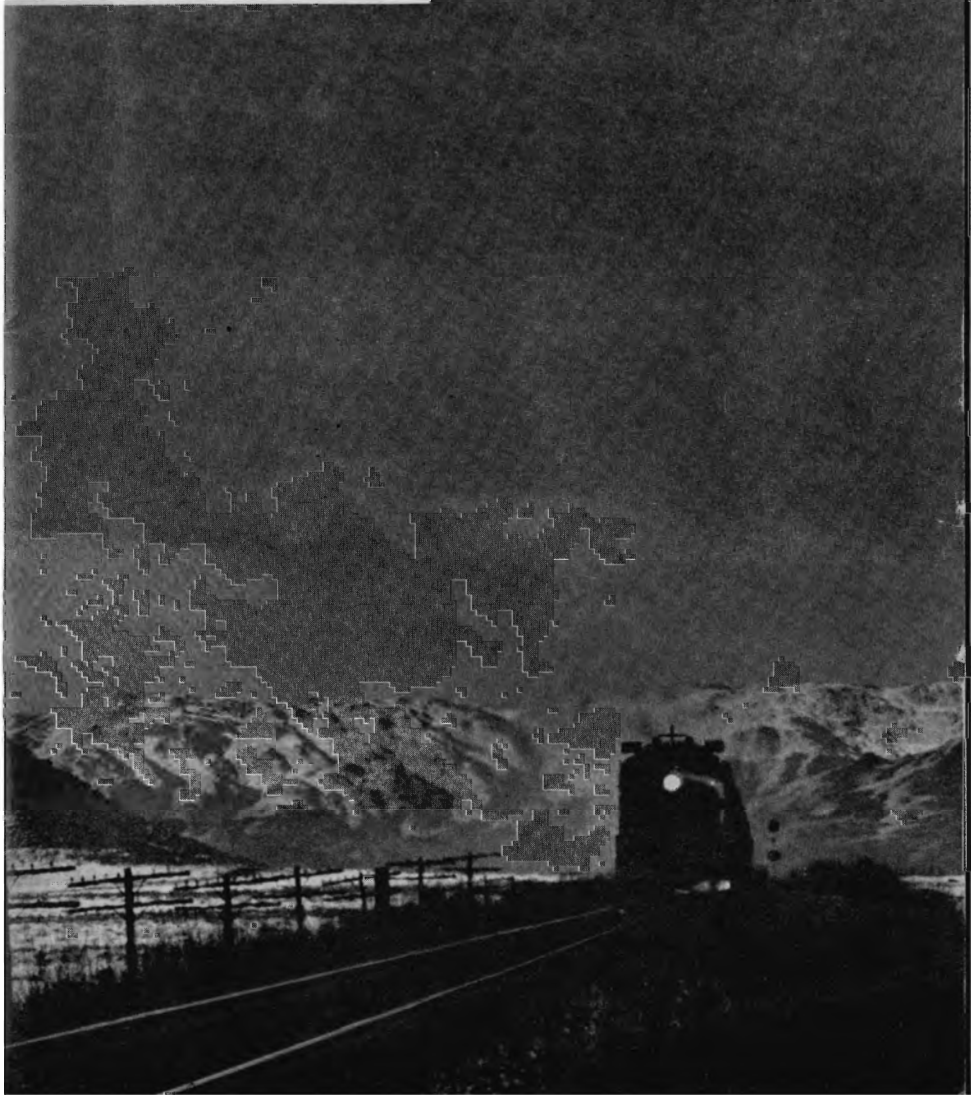


WESTERN PACIFIC
Mileposts
JANUARY 1957



Mileposts

WESTERN PACIFIC

Vol. VIII, No. 6

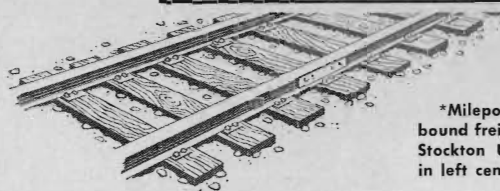
JANUARY, 1957

*Milepost No. 90

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. 90: A westbound freight passes Ortega, Stockton Union Stock Yards in left center of picture.



FEATURES

	Page
Tunnel 15 About to Open.....	3
Passengers Hear Carols.....	9
How We're Doing.....	10
Promotions and Transfers.....	10
In the Good Old Days.....	11
Employees Praised for Emergency Handling.....	12
"Iron Horse" at Smithsonian.....	13
Dear Editor:.....	14
WP Will Remember.....	16
In Memoriam.....	18
Mileposts in Gold.....	19
Caboosing.....	20
Off-duty Railroaders "On the Job".....	30
Sports.....	32
My Five Months' Tour of Europe.....	34
Railroad Lines.....	36

COVER: A westbound freight heads out of snow-covered hills a few miles east of Portola.



MILEPOSTS

Tunnel 15 About to Open

ACCORDING to the best available predictions as this went to press, Tunnel 15 will open for traffic very close to one year from the date cause for its necessity shocked all Western Pacific railroaders.

As will be recalled, especially by those of our railroaders—from the brass on down—who were unable to spend the Christmas and New Year holidays at home with their families, slides of nearly 100,000 cubic yards of decomposed granite and rock buried about 400 feet of our main line as well as the highway below. After an unprecedented total of 29.43 inches of rainfall recorded between December 16 and 26, the first slide occurred on December 22 shortly before noon. Crews had hardly begun clearing away the soggy mass when a second slide broke loose which completely dwarfed the first one. More rain, and even snow, hampered workers and equip-

ment, and it was not until 11:30 p. m. on January 8, through almost superhuman efforts, that the line was reopened through the slide area.

Detailed studies immediately made of the slide area by competent consulting geologists by helicopter and on foot, confirmed management's belief that tunneling under the unstable slide area was the only sure way to avoid a recurrence of this kind in the vicinity.

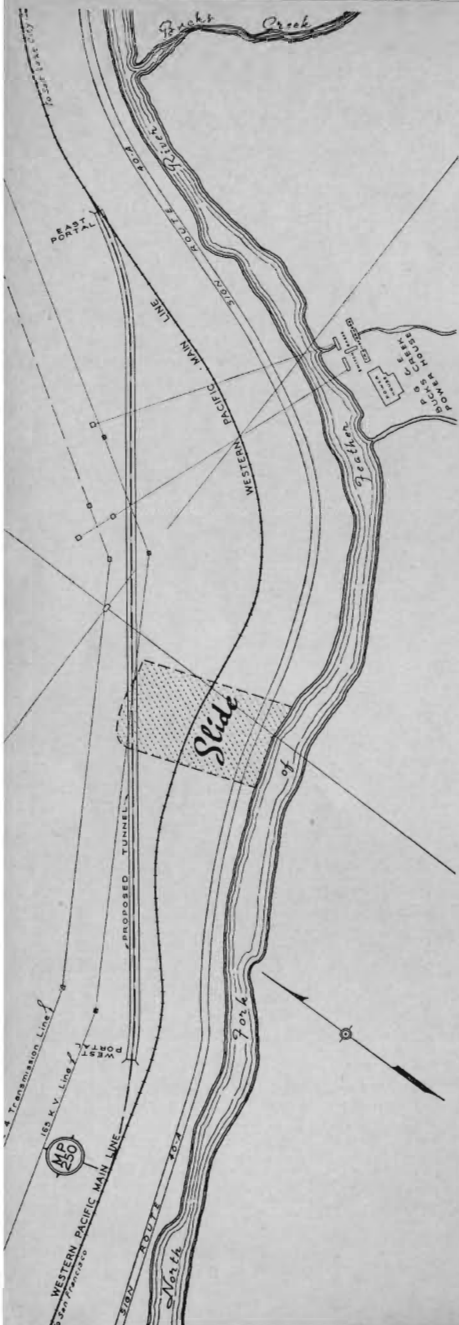
Even before the slide had been cleared away, survey parties were on the ground, establishing the location of the new tunnel, identified as No. 15. (A previous tunnel, No. 15, about eight miles to the east, was daylighted following a fire in 1944.)

Building a 3,116-foot tunnel through rock and granite requires much more than just drilling a hole. Despite all available records and the best possible estimates, uncertain conditions which might be encountered during the boring were beyond the judgment of the best men in the business and estimates of a completion date were "about next Christmas."

Because of lack of room at the east end of the projected tunnel to make setup necessary for the disposal of waste removed from the boring, drilling work was progressed from the west end. Heavy-duty tunnel-boring equipment was brought to the site by the Utah Construction Company, which concern, under the personal direction of George Foster, project manager, got drilling under way on March 27, working around the clock six days a week. Progress continued at the average rate of 30 to 40 feet a day. Three compressors drove drill bits eight feet deep into the rock, after which the holes were

The big slide, Milepost 250.35, December, 1955.





Right: Looking east, facing off for west portal of proposed Tunnel 15, January 12, 1956.

