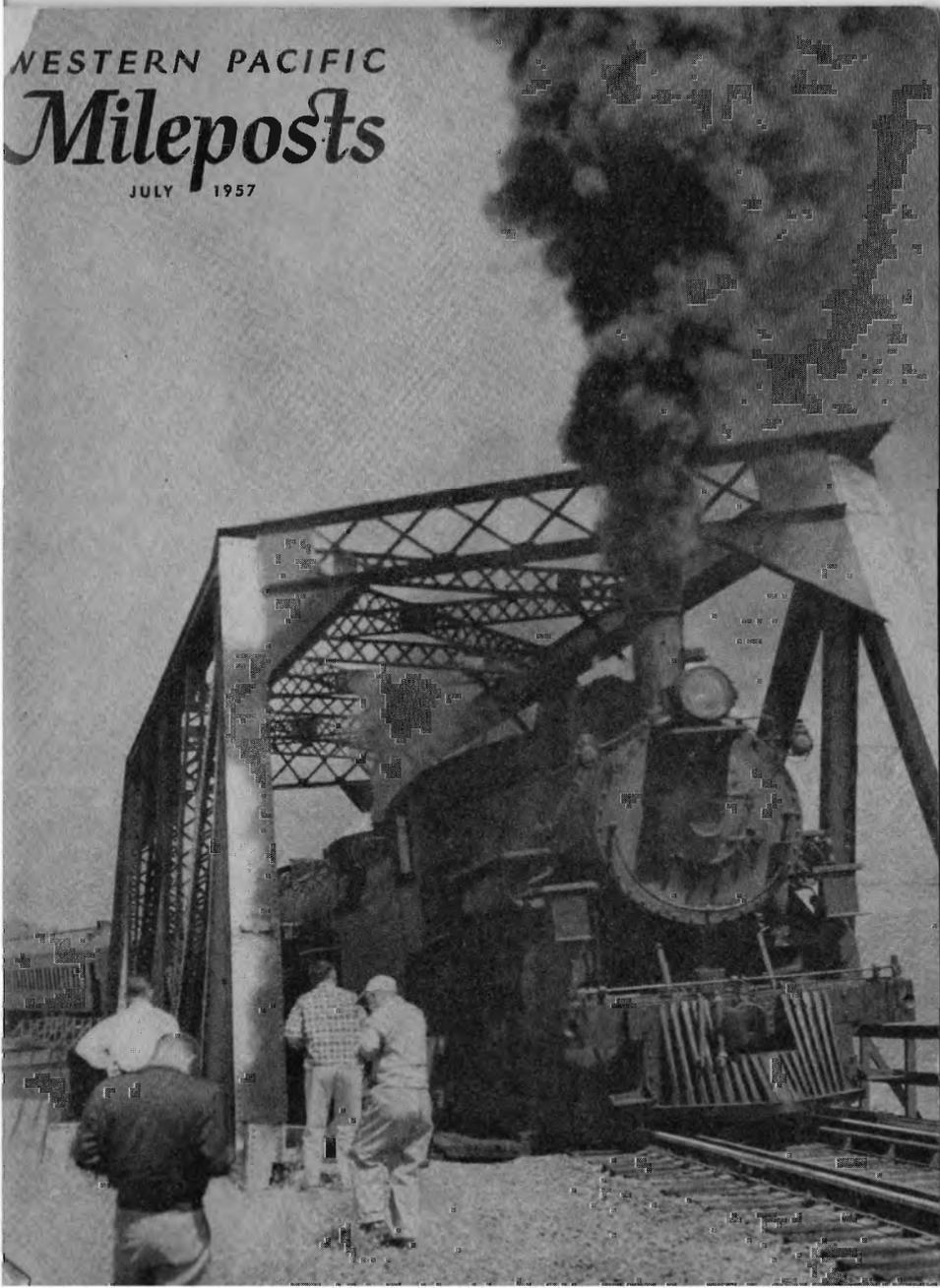


WESTERN PACIFIC

Mileposts

JULY 1957



Mileposts

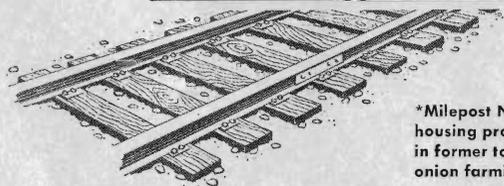
WESTERN PACIFIC

Vol. VIII, No. 12

JULY, 1957

*Milepost No. 96

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. 96: New housing projects going up in former tomato and onion farming areas.

