORGE PETTIT, car inspector. We wish each of them a speedy recovery.

Thomas Ronan, 29, oldest son of RAY RONAN, roundhouse foreman, passed away in December after a short hospital confinement. Our sympathy is extended to the Ronan family.

The billing and cooing around the shops at present is only two hobbyists talking shop. R. L. MCGINNIS, engineer, and L. D. GARRICK, diesel foreman, are—as you might have guessed—pigeon fanciers!

KEDDIE

Elsie Hagen

Notes in several Christmas cards received from friends who lived in Keddie over ten years ago told how much these people enjoy reading MILEPOSTS and keeping up with happenings in Keddie. One was from retired Roundhouse Worker L. B. SMITH, who after his retirement was postmaster for several years in Wendover. He now

lives in Cedar City, Utah. Another was from the WALTER WARRELLS. Walter still works for WP and they lived here over ten years ago. We are glad to know the column is enjoyed and I want to personally thank JOE CLINTON and BOB REDUS, who are very much interested in the magazine and keep me posted on happenings along the railroad.

There are not many of our boys in the services now, but two did not get home for Christmas. Larry Fisher, son of Section Foreman LAUREL FISHER, who joined the Air Force only about two months ago, and Wilbur Stubblefield, EM/2, who is stationed in Norfolk, Va., but did get a short leave which he was able to spend with his wife who is now living in Brooklyn, N. Y.

Retired Operator RAY BECKLEY and his wife have gone to St. Louis for about two months. Reports are they plan to stay and await the arrival of a grandchild sometime in February.

Conductor and Mrs. HERB WOMACK are spending a month's vacation visiting with relatives and friends in Illinois.

JOE CLINTON vacationed in Council Bluffs, Iowa, and Chicago but returned to spend New Year's in Keddie.

Several of our boys who are away from home attending college were home for the holidays. Dan Krause, son of Brakeman JACK KRAUSE, is attending college in Chico, his brother, Gil, is attending college in Yuba City, and Alan Hanley, son of Agent PETE HANLEY, is at San Jose State. These boys have all returned from the services and re-entered school.

Welcome to Telegrapher WILLIAM WAKELAND who moved here with his wife and children from Massachusetts.

Operator DUDLEY FLEETWOOD worked relief in Portola while the agent there was away because of illness.

CHICAGO

Dan Dutkiewicz

The Chicago staff extends its heartiest welcome to CHARLES BARTON, our new traffic representative at Minneapolis. Formerly of the Omaha Office, he is now taking URSUL BOHNE's place. Glad to have you with us, Charley!



Through the efforts of SHIRLEY MICHALEK, ELAINE JOHANDES, and our electricians, TONY

DURBAN and GERRY COFFEY, our Christmas tree was beautiful.

The staff and their families had a merry party with something new added. A short skit by the "Talented Members' Guild," involving our boss ART LUND, was quite a hit. A



Art Lund and Leon Pauksta (Priscilla Gartersnake) enjoy Emcee Don Banks' remarks.



Members of the Chicago staff and their families, above and below, seem to be enjoying the show. Because films were received before being processed, identification of those in the pictures could not be made before press time.



satire on a well-known TV program, it was called "This Is Your Past." Some celebrities present were his favorite school teacher, Miss Priscilla Gartersnake (LEON PAUKSTA) and Art's favorite school chum, Professor Morton Flopnoodle (DAN DUTKIEWICZ). Two commercials were put on by Emcee DON BANKS, trying to sell a new product "Weepac Lipstick." The product

was demonstrated by the famous actress, Miss Mierson (CARROL WILKIE), for the benefit of the ladies present. One of the boss's presents was a bottle of a well-known brand, but someone got to it first. The bottle was found empty with a note inside saying, "Kilroy was here — Burp!" Incidentally, GEORGE WENIG, our general agent, can really do the Polish Hop!



After reading an article about railroad crossing accidents in the November Mileposts, Rennie Wakefield, 12-year-old son of Fireman and Mrs. L. D. Wakefield, did a feature Stop! Look! Listen! for his school paper, of which he is editor-

in-chief. Rennie is an 8th-grader at Lincoln Elementary School in Stockton and the article appeared in the Lincoln Echo as shown at the right.