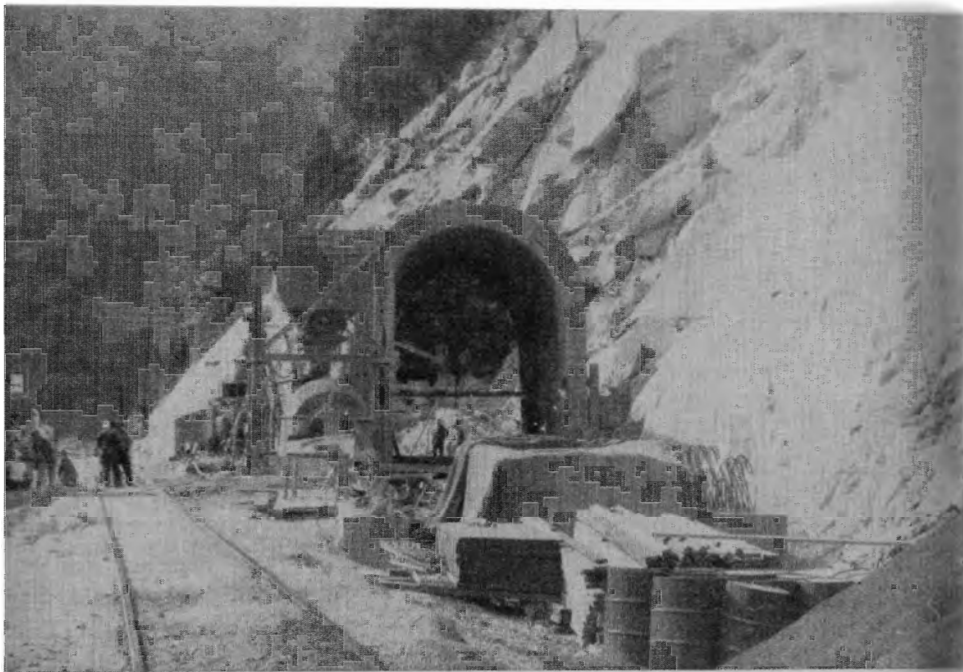
loaded with dynamite and set off. Drilling of holes for the dynamite was reduced from eight to two feet in depth at about three-quarters of the way through the tunnel when unusual "blocky" and unstable ground conditions were encountered. Tunnel waste, loaded into cars, was taken 10 miles downtrack to a point where Western Pacific was installing a new siding and strengthening its embankment over what will be a new lake when a new PG&E dam is completed at Poe.

Map drawn by Franklin Louie, showing location of slide at Milepost 250.35 and new Tunnel 15.

As the tunneling proceeded, what work possible was progressed from the east portal. Here the bank was strengthened through intrusion grouting, the construction of a buttress wall and other stabilization work to protect against overhead hillside sliding which gave evidence through ground indications while work on the east portal was in progress. Many problems other than those directly involved in the drilling through treacherous rock arose, which actually determined the exact length of the tunnel. As much as 75 to 100 feet of the east portal entrance showed evidence of movement and considerable hillside crumbling away during the "rocking out" operations. Even before the drilling was completed, slides hampered the progress, one of which caused the tunnel bore to move some 16 inches toward the river despite the interior supports

Right: Looking east, forming west portal of Tunnel 15, December 8, 1956.



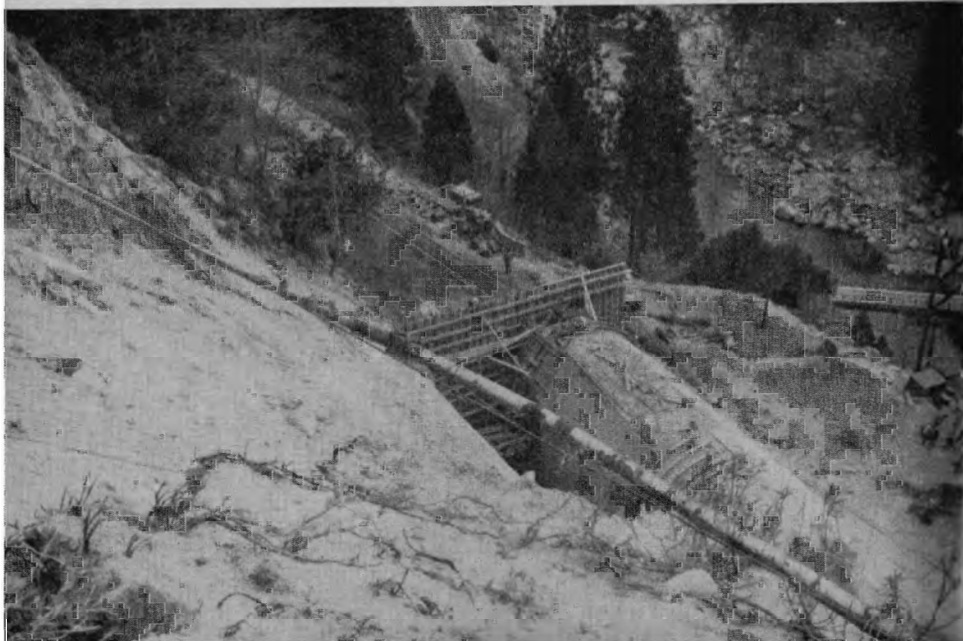


Left: Looking west. Rock portal visible through "barrel" of tunnel. October 9, 1956.

of a maximum number of heavy timber and steel girders. Other slides hampered the final construction of the east portal, but fortunately, these slidings of earth and rock which came down in the area even into November, proved beneficial. Since the area alongside and behind a section of the heavily reinforced concrete "barrel" of the tunnel, which protrudes into the open some 100 more feet from the east portal, required filling, nature eliminated the necessity of hauling in much of the backfill material to accomplish the job as advantage of hillside sliding was utilized. This solid fill alongside and above the "barrel" gives the structure a cushion-like protection from possible rupture to the concrete "barrel" as large boulders come down in future slides.

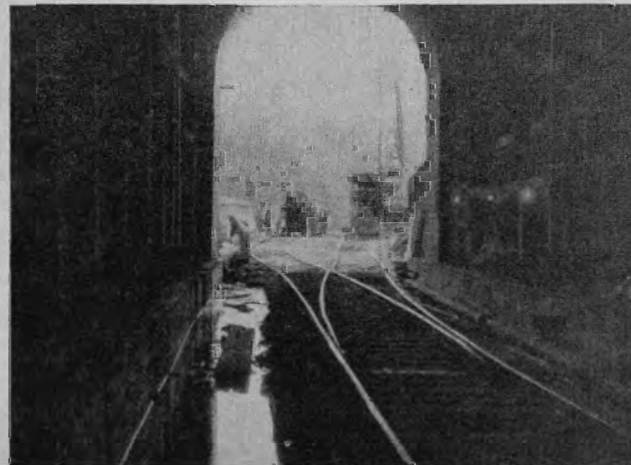
Boring was completed on September 7. Laying of temporary track in the

Left: Looking down from above tunnel toward east portal. Feather River and highway below.

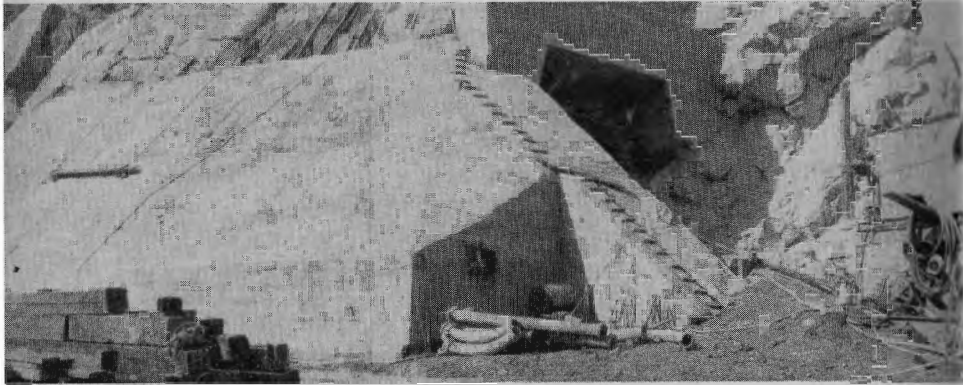


tunnel had progressed as soon as the boring operations permitted, being required to operate machinery and equipment in the tunnel for accomplishment of concrete lining operations. Had it been necessary in an emergency to run traffic through the new tunnel, this could have been accomplished soon after boring operations were completed and construction track placed, although operating at reduced speed. Fortunately, no emergencies arose, at least to the time this issue goes to press, and all traffic through the area continues to use the old alignment, which can really be considered as a restored and used "shoo-fly" track around the site of this tunnel.

Gradient for the new tunnel follows the natural slope of the former existing roadbed, which is one per cent compensated, descending from east to west. The bore is 17 feet 6 inches wide and 22 feet 9 inches high measured from the top of rail. (California law requires a minimum 22 feet 6 inches, compared with I.C.C.'s 22 feet.) The extra three inches enabled Western Pacific to adjust gradient within the



Looking west from inside tunnel showing temporary track used for operating machinery and equipment in tunnel during concrete lining operations. December 8, 1956.



Looking northwest at concrete arch and east end of buttress wall at east portal to protect against overhead hillside sliding which gave evidence through ground indications while work on the east portal was in progress. Photo taken October 9, 1956. This and other construction photos taken by L. C. Landreth.

tunnel without removing ballast material below track ties.

Lining of the new tunnel with reinforced concrete began on September 17, ten days after boring-through operations were completed, and completion of all lining is expected to be made by January 8.