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COVER: After crossing bridge to let off passengers, the "Butte-Plumas Express" backed, then made a second smoke-belching run over bridge for photographers. See story on page 4.
 Photo by A. L. Lloyd, Jr.

WP Special Used in Oroville Dam Dedication

The observation platform on the rear car of a Western Pacific special train served as a speaker's stand for Governor Goodwin J. Knight on June 1, when he officially broke ground for the new Oroville damsite.

The Oroville-bound special left Stockton with 14 cars from Southern California filled with dignitaries and a 79-piece band from Lancaster High School, and another seven cars which picked up political, state and other officials at Stockton and Sacramento. Among the latter were Governor and Mrs. Knight, a large contingent of legislators and their wives, and other invited guests. Prominent Oroville people boarded the train when it arrived in Oroville.

The groundbreaking ceremonies consisted of a short talk by the governor. A wide, white chalk line, which began at the top of one canyon wall, crossed down over Highway 24 (US 40-A), the Feather River, then up over WP's present main line to the top of the other canyon wall. This enabled all who attended the ceremonies to visualize the location and the immensity of the dam, five and one-half miles upstream from Oroville.

The special passed over a portion of the 27 miles which

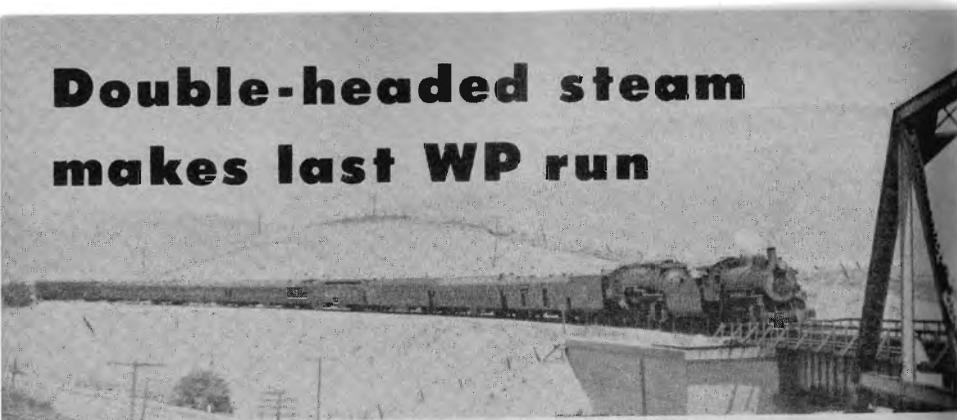
will be inundated after the dam is completed.

The special train then returned to Oroville where the Oroville Chamber of Commerce sponsored a parade and outdoor barbecue.

A few of the three or four hundred who stood along right-of-way to hear Governor Knight.



Double-headed steam makes last WP run



Week-end excursion brings memories of former years

Double-headed steam power on a Western Pacific train is a sight about as familiar as the old pump hand-car. The "Butte-Plumas Express," shown in the picture above, was probably the last such operation over the railroad.

It occurred on June 15 and 16—an excursion special to celebrate the 20th anniversary of the Pacific Coast Chapter, Railway and Locomotive Historical Society. For the benefit of the 340 who made the trip to Quincy and return to Oakland, the consist included a lunch-counter type diner, an old-fashioned observation-lounge car, old coaches, and a baggage car equipped with benches and gates across the doorways from which pictures could be taken. The observation car is owned by two of the local rail-fan organizations, and is probably most famous because of a campaign speech once having been made from the rear platform by Franklin Delano Roosevelt.

The steam engines were No. 94, which hauled the first WP passenger train into Oakland, and No. 334, built by American Locomotive Co. in 1929 for heavy freight service on the WP.

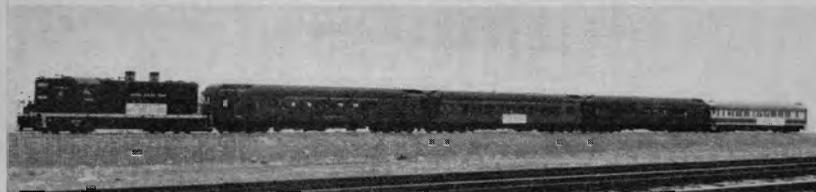
No. 334 was last used in freight service in 1952, but made another run in 1956 hauling an excursion train to Oroville and return, and later that year went into stationary boiler service at Sacramento. She was retired shortly after her latest performance.