STOCKTON

Elaine Obenshain

Congratulations to Brakeman and Mrs. G. B. KIRKPATRICK, on the birth of a son, David Wayne, on December 17. The Kirkpatricks have three daughters, Pamela, Nancy and Joan.

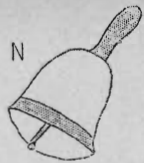
Congratulations also to Terminal Trainmaster VIRG H. EDWARDS, who became grandfather for the first time December 11, when Gregory Alvin, 8 lbs. 6 oz., was born to Mr. and Mrs. Franklin Edwards.

Our deepest sympathy to the family of Towerman F. E. DOYLE, who passed away in November.

We are happy to report that Roundhouse Foreman H. J. KELLY has returned to work after a lengthy illness.

Chief Clerk and Mrs. L. I. McATEE were pleasantly surprised on December 11 when their son, IVAN, formerly train desk clerk at Stockton yard, arrived home unexpectedly on a 30-day leave. Ivan, who recently was promoted to journalist 3rd class, has been serving aboard the USS Franklin D. Roosevelt since last March. He took part in the ship's round-the-Horn cruise to the East Coast, under way

L I N C O L N



E C H O

VOL. 3 LINCOLN ELEMENTARY SCHOOL, STOCKTON, CALIFORNIA DEC. 14, 56 NO. 3

EDITORIAL

STOP! LOOK! LISTEN!

Stop! Look! Listen! You have probably heard of these words before and you probably thought nothing of them. But those words could mean life or death to your parents and to you when you grow up and are old enough to drive a car.

The latest reports say that there has been about 719 persons killed at railroad crossing accidents during the first seven months of this year. It might be interesting to know that it takes the twelve car California Zephyr and its three diesel units traveling at sixty miles per hour just a little less than fifteen seconds to cross a fifty foot road! It takes an average length freight train of seventy-five cars with four diesel units only two minutes and forty four seconds to cross a fifty foot road at only the speed of fifteen miles per hour!

Take this home and show it to your parents and make them realize that its much safer to STOP! LOOK! LISTEN! at every railroad crossing. So make this your happiest Christmas and from the staff and myself, we wish you a Merry Christmas and a Happy New Year.

Thank you,
Rennie Wakefield, Editor-in-Chief

training in the Caribbean, and just recently visited Lisbon, Portugal. He is editor of the ship's paper.



Gay Reese, daughter of Clerk H. K. Reese, receives a present from Santa, Clerk R. D. Scott, at the annual Christmas party held by the San Joaquin Lodge of the Brotherhood of Railway Clerks. Judy Ross, daughter of Clerk H. L. Ross, assists Santa. Clerk R. D. Reese's wife waits with a Christmas stocking for Gay.

MILEPOSTS

Roland D. Hamburg, son of Switchman Carl E. Hamburg, Stockton, is shown appearing with Producer Ben Draper on Science & Action TV show January 7. Roland was selected from a group of four outstanding science students at Stockton College to appear on the program sponsored by American Trust Co.



WENDOVER

Esther Witt

The folks of Elko don't realize how close they came to losing their city mayor when they sent Machinist FRANK WILLIAMS over to be our mechanical foreman for three weeks, while ROBERT COLVIN took his usual Wendover vacation, much to the disgust of his many railroad friends who we understand had an elaborate party planned for Bob in Salt Lake. Bob failed to show.

FRANK WILLIAMS' son, Jimmy, came to Wendover and spent nearly a week with his dad and renewed acquaintances with the rails from Salt Lake who knew him as a little tot and not as the grown young man he is today. Best of luck, Jimmy, on your tour of duty with the Navy.

Roadmaster and Mrs. "LES" KIZER were very much the home bodies for the first two weeks of their vacation,

having to wait for their daughters to receive their Christmas vacation in order to take off for a visit with relatives and friends in Tooele and Milford.