The \$2 million-plus project was under the supervision of A. W. Carlson, engineer of bridges and structures, assisted by L. C. Landreth, engineer-inspector, who had a field supervisor's crew composed of A. C. Strickler and Bruce McCurdy. Location was under the supervision of E. A. Dobbins, assisted by C. C. Story and his location party.

The Sacramento Northern station at Plumas and Bridge Streets, Yuba City, is brightly lit by this Christmas tree which stands in the same place as its predecessor which defied the force of the Feather River last Christmas.

—Tribune photo by Russ Reed.



Passengers Hear Carols

Western Pacific's Glee Club, under the direction of Eugene Fulton, once again sang Christmas carols for departing passengers, a tradition which has been established for the Yuletide season many years. The group, composed entirely of general office employees, caroled the week of December 17-21 on the 9:25 a. m. ferry from San Francisco which connects with the eastbound *California Zephyr*. All of the Christmas favorites which have come down through the years were sung by the group of twenty during the crossing of San Francisco Bay.

The singing this season is a departure from past years when the Glee Club sang at Third and Washington

station in Oakland. However, carols were still heard by departing passengers while the train stopped at the station by way of a recording made by the Glee Club earlier in the year.

The Glee Club also entertained Veterans in the wards at Letterman General Hospital, and have received requests for other appearances soon, many of which are repeat performances.

* * *

In World War II the entire National Guard went to war. Nine divisions fought in the Pacific and nine in Europe. Fourteen Guardsmen won the Congressional Medal of Honor, the nation's highest military decoration. During World War I, the National Guard furnished almost half of all the American divisions in France.

How We're Doing

November gross operating revenues down \$198,737, or 4.25 per cent under the same month last year.

Freight rate increase of 5 per cent for Western railroads (7 per cent was requested) authorized by ICC will actually amount to only about 3.78 per cent due to hold-downs, etc., and may barely offset higher material and wage costs.

California Zephyr load averaged 54.5 per cent of capacity during November, 1956, as compared with 65.4 per cent year ago. Some reasons for drop: November convention travel way down this year; the usual Presidential election year decline; European travel off due to unsettled conditions there.

Work started on 1,675-foot spur near Oroville yard to serve Feather River Aggregates who have contract to supply gravel to Utah Construction Co. for tunnel work at PG&E's new Poe power project.

Three-year national wage agreement signed with Brotherhood of Locomotive Firemen and Enginemen, effective November 1.

WP management looks for slightly better year in 1957 than in 1956, counting largely on uninterrupted industrial production because of long-term labor contracts promising relative freedom from major disputes and strikes.

General wholesale commodity price level index up 101 per cent since 1939; rail revenues per ton mile increased only 41 per cent during same period.

Promotions and Transfers

Effective January 1, Fred A. Tegeler, formerly assistant engineer (special projects), was appointed budget officer, with headquarters in the office of vice-president and general manager, San Francisco.

Effective the same date, the following changes in the engineering department will take place:

John C. Miller, office engineer, promoted to assistant engineer (special projects), succeeding F. A. Tegeler.

James F. Pearce, engineer of track layout, is promoted to office engineer.

Donald E. Nash, assistant architect-

tural engineer, was promoted to engineer of track layout.

William E. Reed, Jr., draftsman, was promoted to assistant architectural engineer.

With the retirement of M. C. Madsen, general foreman-communications department, on January 1, J. W. Kendall has been appointed general supervisor of lines. The position of general foreman has been abolished.

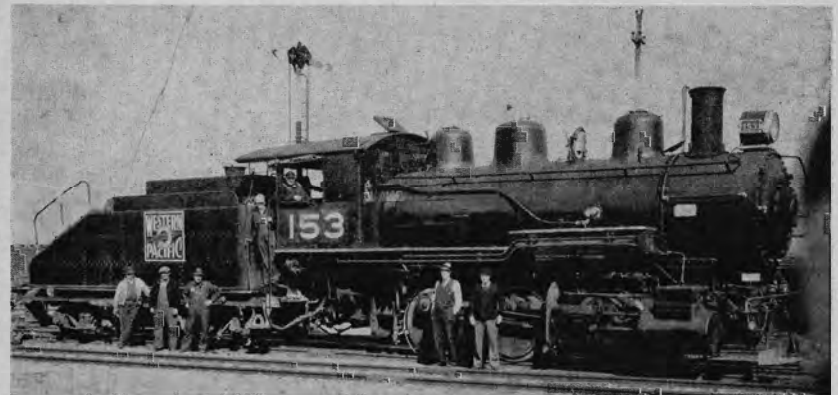
Succeeding Kendall as general telephone and telegraph supervisor is R. E. Enger, former maintainer, communications department.

IN THE GOOD OLD DAYS

Conductor Tom Fox, retired in 1948, took this picture of the Tooele Valley Local crew in 1936. Left to right: Fireman Mike Gorham (now engineer); Engineer Bill Barnard (deceased); Brakeman E. J. Campbell (now oldest conductor on eastern division); Conductor Fox; and brakeman Frank Ford (deceased). Fox was conductor on Old 39 and 40 between Salt Lake City and Winemucca. He and his wife have traveled about 240,000 miles by auto since retirement and are in good health. They planned to take in the Rose Parade in Pasadena on New Year's Day and visit with another old-timer, C. R. Cain, of Alhambra.



The picture below was sent in by Martin F. Majestic, retired switchman. It was taken on December 28, 1927, at Sacramento yard and Martin thought old-timers would like to see it again. He reached his 70th birthday on January 3 and reports his health is fairly good yet. Those in the picture, from left to right, are: Martin F. Majestic, Frank Ownes, and Clarence Halverson, switch crew; Albert Morris, fireman, and Mort Gaston, engineer, in the cab; George Fritz, yardmaster, and George Manser, telegraph operator. Gaston, Fritz and Manser have passed away.



Employees praised for emergency handling

It is not uncommon for our railroaders to receive letters of commendation from *California Zephyr* passengers telling of pleasant journeys without incident, and they are most heartwarming. But it is seldom that letters, such as two recently received, express praise when it would have been so easy to complain.

The two letters concerned the derailment of No. 17 in the Canyon on December 4. One, addressed to President Whitman, was written by Charles L. Reilly of the Christian Science Committee on Publication for Southern California. The other, addressed to Vice-President Munson, was received from R. I. Sherman, plant manager, Westinghouse Air Brake Company, of Emeryville.

Briefly, Mr. Reilly's two-page letter contained nothing but praise for the calm and efficient way in which members of the train crew reassured the passengers that relief was on the way and that every possible step would be taken to relieve any inconvenience due to delay as soon as possible.

"There was no excitement and there was no effort to repress the normal curiosity of the passengers. Passengers were reassured that relief was on the way and that every possible step would be taken to relieve any inconvenience due to the delay," wrote Mr. Reilly.

"Workmen who arrived to help out went about their business in an inspiringly efficient manner. So far as the steward, the crew, and everyone connected with the Western Pacific were concerned, the atmosphere was one of quiet assurance and efficient

service and helpfulness. The outstanding patience of the conductor in obtaining from each passenger the information about notification of relatives or friends and about canceling or changing of connecting train reservations, was no exception," he further revealed.

In closing, Mr. Reilly stated: "I have made five trips on the *California Zephyr* and have enjoyed every one. Having the opportunity to ride occasionally many of the 'name' trains, I can say that of those I have ridden, none can begin to compare with the *California Zephyr*."

Similar praise was offered by Mr. Sherman, who wrote: "The entire crew did a magnificent job in handling the derailment and minimizing any delay incident thereto. The Zephyrette kept everyone informed of progress being made as well as being sure everyone was comfortable. The dining car steward prepared an excellent free evening meal for all those on board. Again, my thanks for a job well done under difficult circumstances."

Personnel directly involved in the derailment, about whom these two passengers expressed praise, included Conductor A. W. Arnall, Head Brake-man R. H. Erickson, Flagman A. W. Taylor, Zephyrette Elinor McKay, Baggage-man John Taxer, Pullman Conductor R. A. Donovan, Engineer O. H. Hearing, Fireman W. C. Filbeck, and CB&Q Steward H. R. Ramsey.

Aboard the freight, from which engine Extra 905-AB-west was uncoupled at Camp Rogers and used to pull No. 17 back as far as Virgilia, were

"Iron Horse" at Smithsonian

Railroaders and railroad fans who bewail the passing of the "iron horse" will be interested to learn that the Smithsonian Institution has on exhibit in Washington, D. C., all the known remains of all the steam locomotives used in this country before 1835.

This adds up to one operable locomotive, built in 1831, and parts of four earlier ones, according to a recent publication of the Smithsonian's U. S. National Museum.

The locomotive is the John Bull, built in Britain for a New Jersey line, now part of the Pennsylvania Rail-

Employees praised . . .

Conductor C. G. Eckenroad, Brakemen W. A. Gray, E. L. Slaughter and J. D. Clifford, Engineer B. J. Lindley and Fireman B. J. Thill.