The only touch of modern railroading was a switch to diesel power for the run between Oroville and Quincy Junction, since there are no longer facilities for servicing steam power in the Feather River Canyon.

At Quincy Junction the passengers left the special for the picturesque six-mile ride to Quincy. Five gondolas, equipped with benches, ran behind Quincy Railroad's steam engine No. 2, since the lightweight rail on that little railroad would not accommodate the coaches.

Lack of accommodations in the little mountain community of Quincy made it necessary for some in the party to stay overnight at several nearby communities, for which bus service was provided.

Stops were made both eastbound and westbound so passengers could record with their cameras the last double-headed steam operation over the Western Pacific, and the final run for old 334.



WP Aids Armed Forces Day

By J. B. Price

Utah citizens from near and far invaded Tooele, Utah, on May 17 to attend the 145th Anniversary of the Army Ordnance Corps. A record crowd of 8,500 toured the Tooele Ordnance Depot and crowded the display areas throughout the afternoon.

One of the main attractions was the train rides arranged by Western Pacific and Tooele Valley railroads, Anaconda Copper Co. and International Smelting and Refining Co. Superintendent J. F. Lynch, Agent W. H. Graham of Warner and the General Chairmen of four Brotherhoods aided in the plans. The American Legion Post acted as hosts and assisted in handling the train. The train carried a total of 4,128 passengers on six trips, operating from Main Street in Tooele

over the Tooele Valley Railroad to Warner, Western Pacific from Warner to Tooele Ordnance Depot, thence over T.O.D. tracks to the Administration Building, thence to the Tank Pier. With school officially dismissed, it was necessary to make six round-trips, five of them with six coaches, to accommodate the school children and adults who attended the show. Union Pacific furnished two coaches to assist in handling the huge crowd.

The young fry were treated to rides on a miniature train which carried capacity loads all through the afternoon, furnished free as part of the celebration. The tanks proved to be another attraction for the kiddies and

Below is a closeup of the banner which may be seen on the "special's" second car, above.



2,700 persons were estimated to have ridden tanks for a total of 680 miles.

Tooele Ordnance Depot opened in January, 1943, with the arrival of ammunition and general supplies. In 1955 the second part of the area known as Deseret was put into service. The two areas have a combined territory of more than 44,000 acres and contain 902 igloos, 12 above-ground magazines and 26 warehouses for storing ammunition, also five small warehouses. In the 387,030,000 square feet of open storage space only 35,647,200 square feet have roads for access. Both areas receive, store, issue, rebuild and renovate military equipment.

In letters to H. R. Coulam, traffic manager, Intermountain Region, and to R. C. Madsen, trainmaster, Colonel

Supensky, Ordnance Corps, wrote:

"Please accept my gratitude for your fine assistance in enabling us to make our Armed Forces Day Open House on May 17, 1957, a grand success.

"Your cooperation in making it possible for us to use train transportation from Tooele City to the installation was one of the big contributing factors toward the success of the day's events. . . . We estimate that approximately 4,000 visitors chose the train for their transportation to the depot. It was the first train ride for the majority of the children and from all the favorable comments heard, I am sure it will not be their last.

"Thanks again for your fine spirit of cooperation—toward the Tooele Ordnance Depot."

Corporate Finance Class

On June 3, nine WP railroaders completed an after-work 18-week course in corporate finance conducted for the fourth consecutive year by J. L. Michael, assistant treasurer. Graham & Dodd's "Security Analysis" was used as a text book, and subjects included commercial banking, U. S. money supply, business cycles, national debt considerations and security markets. Also studied were interest rates,

equipment capital financing, financial statement analysis, and selected phases of corporate financial policy. Guest speakers included M. M. Christy, L. J. Gosney, R. E. Larson, and M. W. Roper.

Listening to Gosney (facing camera) are Clyde Moll, purchasing; W. W. Squire, engineering; K. A. Rank, freight traffic; Instructor Michael; J. L. Newkirk, treasury; J. M. Ferrol and J. G. Sandstrom, accounting. Not present were E. H. Batchelder, engineering; L. C. Sherwood, public relations; F. A. Tegeler, general manager's office.



How We're Doing

Construction will start soon on about six miles of track to serve new lime production and processing industry near Delle, Utah.

Eight new spur tracks will soon serve additional industries at San Jose, Pleasanton and Stockton.