Assistant Roadmaster and Mrs. VIRGIL D. KERNS resided in Wendover for three weeks assuming the roadmaster's duties during "Les'" absence. We enjoyed having these folks with us.

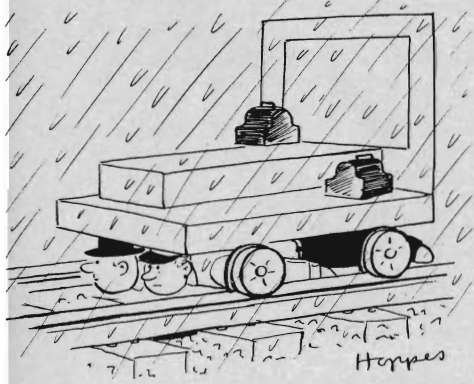
David E. Ford, son of Yardmaster and Mrs. HARLAN C. FORD, has returned to the University of Utah for the remainder of the school year. David has completed his Reserve Officer's Training. He spent the past three weeks as laborer in taking over the duties of JOE HERNANDEZ while Joe vacationed in Salt Lake and Ely, Nev., visiting relatives.

Switchman and Mrs. GEORGE BLANCHARD spent their vacation in Wendover. George said he very much liked avoiding the usual hustle and bustle in preparing for Christmas.

A million-dollar housing project for the Wendover Air Force Base has been approved by the Department of Defense. The project calls for the construction of 68 housing units at a cost of \$16,500 per unit for permanent housing of Base personnel. It is hoped that this construction will increase the possibility of Wendover Air Force Base being made a permanent base instead of tentative as it is now.

Air to air, air to ground gunnery, and low bombing have again been resumed at the Base after a lapse of several weeks, to allow the stockmen to move their livestock to winter grazing grounds. Not much activity as yet due to the heavy fog we have been experiencing the past month.

A very informative and instructive Safety Meeting was held by Trainmaster GEORGE M. LORENZ, of Portola, assisted by KEN BROWNING, of general office. All section foremen and extra gang foremen in the immediate vicinity of Wendover attended the meeting there on December 9. From comments garnered after the meeting we believe it was an afternoon well spent.



MILPITAS

Philip Hazlett

MAGGIE MILLER returned to work after vacation, spent in the San Jose area with her daughter who was visiting during the holidays.

CLAYTON ASHLAND returned from a vacation spent in Mexico. "Clay" says one thing about Mexico is that you sure have lots of money in your pocket but it doesn't go any farther than it does here at home. He also attended a bull fight but lost interest after the first match. Said he felt sorry for the bull after the kind he is used to around San Jose.

We saw BARNEY FLOOD recently and he is still limping around. Doesn't know when he will be able to return to work, but we all hope it will be soon.

Agent KEN DUNTON was away with the flu just before Christmas and we're glad to say he is back on the job again.

We are also very glad to learn that Mrs. Barney O'Keefe, wife of our assistant agent BARNEY O'KEEFE, is well on the mend after quite a serious illness and a session in the hospital.

One of our genial "hogheads" has a new Elvis Presley jacket, and claims that after his sideburns get to the proper length, he is going to chop down his engine, put on headers and dual pipes, and have the first "hotrod" locomotive on the WP!

Conductor MCGINNIS is away for a few days and we hope not for illness.

Conductor JERRY ALLRED turned "B" lead over to other hands and has started on his vacation. Conductor JACK WEBB is holding down that job while Jerry is away.

Those attending the Oakland retirement dinner from our parts were

Trainmasters PHIL PRENTISS and BOB HENDERSON, Yardmasters AL HARPER and C. E. McDONALD, and Engineer and Mrs. CLYDE WHITMAN.

PORTOLA

Gladys Ruse

On December 14, GLADYS HOMEN, perishable freight department typist clerk, was installed as Worthy Matron of Portola Chapter No. 321, Order of Eastern Star. Installed with Gladys, as Worthy Patron, was JAMES C. NICHOLSON, eastern division fireman.