Engine 905-AB was assisted as far as Virgilia by GP-707, taken from the Keddie-Oroville local at Cresta with Engineer A. DeCosta and Fireman J. E. Fritz aboard. A five-unit diesel, Engines 916-DC, 923-C, 920-B, and 917-D, with Engineer E. E. Fightmaster and Fireman G. A. Oels as crew, ran from Portola to replace the freight and local power at Virgilia and to provide steam heat for the train during the back-haul.

In behalf of the management, H. C. Munson wrote supervisory officers asking them to advise those concerned of its appreciation for the fine manner in which they went about handling the train, for the very excellent dealings they had with the people on the train, and of the reactions expressed in the letters from two of the passengers.

road. It was placed in service November 12, 1831, and remained in active use until 1865. Since then it has been on display at most of the major fairs and expositions in this country.

The oldest relic is the safety valve of this country's first rail locomotive, built as an experiment by Col. John Stevens of Hoboken, New Jersey, in 1825. He ran the locomotive around a small circular track on his front lawn.

Another relic is a wheel, said to be all that remains of the original DeWitt Clinton. This famous locomotive in 1831 was the first to run in New York State, near Schenectady, on tracks now a part of the New York Central System.

Also, in the Smithsonian are parts of two British-built locomotives—the America and the Stourbridge Lion. They were bought in 1829 by the Delaware & Hudson for use on their coal road near Honesdale, Pennsylvania. The Lion was the first to be operated in America on a railroad built for commercial traffic.

Dorius New S.U.N.A. General Chairman

Western Pacific was notified by W. A. Fleete, International President of the Switchmen's Union of North America, that S. F. Dorius has officially replaced A. F. Tunsen as general chairman of that organization.

Dorius was born at Ephraim, Utah, on October 10, 1916. He began his Western Pacific service on February 12, 1944, after serving several days as a student switchman at San Francisco.



Dear Editor:

Older Than We Thought

To keep the record straight, Mikado-type locomotives were first developed for the Nippon Railway of Japan in 1897 (MILEPOSTS, November 1956, page 13). By World War I this type had become developed to such a degree that it became almost the standard freight power of American railroads, superseding the common 2-8-0 Consolidation type. The "Mikes" lost favor in the late 1920's when the 4-8-2, 4-8-4, and 2-8-4 types were developed.

Erich Thomsen
Engineer Inspector
San Francisco

* * *

I note with interest the use of a "Mike" for emergency duty on page 13 of the November issue. I also note you state the Mikado was developed during World War I for use by the Japanese.

I'm a-thinking the Mikado was developed during the 1880's, the first one by the Lehigh Valley. It did not come into large usage until the early 1900's. It was the power for "drag" freight operators, along with the Santa Fe type. It did not yield this prerogative until the advent of "horsepower" steam locomotives in the 1920's and 1930's.

While I am not a member of the Western Pacific family (we do use

your service, however), I enjoy your magazine very much.

R. H. Warren
Dixie Wine Company
Richmond, Virginia

We stand corrected and appreciate your calling the correction to our attention.

* * *

Good Deed Appreciated

We recently returned home from Chicago aboard the *California Zephyr*. I feel that you should know that every member of the train crew performed an excellent job in making the trip a comfortable one. The Vista Dome cars open up to view the magnificent natural scenery along the route, especially the Feather River Canyon.

We arrived at our destination, Stockton, on Saturday. Unfortunately, we were not met at the depot as was planned. Our baggage immediately presented a problem because your Stockton depot is locked on Saturday afternoons. Then, your baggageman, L. E. Hensley, whom we had not met before, spontaneously volunteered service, to place the baggage in your baggage room and to return to the depot several hours later so that we could take it home with us to Escalon. To make such extraordinary service even more impressive, Baggageman Hensley refused to take any pay from us for his kind consideration.

It is seldom that travelers meet with such men, hence I am prompted to use

draw same to your attention. We surely appreciated the service.

W. F. Heesch
Steel Buildings & Products Co
Escalon, California

A copy of the letter was placed in Mr. Hensley's personal record file.

* * *

All Champions

The Seal Master Softball team, sponsored by this company and composed of its employees, recently qualified for the World's Softball Tournament held in Sacramento last September.

The team made the trip on the *California Zephyr*, making the going arrangements in Aurora, Illinois, and the return arrangements with E. E. Scott, ticket agent in Sacramento. Mr. Scott was very helpful to work with and kept in close contact with the team while they stayed in Sacramento.

The train crews were polite and helpful; and on the return trip the Zephyrette, one Miss M. L. Gordon, was a most gracious hostess. Everyone involved in the trip was certainly pleased with the entire movement.

William E. Cousland
Public Relations
Stephens-Adamson Mfg. Co.
Aurora, Illinois

* * *

Sends Regards

I received the MILEPOSTS a few days ago and want to thank you for sending the October issue to me at my new address. I think it is one of the best, and I pass it out to the other railroad boys.

I hope that you will (continue to) give the names of the old-timers and friends we have worked with on the

good old WP that have passed on. That is the only way we old ones will know.

Best regards to all, and if any of your rails pass this way tell them to stop and visit me. The welcome mat is out to all.

J. E. "Tex" Fields
928 North Sixth Street
Grand Junction, Colorado

* * *

Had Nice Time

Would you please print this in MILEPOSTS?

On November 5, Brownie Troop 159 from Horace Mann School, had a very enjoyable trip through the Oakland coach yards.

Arthur Lloyd met us at the parking area and took us through Lucius Beebe's private car, which the girls thought was wonderful. Then we went through a diesel unit, then to the roundhouse and had a short but very exciting ride on the switch engine. Some of the girls blew the whistle. Mr. Lloyd gave each girl a Pupil's Railroading Kit, and Jackie Lee Volta brought her kit to school and told the class about the trip and then placed the kit on display.

As their leader, I wish to thank Mr. Lloyd and the Western Pacific for a very nice time.

Mrs. Harry Q. Myers
2201 Forty-Eighth Avenue
Oakland

An Eskimo accused of murder was taken before a Greenland judge. "Tell me," the judge began, "what were you doing on the night of October 11 through April 3?"

* * *

Be a live wire. Then people will avoid stepping on you!

WP WILL REMEMBER

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

To celebrate the occasion of their retirement from Western Pacific service during the year 1956, 71 railroaders with a combined service of 1,670 years, were honored at two parties held during December. The first was held at Sacramento on December 13 for 51 employees in the Stockton-Portola area. The second was held at Oakland on December 15 for 20 employees in the San Francisco-Oakland area and nearby Bay Area points.

The programs were similar. Dinner was followed by a short program, introductions, community singing, entertainment and dancing. WP's dining car department were masters of the kitchen at the Oakland party. About 260 friends and well-wishers attended the Sacramento party and about 125 did likewise at Oakland. President Whitman was principal speaker at both parties. Others who talked briefly included H. C. Munson, G. W. Curtis, and W. C. Brunberg. E. T. Cuyler and H. A. Stapp were masters of ceremonies at Sacramento and Oakland, respectively.

Unfortunately, all of the 71 honored guests could not attend for one reason or another. One, Oliver Nowell, former roundhouse foreman, died on December 4, only a few days before the Oakland dinner.

The success of the parties was due to the cooperative efforts of all of those who worked on the committees, recognition for which was expressed by many of those who attended.

Most of us are pretty well pleased with our jobs—it's the work we don't like.

The honored guests were:

AT SACRAMENTO

A. A. Bagdasarian.....	Carman
E. L. Baker.....	Boilermaker
H. B. Beattie.....	Clerk
R. W. Beckley.....	Telegrapher
B. L. Bellows.....	B&B Foreman
H. W. Brown.....	Carman
A. Bullard.....	Locomotive engineer
A. S. Calhoun.....	Switchman
G. J. Conrad.....	Clerk
A. T. Cosgrove.....	Switchman
C. M. Dryden.....	Switchman
W. T. Dunn.....	Machinist helper
H. H. Evers.....	Carman
R. E. Falquist.....	Section stockman
L. A. Fernandez.....	Store helper
C. Finch.....	Carman
C. A. Fisher.....	Clerk
D. D. Fleming.....	Motor car maintainer
J. A. Fletcher.....	Conductor
S. E. Gearhart.....	Switchman
H. F. Hall.....	Agent
C. H. Halverson.....	Switchman
O. R. Hanks.....	Machinist
O. C. Hecox.....	Carman
W. H. Hoobler.....	Laborer
J. L. Hunting.....	Carman
B. F. Jackson.....	Laborer
W. M. Jones.....	Laborer
P. W. Jordon.....	Conductor
A. Latino.....	Carman
G. P. Lorenzana.....	Machinist helper
L. J. Maciel.....	Car and Mill foreman
F. Marshall.....	Blacksmith helper
D. F. McCutcheon.....	Telegrapher
Mrs. H. J. McCutcheon.....	Clerk
G. W. Minich.....	Telegrapher
T. Nunes.....	Carman
P. Peterson.....	Switchman

G. Potter.....	Switchman
W. R. Rankin.....	Boilermaker
H. M. Reaves.....	Carman
A. M. Redwine.....	Track laborer
G. W. Reinhardt.....	Machinist
W. Spann.....	Sheet metal worker foreman
G. F. Street.....	Carman
H. J. Sullivan.....	Brakeman
J. G. Van Namee.....	Fireman
H. E. Wait.....	Switchman
M. M. Weyer.....	B&B foreman
G. Weyman.....	Conductor
H. A. Williams.....	Machinist

AT OAKLAND

Carl R. Bauman.....	Telegrapher
Arthur V. Clays.....	Switchman
Ralph J. Dowe.....	Electrician
Albert J. Drouillard.....	Switchman
Louis Evans.....	Car inspector
Henry D. Gansberg.....	Patrolman
Murray W. Haynie.....	Switchman
John M. Huff.....	Machinist
Yngve H. Johnson.....	Marine deckhand
Henry H. Loyd.....	Electrical foreman
Peter J. Lund.....	Conductor
Thomas A. Nelligan.....	Asst. terminal trainmaster
Ivan F. O'Malley.....	Telegrapher
Thomas F. Reed.....	Locomotive engineer
Sacramento Sabala.....	Section foreman
Charles E. Salisbury.....	Patrolman
Harry D. Spradlin.....	Locomotive engineer
William E. Svenson.....	Store laborer
U. C. Waldman.....	Switchman

Two Indians met. "Ugh!" said one.
 "Ugh!" replied the other.
 "Ugh!" said the first.
 "Ugh! Ugh!" declared the other.
 "Hmmm," grumbled the first Indian. "Don't change-um subject."