Gross freight revenue for month of May, 1957, showed increase of \$79,500 compared with May, 1956. Commercial traffic increased about 2.6 per cent; government traffic decreased 14.5 per cent.

California Zephyr load averaged 68.4 per cent of capacity in May, 1957, compared with average load of 69.5 per cent during same month last year.

Western Pacific's fifteen incumbent directors were re-elected to serve for another year at the annual stockholders' meeting held on June 26.

Tidewater Southern has ordered ten 50-ton, 50-foot refrigerator cars equipped with damage prevention loading devices and roller bearings. Delivery expected about December 1 at cost of approximately \$142,000.

New train ferry *Las Plumas* christened with California champagne by Mrs. F. B. Whitman at Portland, Oregon, June 28.

Agreement reached June 12 between Carriers represented by the Eastern, Western and Southeastern Carriers' Conference Committee and Order of Railway Conductors and Brakemen provides 26½-cent-per-hour wage increase spread over three years, cost-of-living adjustment, and a three-year moratorium on rates of pay and other compensatory rules.

National negotiations are continuing in Chicago on wage increase and rules changes requested by the Brotherhood of Locomotive Engineers.

Concrete relining of Tunnel No. 1, Fremont, and Tunnel 39, near Palisades, advanced during June to about forty per cent and fifteen per cent completion, respectively.

And no cost to you

The increase in unemployment taxes from one and one-half per cent to two per cent of the total railway payroll, effective January 1, 1957,

added approximately \$25 million a year to the railway tax bill. The taxes are paid by the railroads for the benefit of employees.

Levy Appointed General Auditor

William G. Levy was appointed general auditor, effective July 1, according to an announcement by L. J. Gosney, vice-president and comptroller. The new position will involve additional responsibilities to those under his supervision during his term as assistant general auditor.

Bill, 53, is a native San Franciscan. Following graduation from Polytechnic High School in December, 1921, he began his railroad career in the passenger accounting department of the Southern Pacific Company. A year and one-half later he became associated with Western Pacific and for fourteen years served in various clerical positions, ranging from conductor's estimate clerk to head interline clerk.

Bill was appointed assistant auditor of freight and passenger accounts in September, 1937, and auditor of passenger accounts in July, 1948. He served as auditor of revenues prior to his appointment as assistant general auditor in January, 1953.

Bill met Helen Lorene Rutherford while she was an accounting department employee in the mid-1920's, and they were married in January, 1928. After making their home in San Francisco for many years, they moved to a new home in Marin County's Ross in 1952. Mrs. Levy is an ardent gardener and all credit for their beautiful yard, claims Bill, goes to "the Mrs."



Bill was one of a select group to attend the Harvard Advanced Management Course at Harvard Business School during the fall of 1956. He is a member of the Association of American Railroads' accounting division, the Transportation Club, and the Benevolent and Protective Order of Elks.

Schedule Change

Two recent changes have necessitated the lengthening of the westbound *California Zephyr* schedule. Permissible speeds in the Feather River Canyon have been reduced five miles per hour, adding about twenty minutes to the former schedule. More drastic is the change in SP's transbay ferryboat schedules, which now move in either direction across the Bay on an hour-and-ten-minutes schedule, or more, instead of the previous thirty-minute schedules.

Beginning July 1, the westbound *California Zephyr* will arrive at Oakland Pier at 4:15 p. m., and passengers will leave the pier at 4:35 p. m. and arrive at the San Francisco Ferry Building at 4:55 p. m. All times are Pacific Standard Time.

No change has been made in the eastbound schedule.

Eggseptional

A disturbed husband phoned a psychiatrist to tell him that his wife, who thought she was a chicken, was hopping all over the house, causing him great concern.

"That's serious. Bring her right down to my office," replied the psychiatrist.

"I can't bring her down right now, Doc," answered the husband, "not until after I gather the eggs."

Unemployment and Sickness Benefits

A new benefit year for the purpose of paying unemployment and sickness benefits under the Railroad Unemployment Insurance Act began July 1.

These benefits can be paid only to "qualified" employees who have earned \$400 or more in railroad employment during the calendar year 1956.

An employee who wishes to claim sickness benefits must file an application and a statement of sickness with the Board within 10 days of the first day for which he wishes to claim benefits. Application blanks can be obtained from employers, labor organization officials, or any Board office.