About 53 were present at the Portola clerks' Annual Christmas Party at the Red Feather dining room. A turkey dinner was served by the Relief Society of the Latter-day Saints Church, followed by dancing with music furnished by Norma Peterson and Cecilia Morgan, wives of WP conductors. Guests of the clerks were Assistant Superintendent and Mrs. WILLIAM G. HOWELL, of Elko, Trainmaster and Mrs. GEORGE M. LORENZ, and Road Foreman of Engines and Mrs. WILLIAM S. COPE.

Linda Ness, daughter of retired Brakeman L. A. NESS, was chosen student of the month at Portola High School. Congratulations!

Our sincere sympathy to the families of WAYNE A. PRATT, switchman, who passed away on December 12; HERBERT C. ROSE, fireman, who passed away on December 23; and E. R. GROVES, retired engineer, who passed away on December 24. We know this was a sad Holiday Season for the families of these men, and we, too, were saddened.

* * *

A Houston oil man went to his dentist for an examination. The dentist looked into the Texan's mouth and said, "Perfect, man, perfect!"

"Drill anyway, doc," the patient said. "I feel real lucky this morning."



"You almost had us there, Miss. It was just a fly speck opposite Chicago!"

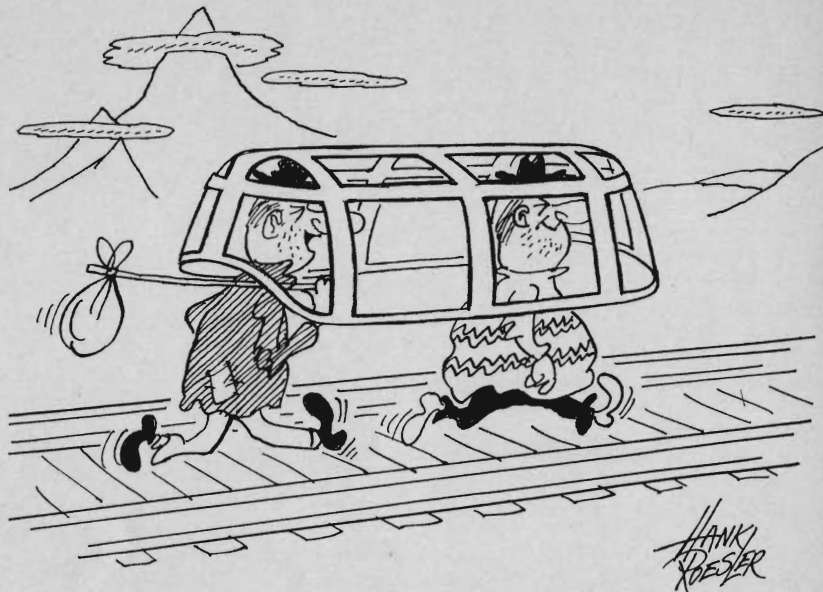
SACRAMENTO STORE

Irene Burton

Although this is a little late, we wish to thank MARIAN LEAVENS and PERCY WRIGHT for their Christmas Greetings. It is so nice to hear from those who are so far away and who at one time worked with us. Marion's greetings are always such a joy to receive, and the Store Department employees' wish is that their coming year will be as bountiful as the year just passed.

Our very deepest sympathy is extended to Mr. and Mrs. BOB BEEMAN on the recent loss of their baby.

Seventy-two packages were wrapped and distributed to adopted wards at the DeWitt Hospital in Auburn by the Sacramento Chapter of the Railway Business Women's Association, who also took care of a family of seven children



"This is the only way to see the country, Rusty—by dome car!"

and their mother, making Christmas for all of them a little brighter.

Among coming events is the District #5 Conference of the RBWA. Our National President, Evelyn Pierce, with the Soo Line in Minneapolis, will attend, as will District Director and Secretary, Una Mitchell and Melba Smith, of Utah. Chapters will be represented from Texas, Utah, Idaho, Colorado, Nevada, Oregon and California. It will be a two-day conference, with a Saturday night banquet and Sunday morning brunch at the El Rancho.

Sign on a florist's truck—"Drive carefully. The next load may be yours."