Retirement News

The Railroad Retirement Board has completed the revision of its series of pamphlets on the benefits payable under the Railroad Retirement Act to include the changes brought about by the 1956 amendments.

These pamphlets are: "Benefits for Railroad Workers and Their Families" (Form No. IB-1); "How to Compute Railroad Retirement Annuities" (Form No. RB-6); "Benefits for Survivors of Railroad Workers" (Form No. RB-7); and "How to Compute Railroad Survivor Benefits" (Form No. RB-8). The Board also distributes a booklet (UB-4) which describes the benefits payable under the Railroad Unemployment Insurance Act.

This set of five leaflets covers the essential points railroaders and their families need to know about the benefits available under the Railroad Retirement and Railroad Unemployment Insurance Acts.

Copies may be obtained free of charge from any of the Board's field offices, or by writing to the Board's Information Service, Room 522, 844 North Rush Street, Chicago 11, Illinois.

Fred McMullin Elected

Fred McMullin, general agent at Portland, Oregon, was elected vice-president of the Railroad General Agents Association of Portland, to serve for the year 1957.

McMullin's service with Western Pacific began on October 16, 1925. He was made general agent at Portland on March 1, 1937, prior to which time he was general agent at St. Louis.

Bigamist—A man who has taken one too many.



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:

Miguel H. Altamirano, Alameda Belt Line section laborer, September 28.

Edward J. Boden, retired machinist, October 16.

Lawrence Calbillo, track laborer, July 31.

John F. Casey, locomotive fireman, December 5.

Otto W. Christensen, retired brakeman, November 24.

Raymond W. Corder, retired freight conductor, November 19.

Ward C. Dale, brakeman, November 15.

Ellwood W. Danforth, retired electrician, October 8.

Francis E. Doyle, former towerman, December 1.

Henry C. Dyke, retired marine captain, November 22.

Edward Garcia, retired shop laborer, November 9.

Henry B. Heier, retired brakeman, November 29.

Serapio C. Lemos, retired laborer, September 23.

Jose E. Medina, track laborer, November 9.

John H. Moore, Oroville, November 25.

Oliver A. Nowell, retired roundhouse foreman, December 4.

Harvey O'Kelly, retired AAR clerk, December 8.

Henry A. Rotermund, retired assistant freight agent, November 28.

William C. Thompson, brakeman, November 6.

Erwin V. Wilson, retired fireman, October 16.

Claudio Yturriaga, retired roundhouse employee, November 3.

Trainman's Will Benefits Children

The will of the late Joseph N. Hohn, retired WP conductor, left \$1,113.46 to the Shrine Hospital for Crippled Children at Salt Lake City. Approved by Judge Merwyn H. Brown of Winne-mucca, Harry Gumm, executor of the estate, waived his fees and commissions to augment the total amount for the hospital.

Hohn was born in Rockland, Washington County, Ohio, on September 3, 1875. He entered Western Pacific service as a brakeman on August 3, 1911, and retired August 15, 1940, as conductor. He died March 18 at Winne-mucca.

If all the railroad track in the U. S. were extended in a single line and a train were to start at one end and travel 60 miles an hour night and day without stopping, it would take 280 days to reach the other end of the line.

MILEPOSTS



IN GOLD

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

40-YEAR PIN		
John A. Brown.....	Locomotive Engineer.....	Eastern Division
35-YEAR PINS		
Charles W. Dooling.....	Vice President-General Counsel.....	San Francisco
Harold G. Heagney.....	Chief Clerk, Revising Bureau.....	San Francisco
Andrew P. Murphy.....	Agent.....	San Francisco
Joseph E. Smales.....	Conductor.....	Eastern Division
F. B. Stratton.....	Director Industrial Development.....	San Francisco
30-YEAR PIN		
Axel F. Rintala.....	Assistant Treasurer.....	San Francisco
20-YEAR PINS		
Leonard W. Bond.....	Painter.....	Mechanical Dept.
Frank Cattuzzo.....	Rate Clerk, Traffic Department.....	San Francisco
Clarence C. Cox.....	Special Agent-Claim Adjuster.....	Sacramento
Frank R. Ferreira.....	Machinist.....	Mechanical Dept.
Reginald C. Hoskin.....	Sheet Metal Worker.....	Mechanical Dept.
John R. Rossi.....	Secretary to President.....	San Francisco
Harry I. Stark.....	Traffic Representative.....	San Francisco
Edward W. Steuben.....	Electrician.....	Mechanical Dept.
15-YEAR PINS		
Richard M. Beam.....	Brakeman.....	Western Division
Alonzo J. Beaty.....	Brakeman.....	Western Division
George E. Bowers.....	Voucher Clerk, Accounting Dept.....	San Francisco
Keith K. Clark.....	Clerk.....	Eastern Division
Clifford W. Ditty.....	Switchman.....	Western Division
Jess Doud, Jr.....	Auditor of Payroll Accounts.....	San Francisco
Ernie E. Evans.....	Traffic Representative.....	San Francisco
Harold J. Fields.....	Blacksmith.....	Mechanical Dept.
Harlan C. Ford.....	Yardmaster.....	Eastern Division
Burnell L. Green.....	Storekeeper.....	Oroville
Vernon E. Johnson.....	Sheet Metal Worker.....	Mechanical Dept.
Horace F. Latona.....	Purchasing Requisition Clerk.....	Sacramento Store
Eleanor G. Madsen, Mrs.....	Per Diem Clerk, A. E. S. A.....	San Francisco
Ambrose McGraw.....	Switchman.....	Western Division
Paul D. Meier.....	Clerk.....	Western Division
Archie H. Nourse.....	Switchman.....	Western Division
Frank Parson.....	Brakeman.....	Western Division
Harold D. Rickman.....	Clerk.....	Western Division
James L. Rush.....	Conductor.....	Western Division
Lester H. Stoltzman.....	General Agent.....	Cincinnati, Ohio
Lars B. Tang.....	Conductor.....	Eastern Division
Raymond W. Tidd.....	Conductor.....	Western Division
Leonard S. Webb.....	Blacksmith.....	Mechanical Dept.
John W. Weddell.....	Roundhouse Clerk.....	Mechanical Dept.
Robert E. Witts.....	Traffic Representative.....	Memphis, Tennessee
James H. Wright.....	Boilermaker Helper.....	Mechanical Dept.
10-YEAR PINS		
Eldon L. Broady.....	Yardmaster.....	Western Division
Daniel J. Curran.....	Carman.....	Mechanical Dept.
Oliver L. Denman.....	Carman.....	Mechanical Dept.
Ernest P. Howell.....	Brakeman.....	Eastern Division
Larry Lewis.....	Rate and Division Clerk.....	San Francisco
Roy M. Peterson.....	B&B Carpenter Helper.....	Western Division
Roy L. Roan.....	Hostler Helper.....	Mechanical Dept.
Carl L. Rowe.....	Dispatcher.....	Eastern Division



Caboosing

JACK G. FORD, ticket clerk, succeeds HENRY WALLOCK as Elko correspondent. Your cooperation in notifying Jack of items of interest about Elko employees will be very much appreciated.

ELKO

Jack G. Ford

Welcome to R. R. GIFFORD, transferred from Western Division to replace E. L. WALL as assistant signal supervisor. Wall transferred to Winnemucca. We wish them both success in their new locations.

Assistant Roadmaster VIRGIL KEARNS relieved Roadmasters DAN LAUGHLIN, Winnemucca, and J. J. MARTIN, Portola, during the past month. Mrs. Kearns accompanied Virgil during the time he was away.

W. R. BENEDICT, extra division line-man, has been transferred to Portola.

Our deepest sympathy to Telegrapher MAISIE HUCKABY, who has returned to work in the telegraph office following the death on October 26 of her husband, P. L. HUCKABY, who was night chief dispatcher.

Our condolences, also, to Mrs. W. C. Dale, wife of Brakeman WARD C. DALE, who was killed in an automobile accident near Delle, Utah, on November 15. At the time of the accident Mrs. Dale was in Seattle, where she had been called because of serious illness in her family.