The Board recently released nearly a million and a half forms BA-6, "Certificates of Service Months and Compensation," to railroad employers for distribution to those of their employees who earned over \$400 in railroad service last year. Employees who have received their form BA-6 for 1956 should detach the stub and keep it for their own records and attach the remainder of the certificate with the first application they file for either unemployment or sickness benefits after July 1. This will help to expedite the payment of their first claim.

Unemployment and sickness claims are payable at daily benefit rates ranging from \$3.50 to \$8.50. Benefits are payable for all days of unemployment or sickness over seven in the employee's first 14-day claim period in the benefit year, and for all days over four in a second or later such claim period.

DID YOU WORK SAFELY TODAY?

Rate analyst aids Navy School

For the fourth consecutive year Ralph T. Ott, passenger chief rate analyst, was guest speaker during June at the U. S. Naval School, freight transportation, Oakland Naval Supply Center. His talk was well received.

In appreciation of Ralph's services, Commander Mansfield wrote I. M. Ferguson, assistant to president-personnel:

"I would like to express my appreciation to you for making these services of Mr. Ott available to this school as a guest speaker.

"We have had the pleasure of having Mr. Ott as a guest speaker for a period of four years, and all of his talks have been well received. I have had the attached Certificate prepared for Mr. Ott as a small token of our appreciation for his time and interest. Would you be kind enough to present it to him on our behalf?"

Ralph has been with Western Pacific since August 1, 1935. He began as a rate clerk in the passenger department and has been chief rate analyst since April 1, 1951.

Dog-gone

A fellow walked into a saloon and asked for a beer. Suddenly, he looked up and realized that, there tending bar, apron and all, was a horse.

After taking a long swallow of his beer, he called the horse over to him. "Say," he said, "what happened to the old bartender? Did the dog quit?"



PICNICS

Big Day set for Sacramento

The next Western Pacific Employees Picnic will be held at William Land Park in Sacramento on Sunday, July 21. The athletic field area of the park will be available from eleven a.m. until dark, and all employees, their families and friends are invited to attend.

Admission is free. For the children there will be free rides, soft drinks, races, games and prizes. A fine Zoo is nearby in the park and a lake for boating. There will be a softball game between Sacramento and Oroville, and a few lucky people will go home with gate prizes.

Bring your own food. There is ample lawn area and many tables with benches. Parking facilities are limited and it is suggested that you plan to arrive at the park early, which will also allow you an opportunity to select a choice table for your group.

Little Hills Ranch popular

The Annual Bay Area Western Pacific picnic was a huge success, despite rain until mid-morning. Little Hills Ranch, near San Ramon, proved to be a much nicer location than any previous picnic grounds for this annual affair. Nearly 500 adults and between 500 and 600 children attended and, from all reports, everyone had a good time.

A highlight of the day was distribution of gate prizes, which included a portable television set, transistor radio, fitted picnic basket, portable

barbecue pit, smoked hams and other packages. These better type of gate prizes were made available because of a 50-cent admission fee for adults.

Swimming, dancing and games were included in the program, and were enjoyed by all. Because of the success of this year's picnic, prospects are that next year's picnic will be even more popular.

Elko Picnic August 10

Those who enjoy an old-fashioned picnic will have that opportunity on Saturday, August 10. It's the annual eastern division picnic which this year will be held in Elko City Park beginning at 1:30 p.m.

Highlight of the day will be an outdoor steak barbecue, with beans, relishes and ice cream. Then, for good measure, everyone is invited to the Commercial Hotel for cocktails, floor show and dancing, which will be hosted by co-owners "Red" Ellis and Dick Graham.

Dinner will be on your own, as will the Elko night life consisting of the usual games of chance which are legal in Nevada.

There will also be a softball game between Sacramento and Elko railroaders, which should decide something or other. To date, Sacramento has four wins, and Elko four losses!

Free tickets will be available, to be exchanged for dinner plates. Everyone is requested to bring their own knives, forks and spoons, since none will be furnished.

A swimming pool is available in the

WP WILL REMEMBER

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

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

James W. Chapman, conductor, Stockton.

Valcour Chapman, waiter, Oakland.

John V. DePangher, machinist, Sacramento.

Archibald W. Ferguson, conductor, Oakland.

Charles H. Grindrod, clerk, Stockton.

Walton H. Harris, train desk clerk, Stockton.

Joseph C. Menchenger, brakeman, Elko.

Floyd E. Miller, Sr., conductor, Portola.