"Yes, I'll give you a job. First I want you to sweep out the store."

"But, I'm a college graduate."

"Okay, I'll show you how."

ELKO

John G. Ford

The old store and restaurant at Shafter, an old landmark and dinner station for enginemen and trainmen before diesel engines restored the old steam power, burned down on December 9.

We are glad to see Brakeman HOWARD STONER home after being off work since July because of an operation performed at Veterans Hospital in Los Angeles.

RED LYNN, retired engineer, returned to Elko after having been ill in the Veterans Hospital in Salt Lake City.

Welcome home to Brakeman R. C. MORTON, son of Engineer and Mrs. G. W. MORTON, after serving his tour of duty with the Air Force for two

years. He was discharged at Ft. Collins on December 14.

Relief Diesel Foreman A. F. ROSE returned home after a 30-day vacation touring the southern states. It must have agreed with Art as he now has taken off 16 pounds of excess weight.

The Elko clerks held their annual Christmas party at the Stockmen's Hotel on December 21. A very delicious buffet dinner and refreshing drinks were served to more than one hundred clerks and guests. Accountant FRANK OLDHAM and Head Timekeeper W. A. THORPE did a fine job making the arrangements.

We were sorry to learn that Carman and Mrs. H. E. HARTZEL's vacation trip during which they had planned to spend Christmas with their folks in Harrisburg, Pennsylvania, had to be postponed due to illness of their four-year old daughter, Bonnie Lee.

SACRAMENTO SHOPS

Marcella Schultze

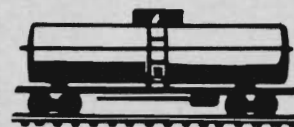
Those of you who had met Mr. Bok Hyon Kim, electrical engineer from Korea, who studied at our shops this past summer, will be interested to know that Mr. Kim has completed his training in the United States, after finishing up with a two-week course at the Electro-Motive Training Center in LaGrange, Illinois; and is on his way back to Korea, very thankful and appreciative of all the help and training he has received in our country.

I was very highly surprised to receive a Christmas greeting card and letter from Kim's younger brother, Je Hyon Kim, who teaches in the chemical department at Kyongpook University, Taegu, Korea. Je hopes to come

to the United States, too, to further his study of chemistry; and his letter also expressed thanks for the kind treatment his brother had received in the States, and the fact that what he had learned would advance their civilization, especially in the railroad field.

Spotted the following in the *Sacramento Union* of December 19: "25 years ago—GEORGE WRIGHT, WILLIAM STOWELL, and O. TOOMEY lead discussion of possible six-hour work day before mass meeting of Western Pacific shop workers in Labor Temple." Bringing things up-to-date, Bill Stowell is still working an eight-hour day as a blacksmith at the shops; O. Toomey is enjoying his retirement traveling from one foreign country to

KNOW YOUR HEART



In 5 days, the heart of a large man pumps enough blood to fill this 50-ton tank car.

HELP YOUR HEART FUND

HELP YOUR HEART



another, but presently at home in Sacramento; and former Carman George Wright is deceased.

We were all shocked and saddened by the sudden passing on December 24 of Mrs. H. W. D'Orman, beloved wife of Electrical Foreman LARRY D'ORMAN. Larry had received an emergency telephone call on the 21st that their property in Oakland was on fire; and they had rushed to check the fire damage when Mrs. D'Orman suffered a cerebral hemorrhage from which she did not recover.

Also saddening was the sudden death of J. S. ANDERSON, signal construction supervisor at Sacramento, who suffered a stroke on Christmas Day while visiting in Tuolumne Meadows; and the passing of O. A. NOWELL, former superintendent of shops. Our deepest sympathies are extended to their families.

SALT LAKE CITY

Joseph B. Price

Marie Sullivan was elected president; Clara Collins, vice president; Lou Hansen, treasurer; Forest Daniel, con-



"That's what I like about the baggage department . . . never a dull moment."

ductress; Evelyn Patterson, warden; and Fern Parker, chaplain, at a recent meeting of the Ladies Auxiliary of Saltair Lodge 494. This is quite a distinction for the Western Pacific, as these ladies of our railroaders gained six of ten offices up for election. Congratulations, girls, we are proud of your success.