LOS ANGELES

Frank A. Sell

JOE HAMER, district passenger representative, was elected president of the Southern California Passenger Association, composed of approximately 600 members. Elections were held at the annual meeting in the Statler Hotel.

BOB ROUSE, traffic representative, is presiding as president of the Koots Club, and BILL COOK, another traffic representative, is secretary-treasurer. This organization is the Los Angeles Traffic Representatives Association which meets monthly during luncheon.

BILL COOK has also been appointed chairman of the Coordinating Council of Southern California Traffic and Transportation Clubs. This organization coordinates the activities of all the fourteen member clubs in Los Angeles, and is the only organization of its kind in the United States.

In addition, we're still talking about BILL COOK. This guy is kept busy a couple of nights each week teaching traffic management and transportation economics, and interstate law practice and procedure at the University of Southern California.

Not to be outdone by any members of his staff, our general agent, CHARLIE FISCHER, is chairman of the Off-Line Railroad Committee for the California Railroad Association.



"... and be SURE and get 'em back by 3 o'clock ... I go off duty then."

FRANK STEEL and STAN DINKEL were here from San Francisco the first of December to attend the annual meeting of the Southern California Traffic Managers Conference. Composed of industrial and commercial traffic managers, this annual meeting is the only meeting which representatives from the carriers are invited to attend.

Well, we basked in 85-90-degree sunshiny weather during Christmas and if it hadn't been for the Christmas trees and Santa Claus's decorating Hollywood Boulevard, we would have had a hard time working up any Christmas spirit. In fact, if we hadn't seen the *California Zephyr* on our MILEPOSTS' cover last month, we would

have sworn the picture was taken in Southern California. We still think they transplanted the roses from Southern California, though!

A Happy and Prosperous New Year to all of you!

STOCKTON

Elaine Obenshain

Friends and co-workers of HAL J. SHIGLEY, former yard clerk, were saddened to learn of his death as the result of an automobile accident near Fresno on November 26. Hal recently resigned to accept a position with the P. G. and E.

Belated congratulations to WILLIAM A. LINEHAN, traffic representative, who has been transferred to San Francisco, and to FRANK LINDEE, who is now traffic representative in the Stockton territory.

We hope for the speedy recovery of Switchman M. J. GOMES, who is in the Dameron Hospital in Stockton; to Switchman W. L. BATES, who has undergone major surgery; and to Fireman R. V. SWEATTS, who was injured in an automobile accident.

Retired Brakeman H. W. GRAHAM and retired Switchman "MICKEY" WALKER visited the yard office during the Thanksgiving holiday, and both report they are doing well and enjoying their retirement.

Another industry opened on our property November 20 with the completion of the spur track into Gravem-Inglis Sunbeam Baking Company.

We are happy to learn that Roundhouse Foreman H. J. KELLY has been discharged from the hospital and is now recuperating at home.

Relief Clerk and Mrs. W. L. OBENSHAIN and son, John, *Zephyred* to Elko



on December 1 to participate in the celebration of the Golden Wedding anniversary of Elaine's uncle and aunt, Mr. and Mrs. Claude L. Womack, at Mountain City.

Train Desk Clerk FRANCES V. MIN-TUN, who has been on extended leave of absence, resigned November 4 in order to care for her young daughter, Laurie. We wish Frances the best of luck.

WINNEMUCCA

Ruth G. Smith

Winnemucca now has television reception. A translator was installed on a mountain to the south which will pick up Station KOLO, Reno, and relay it to UHF Channel 76. The cost of the translator was raised by public donations and much of the work of installing the antenna and power plant was donated by Conductors RAY

WOODWARD and W. A. HOXSEY; Firemen SCOTT PUTNAM, FRED ELWELL, LINO MATTEONI, and JERRY BAUMERT; Engineers H. A. BAUMERT and ROY LOMAS; and Brakemen JOE ARRUTI, PAUL GRIFFITHS, and BILL RANKIN.

Retired Carman Helper CLAUDIO YTURRIAGA died in Winnemucca of a heart attack. He hired out as a laborer in the old roundhouse on January 22, 1945, and was promoted to carman helper on February 22, 1945. He retired November 1, 1949.

Agent BEN BATTLES of Gerlach was taken to St. Mary's Hospital in Reno recently, but was able to return to work a week later, we're happy to report.

ETHEL OWEN, trainmaster-roadmaster clerk, returned to work here after spending five months at Oroville in a temporary position.

Bulldozer Operator and Mrs. FOR-

REST SMITH are the parents of a baby daughter. Forrest is now working at Red House.

Roadmaster DAN LAUGHLIN and his family spent Thanksgiving with relatives at Sunol, California.

Mary Moore of Winnemucca and Jack Lawrence of Pasadena were married on November 23 at St. Mary's Episcopal Church here. Mary is the daughter of Engineer and Mrs. JOE MOORE. Congratulations to the happy couple!

We are sorry to report that retired Brakeman HENRY B. HEIER died November 29 in the Humboldt County General Hospital after a long illness.

MECHANICAL DEPARTMENT

Rod Rodriguez

The committee in charge of organizing our annual Christmas party for the Mechanical Department office staff did a superb job and, from all indications, their efforts were well rewarded with success. The wives, husbands, and friends of the employees

were invited to attend this year, which made the affair even more enjoyable.

Because some of us did not have the opportunity to wish him well, we take this means to wish L. M. MORRIS, master mechanic, many happy returns of the day in honor of his birthday on December 2.

KEDDIE

Elsie Hagen

Our annual Christmas party for Keddie children was again a happy time. Money for the gifts and candy was donated by the men and families of our employees, and many of our teen-agers assisted in getting everything in readiness. Mrs. C. M. BANCROFT, Mrs. MILLIE WELAND and JO CLINTON were in charge of the affair.

During the Thanksgiving holidays we had the pleasure of seeing some of our former residents who have moved away, but returned for a visit. Conductor JAMES BURROWS and his family of Stockton visited with Conductor JIM FOX and his wife, who is second



Taken at Christmas time last year, this picture is similar to many which were taken at the annual Christmas Party for Keddie children again this year.

trick train desk clerk. Assistant Trainmaster and Mrs. WAYNE GELL of Stockton visited with their son and his family in Quincy.

Engineer E. E. HALE has purchased a home in East Quincy.

Trainmaster BOB REDUS had as guests in November, Mr. and Mrs. Gayle and children from Lincoln, Illinois.

Fireman and Mrs. C. R. MAXWELL returned to Keddie from Oakland to cast their ballot on election day, which they also did for the June primary.

Mrs. Frances Krause, wife of Brake-man JACK KRAUSE, will be installed Noble Grand of Rebekah Lodge No. 192, of Quincy, in January. Jack is just retiring as Noble Grand with the I.O.O.F., of Quincy. Mrs. Krause is also District President of the V. F. W. Ladies' Auxiliary of the Kenneth M. Hayes Post No. 3825, of Quincy.

Engineer and Mrs. HAROLD BASHFORD made a fishing trip up the Klamath River, stopping at Weitchpec to camp. They had little luck fishing, but enjoyed pheasant hunting at Paradise on their return while visiting with their daughter and her husband.

Our deepest sympathy goes to the family of JOHN MOORE, SR., who passed away in Oroville Curran Hospital, following an illness of several months.

Mrs. OLA M. DRALLE, agent at Nubieber, was installed November 17 as Worthy Matron of O. E. S., Esther Chapter No. 74, Adin, California, at the same time her husband, Ralph M. Dralle, was installed as Worthy Patron of the same chapter.

(Editor's Note: We would like to report for ELSIE HAGEN, and at the same time extend to her deepest sympathy on behalf of all Keddie railroaders in



"Rusty" used up some of his nine lives about a year ago when he jumped in front of a freight but escaped injury when a four-unit diesel and six boxcars passed over him. His boss is C. A. Oels, Greenville agent, a 33½-year WP veteran, behind "Rusty" with the checked shirt. Two sons, George A. Oels, fireman and promoted engineer, and Phillip L. Oels, clerk at Portola, are also Western Pacific railroaders.

the death of Elsie's mother, Mrs. Marie Backman, who passed away in Provo, Utah, from a heart attack. Mrs. Backman was 80 years of age.)

CHICAGO

Dan Dutkiewicz

We all wish a hearty welcome to ELAINE JOHANDUS, who hails from Chicago's southwest side. Elaine is taking over on the mail and file desk, recently vacated by Mrs. GLORIA JAGER, who has been assigned the job of statistician.

We also extend our congratulations to FLORENCE DUDLEY on her assignment as assistant export clerk.

A date has finally been set for the forthcoming marriage of your scribe. July 20 is not far off—especially for a single man—and we hope our bride-to-be, Barbara Kortge, will be forgiving if we squeeze in a few more nights at the bowling alley with the fellows who are not so lucky.

The Chicago Staff extends best

wishes for the New Year to all WP workers and to the grand people who are our patrons!

SALT LAKE CITY

J. B. Price

We have among our employees winners with roses and winners with iris; but it was just a month ago that we learned that Conductor DEWARD C. ANDERSON had been elected vice-president of the Salt Lake Gladiolus Society. Dee was the winner of eleven blue ribbons on his displays, which earns our sincere congratulations!