Martin C. Miller, agent-telegrapher, Weso.

Cecil J. Payne, laborer, Oroville.

Manuel V. Peralta, section laborer, Burmeister.

Pedro Ramos, section laborer, Tonka.

Walter E. Reynolds, conductor, Stockton.

Sacramento L. Sabala, section foreman, San Jose.

Fred Shuster, hostler helper, Oakland.

James R. Stitt, traffic representative, Denver.

Arthur G. Stout, janitor, Sacramento.

Enemencio G. Villarreal, track laborer, Milpitas.

Leonard Williams, mechanical foreman, Winnemucca.

PICNICS . . .

park, and for those who may wish to ride horseback, transportation will be available to take them to nearby stables and return.

The nearby Ruby View Country Club will be the scene of a golf tournament on Sunday morning. Many are expected to bring their golf clubs and a group from Salt Lake City are anxious to show railroaders "out West" how the game should be played. The tournament will be divided into two groups: low gross scores for the experts, and low net for the duffers. Cash prizes will be awarded the winners

from entry fees. Those who wish may also golf on Saturday.

Attendance is expected to reach about a thousand, and many from the Bay Area, Stockton and Sacramento are planning to attend.

The wife suing for divorce was telling her troubles in court. "We were happy for a year, your honor, and then the baby came."

"Boy or girl?," inquired the judge.

"Girl," the woman replied, "big, fat, blonde and painted, and she moved in right next door."

* * *

Father to small boy dragging top half of a Bikini bathing suit along the beach:

"Now show Daddy exactly where you found it."

MILEPOSTS



IN GOLD

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

45-YEAR PIN		
Mary E. Becker.....	Clerk.....	Western Division
40-YEAR PIN		
Angelo D. Prato.....	Agent.....	Stockton
35-YEAR PINS		
Charles B. Christiansen.....	Marine Engineer.....	Western Division
Frank Flores.....	Clerk.....	Western Division
30-YEAR PINS		
Arthur Burnip.....	Machinist.....	Mechanical Dept.
Floyd M. Copeland.....	Telegrapher.....	Western Division
Charles E. Forseth.....	Division Engineer.....	Sacramento
Clyde E. Hart.....	Locomotive Engineer.....	Eastern Division
Elmer H. Lindquist.....	Commercial Agent.....	Oakland
George M. Lorenz.....	Trainmaster.....	Portola
Benita Sibley.....	Freight Accounts Clerk.....	San Francisco
George B. Weast.....	Conductor.....	Western Division
25-YEAR PINS		
David H. Copenhagen.....	Traffic Mgr., Metropolitan Region.....	San Francisco
Oliver W. Evans.....	Telegrapher.....	Eastern Division
Frank M. Leyva.....	Section Foreman.....	Eastern Division
20-YEAR PINS		
Arnold Black.....	Waiter.....	Dining Car Dept.
LeRoy B. Curtiss.....	Carman.....	Mechanical Dept.
Edgar F. DeMotte.....	Asst. Auditor-Disbursements.....	San Francisco
John Jessiman.....	Section Foreman.....	Little Valley
L. Ivan McAtee.....	Chief Yard Clerk.....	Stockton
Joseph C. Parker.....	Conductor.....	Eastern Division
Leo Redant.....	Machinist.....	Mechanical Dept.
Glass C. Rogers.....	Conductor.....	Eastern Division
William U. Tate.....	Telegrapher.....	Eastern Division
Robert W. Turner.....	Locomotive Engineer.....	Western Division
William A. Tussey.....	Asst. to Gen. Mgr.-Labor Relations.....	San Francisco
15-YEAR PINS		
Pete Alberro.....	Carman.....	Mechanical Dept.
Patsy Alimonti.....	Machinist.....	Mechanical Dept.
Andrew J. Brewer.....	Locomotive Fireman.....	Western Division
Lowell G. Davis.....	Locomotive Fireman.....	Eastern Division
Charles Debiolles.....	Switchman.....	Western Division
Lawrence M. Hays.....	Conductor.....	Eastern Division
Samuel O. Kirkham.....	Switchman.....	Western Division
Carl A. Pacini.....	Janitor.....	Eastern Division
Edward F. Reynolds.....	Brakeman.....	Western Division
John Schremser.....	Laborer.....	Sacramento
Robert L. Smith.....	Locomotive Engineer.....	Eastern Division
William E. Tatus.....	Blacksmith Helper.....	Mechanical Dept.
Robert L. Wirthlin.....	Conductor.....	Eastern Division
10-YEAR PINS		
Milton J. Aydlotte.....	Carman.....	Mechanical Dept.
Frank Baldwin.....	Baggageman-Janitor.....	Sacramento
Thomas M. Baldwin.....	Division Clerk-Freight Traffic.....	San Francisco
Gorman S. Coen.....	Assistant Agent.....	Oakland
Casimiro C. Corral.....	Laborer.....	Milpitas
Katherine Fiscoe.....	Machine Operator Clerk.....	San Francisco