A hearty welcome is extended to ETHEL OWEN, who has taken over the duties of Trainmaster's clerk in Salt Lake. Ethel has moved here from Winnemucca, and we sincerely hope she enjoys working with the gang here. Ethel was MILEPOSTS correspondent at Winnemucca for several years, and only recently worked at Oroville while HELEN SMALL was on her European tour.

Conductor and Mr's. FRANK R. BOULWARE spent the holidays in Los Angeles visiting members of their family.

Engineer HARVEY E. SAXTON while on vacation got in on some late season hunting, and reports are that he had a good time as well as good luck.

Engineers WILLIAM S. BOGUE, JAMES K. PARKINSON, FRANK M. NELSON, FRANK AIELLO and VERN L. MECHLING; also Conductors CLARENCE F. MALSTROM, O. "SPENCE" THOMAS, JOHN T. McLAUGHLIN, THOMAS E. CROSLY and BRUNO B. PERRI, JR., took the month of December for vacation so as to help with the Christmas shopping and be home for the holidays. Due to the heavy snowfall the forepart of the month, we think they also sought to dodge "old man winter." But he fooled them and stayed away also.

Many a train of thought is just a string of empties.

* * *

More than 2,300 walkie-talkies are now in daily service on U. S. railroads.

MILEPOSTS



SAN FRANCISCO

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

A "Thank You" note was received from Yard Clerk and Mrs. WALTER HARPER for making Christmas for their son, David, the best of his life. Many cards, and even gifts, were received by David from friends on the railroad in response to a request in the December issue of MILEPOSTS. The Harper family, one and all, extend their thanks and appreciation to each and everyone.

HAROLD DELAHOSSAYE, auditor of revenues department, is recovering nicely in St. Joseph's Hospital after his car was struck by a Muni bus on December 23. Both Harold and his wife, Dolores, were thrown from the car and unconscious. Dolores suffered a few bruises, but Harold suffered head injuries and while at the hospital was subject to a slight heart attack.

Congratulations to DAVE OLSEN, auditor of revenues department, and wife

REMEMBER?

Richard C. Beltz, office manager and manager of the pass bureau, found this old picture of the vice president and general manager's staff taken on February 6, 1934. "Dick" is at the extreme left in the picture and with him, standing behind the late Col. E. W. Mason, then vice president and general manager, are: E. P. Jagels, now general manager, Standard Realty & Development Company; Miss Dragoo, now retired; Elton McDonald, presently general manager Central California Traction Company; Charles Craig, also retired; and the late H. W. Forman, one-time assistant to general manager, labor relations. Pictures on the wall are of a steam-powered WP train, the late President C. M. Levey, Feather River scene, and Judge Angelotti, former general counsel for Western Pacific, deceased.

Lydia, on the arrival on December 23 of their blessed little exemption, Kimberlyn Ann Olsen, weight 6 pounds and 13 ounces.

About the time a lot of railroaders begin thinking toward future retirement, STEPHEN B. CORVEN began his 30-year service with WP in the auditor's office. On December 26, 1956, Steve completed that service at the age of 81. This ageless old-timer has been dur-

FEBRUARY, 1957

ing his career a coal miner, newspaper editor and railroad man, and he's even now thinking of future activities such as roaming the country, including a trip to Alaska, a little fishing, and writing a few books.

Cadet KENNETH BRYAN, in his fourth year at West Point, was recently appointed a company training sergeant in the Corps of Cadets and after graduation plans to become a jet flyer. Ken worked with WP signal gangs on the eastern division during school vacations while attending City College of San Francisco.



Kurt Bowers, son of Voucher Clerk and Mrs. George Bowers, received Pleasant Hill News' Carrier of the Month Award in December for most new customers. A Strandwood School student, Kurt since last May built his News route up from the start of the area to one of the largest.