The brother of Conductor WILLIAM T. PATTERSON's wife was critically injured in the crash of a B-36 Global Bomber shortly after take-off from Lowry Air Force Base at Denver. The plane was en route to Ellsworth Base in South Dakota. Mrs. Patterson went

to Denver as soon as her brother was permitted to have visitors.

Brakeman and Mrs. DON B. CROSBY vacationed in New York City. Don and the Missus rode on a number of eastern passenger trains and state that none can compare with our own California Zephyr.

We wonder if it was the cold that sent Trainmaster ROBERT C. MADSEN to the sunny clime of California after taking in the beauties of the Grand Canyon. Bob spent some time in Los Angeles and also visited his parents in San Francisco. MAURICE HAMMOND, road foreman of engines, was pinch-hitter for Bob, and did a right good job.

Death took no holiday on the eastern division during November. Our ranks were stunned by the sudden passing of Conductors WILLIAM C. THOMPSON and JACK R. HAWS, and Brakeman



WARD C. DALE. The bereaved families have our most sincere sympathy.

Trainmaster's Clerk RETA KERIKAS took a sixty-day leave of absence and departed for New York City, where we hope she is having a wonderful time.

SACRAMENTO SHOPS

Marcella Schultze

An early morning conversation in the Dispensary . . . Car Foreman, inquiring as to absence of employee: "I understand he was in to see you yesterday because he didn't feel too well." Nurse MRS. SPRATT: "The man has ulcers and has been off his diet lately, so is having stomach trouble. He's been eating rich foods and fried foods; oh, like eating pork sausage." Car Foreman: "Boy, I love pork sausage!" Mrs. Spratt: "With ulcers?" Car Foreman: "No, I usually eat mine with eggs!"

Our best wishes for a speedy recovery to Machinist Apprentice JIM MAMALIS, who was whisked away from a Thanksgiving football game for an emergency appendicitis operation.

The W. P. A. C. Deer Derby was won by Machinist "ACE" DRUMMOND, with a three-point, 22½-inch spread of horns; the Bass Derby was won by Machinist "BUCK" BOWLING with a 16-pound, 14-ounce bass; but Machinist E. V. McCORKLE came through with a 2¼-pound pheasant, which he managed to catch with the windshield of his Jaguar sports car . . . which is flying real low, Eugene!

Our very best wishes to the newly married C. W. FOSHAS. Charlie is a boilermaker at the shops and his bride, the former Mary Madeline Hagerty, is known to many of the R.B.W.A. gals



as the sister of Ann Hagerty, chief clerk in the Great Northern office, who was our club's corresponding secretary in 1954-55.

My thanks again for all the help rendered me last year by Machinist MARION VELASICH, Blacksmith CLIFF BENNETT, Laborer BERT PETTENGELL, and hubby, Sheet Metal Worker HERMAN SCHULTZE. Without their assistance and noses for news my column would be at times difficult to write. Thanks a lot, fellows!

WENDOVER

Esther A. Witt

Retired Conductor Tom Fox came out to Wendover recently with his son, Conductor GLENN E. FOX, and we were thrilled to have an opportunity to talk with Tom. He says the road has sure changed since he left it, as there has been so much advancement. Tom and Mrs. Fox are going to take in the Rose Parade as guests of retired Conductor and Mrs. CHARLES COIN. Charlie spends several weeks with the Foxes during the Shrine Convention and this is a return visit to them.

Glad to see former Master Mechanic WILLIAM PARRY feeling so well after nearly six months of illness. Hope good health remains with you now, Bill.

A speedy recovery is wished Kent Callister, son of Line-Rider and Mrs. ALFRED B. CALLISTER, who was critically injured in an automobile accident.

Signal Maintainer and Mrs. THEAS N. GARFIELD spent the Thanksgiving holiday in Claremore, Oklahoma, visiting with Mrs. Garfield's father, T. E. Hawkins. Good weather made the trip most enjoyable.

SACRAMENTO STORE

Irene Burton

Congratulations to Jackie and BRUCE McARTY upon the safe arrival of Steven Paul on November 5 at McClellan Air Force Base Hospital; weight, eight pounds, one-half ounce.

Esther Coughlin, wife of MARTIN COUGHLIN, section stockman, was installed as Worthy Matron of Fort Sutter Chapter No. 420, Order of the Eastern Star. GEORGE HARLAN, dispatcher, Past Grand Patron of California, gave the welcome address at the joint installation of the seven chapters in Sacramento at the Eastern Star Temple.

A cash gift was presented by fellow employees to LOUIS FERNANDEZ on his retirement December 1 after more than 15 years with Western Pacific. Louis also had previous railroad employment with the Southern Pacific and, before that, with California Packing Company.

NINO PONCIONI, storekeeper, spent part of his vacation doing fall planting. Nino says he was not sowing wild oats, but since the remainder of his vacation was spent resting, we wonder!

C. E. BROCKETT and family took a tour of the eastern part of our country, visiting at Naperville and Chicago, Illinois, Washington, D. C., and New York City, enjoying many tours. A stop was made at Two Rivers, Wisconsin, on the return trip. They highly recommend the *California Zephyr* to anyone traveling across the country.

Our remodeled office building is completed and the inconveniences and discomforts during construction were well worth the results. Those familiar with the old building will hardly recognize the new structure. The new coffee room is finished in yellow, depicting California sunshine. Air conditioning has been installed which will be ideal during our warm summer months.

Happy New Year, everyone, from the Store Department!



SAN FRANCISCO

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

GEORGE BOWERS, voucher clerk, succeeds FRANK TUFO as correspondent for the fourth floor accounting department. Frank recently transferred to the fifth floor to work with K. V. PLUMMER, assistant superintendent of transportation.

Congratulations to GWEN MONDS KERNS, former correspondent and auditor of revenues department employee, on the birth of a daughter, Pamela Claire, on November 6.

Congratulations to the former BETTY ENGLAND, clerk-payroll department, who on December 2, at Las Vegas, began her new career as Mrs. Lloyd Tonelli. The happy couple will make their home in San Francisco.

Congratulations to DAN T. COSTELLO, commercial agent, on his election as a director for the San Francisco Region Chapter of the Association of Inter-

state Commerce Commission Practitioners for the year 1957.

Terry Warner, 20-year-old son of Assistant General Auditor and Mrs. C. E. WARNER, put away his paint brush and actor's guide and will leave January 19 for the British Isles where he will serve a two-year mission sponsored by the Church of Jesus Christ, Latter-Day Saints. After returning from doing art work and acting in New York, and before leaving, the former Sequoia High School honor student was given a benefit farewell party by the LDS Church in Redwood City.

As JOE BOOTHROYD, transportation department keypunch operator, was riding up in the elevator just before Christmas, PRESIDENT WHITMAN commented on a package Joe was carrying. Informed by Joe that it was a new level to replace one borrowed by a neighbor and never returned, the boss quickly replied as the elevator leveled off: "Joe, it appears that your neighbor isn't on the level!" (Editor's note: It's a fact. This story is on the level.)



Colin C. Eldridge, transportation engineer, checks models of his *California Zephyr* in preparation for a three-day open house at the West Bay Model Railroad Association, Menlo Park.

—Palo Alto Gazette photo.

They keep the freight on the move



Steamer department employees at WP's freight office in San Francisco are: Arnold Skootsky, Alvin Johnson, Marjorie Bischoff, and Frances Zeigler.



Handling merchandise in the freight shed are: Jimmy Grayson, trucker; Garland Hunt, trucker; and Calvin House, assistant foreman.

Both photos by E. E. England.

Always Alert and Ready! Your

NATIONAL GUARD

Visit your local Army today. "You Get a Good Deal in the Guard"



Off-duty railroaders "on the job"

Quick action on the part of Carpenter C. E. Davis, Tunnel Gang 4, and Section Foreman John Laughlin, Sunol, avoided a possible serious derailment or delay to Western Pacific trains on December 20.

A huge truck-trailer loaded with fire brick crashed through a guard rail on Niles Canyon Road and caromed down a 70-foot embankment onto Western Pacific's main line, blocking rail traffic just outside Tunnel 1 for two hours.

Off-duty at the time, Davis and Laughlin quickly spread the alarm by informing the dispatcher of the trouble and suggested the possibility of putting trains through the runaround track just east of the tunnel until the main line could be cleared.

Davis and Laughlin were apprised

of their voluntary service by Superintendent G. W. Curtis, who wrote: "Both of you were off duty at the time and your voluntary service on this occasion indicates that both of you have a keen appreciation of your responsibilities and a need for acting quickly in the event of an emergency. I wish to commend you for your prompt action in this instance and a copy of this letter is being placed with your personal records."

The 38-year-old driver of the truck-trailer, Louie R. Lemos, escaped injury. The accident occurred just 15 minutes after the eastbound *California Zephyr* had passed.

* * *

And then there was the guy who wanted a day off with pay to make up for the time he missed for coffee breaks when he was on vacation.



MILEPOSTS

Sacramento Credit Union

The annual meeting of the Western Pacific Sacramento Employees Federal Credit Union will be held at 8:00 p. m., Tuesday, January 15. The meeting will take place in WP's passenger depot, 19th and "J" streets.

Items on the agenda include annual reports of standing committees; annual financial report of the treasurer; election of officers; and vote on the dividend rate for the year 1956.

In addition to candidates to be presented by a nominating committee, nominations will be received from the floor.

Glenn King, past president, California Credit Union League, will be guest speaker at the meeting.

Army Life

A release from Fort Riley, Kansas, reports that PFC Donald W. Jamison, son of Mr. and Mrs. Ward E. Jamison, Route 2, Marysville, participated in "Red Arrow," an Army maneuver, December 3-7, with the 26th Infantry Regiment at Fort Riley, Kansas.

An aidman in the regiment's Medical Company, Jamison entered the Army in October, 1955, and completed basic training at Ford Ord.

Donald began service with Western Pacific on December 9, 1953, as a bridge and building helper with Tunnel Gang No. 1.

* * *

Since World War II, the railroad business has been much more profitable to government than it has to its owners, the *Railway Employees Journal* comments.

"In that period the railroads have paid more than \$10 billion in taxes to government—a sum that is over three times as much as their total payments to stockholders and bond owners in dividends and interest," the magazine states.

"EXCISE" BAGGAGE



Every morning for years, at about 11:30, the telephone operator in a small California town received a call from a man asking the exact time.

One day an operator summoned up nerve enough to ask him why the regularity.

"I'm foreman of the Nut & Bolt Works," he explained. "Every day I have to blow the whistle at noon so I call you to get the exact time."

The operator giggled. "That's really funny," she said. "All this time we've been setting our clocks by your whistle!"

* * *

Chivalry—A man's inclination to protect a woman from every man but himself.

* * *

A tired-looking man walked into the employment office and applied for a job. He listed seven youngsters as dependents. The interviewer looked up in surprise.

"That's a coincidence," he said. "I have seven children, too. Three boys and four girls."

"Oh, shucks," said the man, as he made an "X" for his signature, "if you count girls I got thirteen."



Belles in Lead

Nearing the halfway mark in the East Bay Western Pacific Bowling League, the Belles are out in front with a 24-win 12-loss record. In knocking over 29,550 pins during 36 games of play, the team has an average of 820. They also lead the league with a 914 high-game and 2,564 high-series record.

The Hot Boxes are second in team standings with a 22-win 14-loss mark, a 736 average and an 860 high-game and 2,442 high-series record. Tied for third with 19 wins and 17 losses are Repair Track and Invincibles. O'Hara's, Hof Brau No. 2, Billy Hansen's and Seven's complete the team standings in that order.

M. Moore, Hof Brau No. 2 teammate, holds high-game honors with a 241, one pin better than M. Pierner of the league's leading Belles. Pierner, however, has a 184 average and a 626 high series for honors in those two statistics.

Good Hunting

Johnny Dinkel, 14 (center), of Lafayette, displays prize-winning pheasant he downed during an opening-day hunt on Union Island with his Tracy cousins, Raymond (left) and Robert Dinkel, twins, aged 13. The bird won the admiration of Duane Garrison of the Garfree Sport Shop, Tracy, who awarded Johnny first prize for bringing in the longest tail feather measuring 23 inches. Johnny's sister, Susan, age 3, was much impressed. Johnny and Susan are children of STANLEY DINKEL, traffic manager-western region. (Tracy Press photo.)

JANUARY, 1957



"Very clever. What else can you do?"

Join MARCH OF DIMES



My Five Months' Tour of Europe

By Helen R. Small

"It was a most wonderful experience, but it's good to be home again.

"Leaving Oroville April 14, I rode the *California Zephyr* to Chicago and arrived in New York three days later, where I boarded the *Stavangerfjord* of the Norwegian-American Line. We encountered rough seas after being out three days, but never had a minute of seasickness. Landing in Stavanger, Norway, on May 6, I was met by four of seven cousins living in Stavanger, Oslo, and Flekkefjord, with whom I spent six weeks. Although these relatives spoke no English, I was soon able to understand and even carry on a conversation in Norwegian. Norway is unusual with its very rugged coastline and numerous inland waterways, called 'fjords.' Many of these fjords were just beautiful in the early spring-time, when the fruit trees on the slopes were in full bloom. Highways there are few and mostly very narrow and

winding. Railroads are the same, and the trains are mostly electrically operated. Most of the travel is by boat or bicycle. The people are immaculately clean both in dress and in their homes. Climate is cool, the average summer temperature being about 60 or 65 degrees. Oslo is a very modern city.

"Near Oslo, in the Oslofjord, I watched a National Sailboat Regatta, in which hundreds of sailboats took part. Entries were from Sweden, Denmark, England, Italy, and Norway, and thousands of people came out to watch.

"In leaving Norway I crossed by boat to Hirthals, Denmark, where I joined a tour with 22 companions to visit Denmark, Germany, Belgium, Luxembourg, France, and Holland. The topography in Denmark is flat in sharp contrast with the ruggedness of Norway. Copenhagen is the city of bicycles; a very pretty and most interesting city. It was in the street cars here that we could read a prominent sign, 'All up to 40 years of age get polio shots free.'

"We entered West Germany and visited the cities of Rendsburg, Hamburg, Celle, Hanover, Gutersloh, Dortmund, Essen, Bonn, Coblenz, Andernach, Aachen, Alf, and Trier. Much evidence of bombings remains in many cities, especially Hamburg, although much has been repaired and building is in progress. Traffic on the River Rhine to the sea was most interesting,

Helen boards the *California Zephyr* as WP Porter John Silverberg stands by.

Photo by Norman Roberts.



MILEPOSTS

with international boats and barges traveling in both directions every few minutes. On each side of the Rhine is a highway and railroad on which traffic is similarly heavy. Along the Mosel River were great vineyards tiered up the mountainsides. Trier is the oldest city in Germany. Luxembourg, the tiny country, is very beautiful—clean homes with flower gardens all around, and the people are very friendly and pleasant.

"The tour into France took us only as far as Paris. The average farms en route appeared to be about 20 acres. The red poppies of 'Flanders Field' were in full bloom and they grew wild along roadsides much like the golden California poppy in our state. I viewed several National Cemeteries from World War I in the Chablons and Verdun area. They are wonderfully well kept and beautiful, with green lawns like carpets, which accentuate the pure-white crosses. Paris is a vast subject. I spent only four days there, which is not at all sufficient to see such places of interest as the Notre Dame Cathedral, the Luxembourg Palace, the Louvre Museum, Arc de Triomphe, Champs-Elysées—one of the widest streets in the world—the Eiffel Tower, the Opera, and the other ever so interesting sights. At five o'clock in the afternoon, workers are seen going home carrying the long loaves of French bread under their arms, with a bottle of wine. Paper is scarce and groceries are not wrapped, except for fresh meat, which is wrapped in a small piece of waxed paper and then in newspaper.

"Nearly everywhere is to be found someone who understands a little English or who can direct you to someone

who does understand our language. Most Europeans have the impression all Americans are wealthy. Belgium is another small but lovely country with thrifty people. In Holland, the land of windmills, you see that scrubbed-clean look in the cities, and the people are most friendly. In Apeldoorn, the home of former Queen Wilhelmina, we stayed at Hotel Nieland, where their reputation for honesty is such that there are no keys to hotel rooms.

"In Sweden, Stockholm is a most impressive city, built on 13 islands, with waterways connecting the city. There are many modern stores and homes there.

"I landed in Newcastle, England, by boat from Norway and from there went up to Edinburgh, Scotland. I toured the city in a double-deck bus, visited the old Edinburgh Castle which is situated high on a hill overlooking the city, and the Balmoral Palace where Queen Elizabeth spends some of her time. From Edinburgh I traveled by train to Stratford-on-Avon. The second-class sleeper consisted of four bunks in one room, with one blanket and one pillow for each. It was so cold on August 3 that, since only two beds were occupied, we borrowed the extra blankets and had to put our heavy coats over us.

"The entire summer was cool with heavy rains, but in spite of the weather I had a most enjoyable trip, which also included a week in London. I returned home from Southampton, England, via the luxury liner *Comptonia* to New York."

* * *

Helen R. Small is trainmaster's clerk at Oroville. She has been a correspondent for MILEPOSTS since May, 1950.

JANUARY, 1957

35

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RAILROAD LINES



Union Pacific's "City of Las Vegas" Aerotrains began shuttle service between Los Angeles and Las Vegas December 18, featuring chuckwagon-type car with free food.

• • •

Canadian Pacific adds two more Dayliner (Budd cars) trains to its Edmonton-Calgary service.

• • •

"Convert-A-Frate Service," Rock Island's "answer to piggy-back," features eight different types lightweight demountable car bodies for use on 38-ft. 4-wheel flatcars.

• • •

The far-flung Railway Express Agency maintains 15,000 offices and through them serves 23,000 communities.

• • •

At the beginning of 1956 approximately 814,000 persons owned the stocks of the nation's Class I railroads.

• • •

For the first time, 1956 Christmas mail shipped to points along Southern Pacific Lines by "piggy-back" trains.

• • •

"Piggy-back" on the Pennsylvania hit year's high of 1,600 common carrier trailers during week ending December 8.

• • •

Illinois Central to buy four diesel-electric passenger locomotives for first quarter 1957 delivery.