HARRY J. SUTHERLAND, retired tax commissioner, stopped at general office en route to a Transportation Club luncheon in January to advise a change of address. Harry is now living in Lafayette, looks fine, and is enjoying himself very much. He enjoyed some good fishing and hunting last summer.

BOB HULLMAN, secretary to vice president and general manager, made a recent trip to Portland to see his mother because of her illness.

RETTA ALEXANDER, research secretary, spent Christmas holidays with her parents in North Platte, Nebraska, but was glad to return to the much warmer weather in San Francisco.

OAKLAND

John V. Leland

Captain GUSTAV A. BERGMAN gave a party in December in celebration of his and Mrs. Bergman's 25th wedding anniversary. The affair, held on the south porch of the Claremont Hotel in Berkeley, was attended by 50 guests. A 3-deck cake and 6-foot centerpiece of white gladioli, white asters and white stock decorated the table, from which was served a smorgasbord and full-course turkey dinner.

Chief Yard Clerk A. B. DAY is extremely proud of a nephew on his wife's side of the family. Major George Kalbaugh was one of the crew members on the recent "around the world" B-52 Stratojet tour which made the headlines just recently.

Roadmaster and Mrs. JOHN P. CONNELLY gave a retirement dinner at the International Kitchen in Fremont recently. Guest of honor was SACRAMENTO SABALA, who retired from service on December 31. Sabala entered WP service as a track laborer on June 8, 1914, and was promoted to section foreman on January 2, 1923. For the



"Just a moment; I'll see if he's in!"

Via

MILEPOSTS



Seated from left: Mr. Sabala's son and daughter-in-law, Mrs. J. P. Connelly, Mrs. Sabala, Mr. Sabala, Roadmaster John Connelly, Mrs. Anderson, Assistant Roadmaster M. K. Anderson.

past several years he has been section foreman at San Jose.

The dinner was attended by all section foremen on the First District; M. K. ANDERSON, assistant roadmaster,

WILLIAM YEAGER, extra gang No. 2 foreman, and their wives; EDITH SUTTER, roadmaster's clerk and her husband; and several members of Mr. Sabala's family.

Electrician Ralph J. Dowe retired December 31 with 33½ years' service. Co-workers shown with Ralph, holding gift, are, front row: F. E. Jones, Frank Freeman, Joe Gieser, Charles Gonzales (Dowe), Archie Martin. Second row: Clarence Muskopf, Joe Perry, Tom Jensen, Clarence Tidwell. Back row: William D. Good and Frank Reuben. Photo by Carman L. Nuzman.



FEBRUARY, 1957



20-UP Club

According to an announcement by O. E. Lyles, engineer, and originator of the 20-UP Club, the Western Pacific 20-UP Club Bass Derby closed December 18 at midnight with C. C. Bennett, Sacramento blacksmith, taking the \$40 first prize for a 32½-pound Striper, caught out of the Sacramento River.

Second prize went to Earl Herdman, retired engineer, and his 31½-pound catch out of Middle River brought him \$20.

The "Mystery Prize"—a home baked cake and a quart of wine—went to Frank Omnes, Sacramento switchman, for his 5½-pound Striper, which weighed right on the nose of the secret number which was sealed last January.

This will be the last Derby, but the 20-UP Club will continue. Any Western Pacific employee, or member of his family, catching and officially checking in a Striped Bass taken out of any Western waters and weighing 20 pounds or more, will receive a "Fishmaster Diploma" and a card identifying them as graduates in the art of sport fishing if they send their register ticket to Lyles, 443 South Tuxedo Avenue, Stockton.



C. C. Bennett



Earl Herdman

Six men went on a fishing trip and, running out of provisions, sent one of the group into a nearby town. The fellow came back with six cases of beer, five bottles of bourbon, two bottles of vodka and a loaf of bread.

Whereupon one of the fishermen delightedly exclaimed: "Good boy! You've even brought back something for the birds!"

* * *

SAME OLD STORY

The wife of a man who operates the Los Gatos Greyhound bus depot spent Christmas in Ohio. She went, not by bus, but by plane, and when her plane was fog-bound in Kansas City, Mo., she continued the trip by train.

Be careful on the job!

MILEPOSTS

Feather River Wins First Half

The Feather River bowling team won the first half of the San Francisco Bowling League with a 26-won and 19-lost record. Tied for second with 24 wins and 21 losses were the Mileposts, Transportation and Split Pick-ups, followed by the Traffickers, 22 and 23, and the California Zephyrs, 15 and 30.

Members of the winning team are Captain Horace Lohmeyer, Edward Brath, Joe Lombardo, Harry State and George Warner.

Harry Munson led the league in top individual average with a 179, followed by Edward Brath, 175, Frank Thompson, 174, Bob Ditty, 173, and Henry Ashley, 165.

The second half is now under way and the Feather River five will be hard pressed in their attempt to repeat their first-half performance.

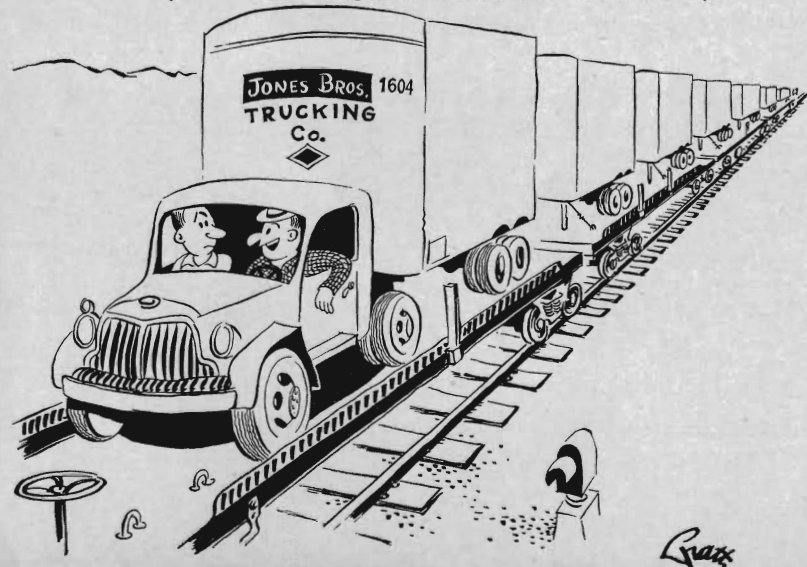
Setting New Example

Denver city officials and airline executives ran into a snag during a meeting in January, according to a news item in the January 10 issue of the *Denver Post*.

When a plan was recommended to expand Stapleton airfield at a cost of \$30 million to handle jet passenger planes, Mayor Nicholson immediately notified airlines serving Denver that they would have to bear the entire cost of the modernization program. The mayor said the city's taxpayers can not, and will not, pay the bill.

The example set by Mayor Nicholson is a wise one and should be heeded by mayors in other cities served by commercial airlines. Already overtaxed citizens should no more have to bear the cost for this construction, for the benefit of the airlines, than they should be expected to bear the expense of a new railroad station or equipment. Railroads pay all their costs from earnings; airlines should do the same.

"We may have taken the wrong road, but we'll make better time this way!"



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RAILROAD LINES



AAR announces more than 65 million passengers traveled nearly 40 billion miles in Pullman cars since November 12, 1951, without a single passenger fatality. In the same 62-month period, more than 190,000 persons met death in highway traffic accidents.

• • •

Brotherhood of Locomotive Engineers' President Brown urges ban on all explosive-carrying trucks.

• • •

Completion of C&E's quarter-million-dollar radio network for train-to-train, train-to-station and station-to-station communication expected this year.

• • •

Railroads reached objective of reducing bad-order cars to 4 per cent of ownership last November; new goal now 3 per cent.

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Reading's boxcars get "new look" with enlarged "speed" lettering.

• • •

Frisco's new \$10 million, 300-acre Tennessee Yard near Memphis to open about April.

• • •

Delaware & Hudson plans to install 60 miles CTC between Afton, N. Y., and Carbondale, Pa.

• • •

GM&O buys 84 acres in Tupelo, Miss., for industrial development.