(Continued on Page 13)

British Railways Operate TV Train

British Railways may well have introduced a new phase to railroad travel in June when they operated an excursion train permanently equipped with closed-circuit television broadcasting apparatus, according to G. F. Luther, resident vice-president, North America.

The innovation made its initial bow on a Glasgow to London excursion run for the England-Scotland Association International Football Match at Wembley Stadium.

The train is composed of eleven specially equipped cars, seating approximately 500 passengers. A brake van (caboose) equipped with a special generator is used for supplying electric power. A second brake van with compartments is used for dressing rooms, while another portion of this same vehicle is fitted with camera apparatus and drapes for use as a studio.

Eight open cars have television sets installed above each end door. Microphone outlets in these cars permit roving audio interviews.

The entertainment offered consisted of a variety of subjects, and included everything from news broadcasts to a live musical program by Dill Taylor's "Skiffle Group," one of England's popular exponents of "Rock 'n' Roll."

Railway officials state favorable re-

actions exceeded all expectations and have led directly to planning several similar excursions this year, with the possibility of an eventual full-scale closed-circuit television on the Railways.

Experiments with TV trains began early last year. On September 24 two temporarily equipped trains screened variety shows via closed-circuit television on an excursion run from Glasgow's Queen Station to Oban.

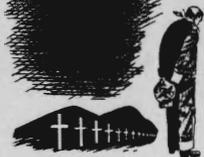
This first attempt proved not only successful so far as the programming was concerned, but also as a drawing card. All the 650 seats on the two trains were sold out three days after the tour was announced and demand was far more than double the available space. A second experimental trip made in October met with similar success.

(Editor's note: Many of our railroaders may wonder why television has not been placed aboard the *California Zephyr*, and a good many have even suggested the idea. While it has apparently worked successfully on the British Railways, the principal reason why it would not work successfully on the *California Zephyr* is because of the mountainous territory through which the train passes. In some areas reception would be impossible, and in others it would be so poor as to be impracticable.)

MILEPOSTS IN GOLD . . .

John L. Geist.....	Dispatcher.....	Eastern Division
Charles K. Gordon.....	TCS Maintainer.....	Gerlach
John J. Grandin.....	Switchman.....	Oakland
John H. Harper.....	Hostler Helper.....	Mechanical Dept.
Matt Hull.....	Section Laborer.....	Eastern Division
Eugene T. Lavelle.....	Yardman.....	Eastern Division
George M. Nevius.....	Electrician Helper.....	Mechanical Dept.
Willard J. Phelps.....	Carman.....	Mechanical Dept.
David Thomson, Jr.....	Signal Draftsman.....	San Francisco
Kenneth P. Wood.....	Trainmaster.....	Eastern 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 death has been reported:

Harry M. Bright, retired CCT employee, May 18.

James D. Brown, retired blacksmith, June 2.

Marshall W. Brown, brakeman, May 30.

Clarence V. Castle, lead carpenter, April 1.

Michael J. Colwell, retired ABL switchman, April 1.

Samuel J. Davies, retired TS locomotive engineer, May 9.

Edward L. Duffy, telegrapher, February 21.

Harry C. Dustin, retired boilermaker foreman, February 14.

Charles R. Ford, retired telegrapher, April 11.

Charles Francen, retired carpenter, March 8.

Bert M. Holm, retired SN electrician inspector, March 13.

Bert M. Howard, retired conductor, February 16.

William C. Jarrell, locomotive engineer, April 4.

Alma D. Kendall, locomotive engineer, May 27.

Harry R. Lawrence, retired conductor, March 31.

Jesse L. Lynn, retired employee, May 9.

Peter Manno, retired SN laborer, March 6.

Richard H. Manverse, student traveling accountant, April 9.

Constantine E. Marcus, supervisor of automotive equipment, May 26.

Charles R. Maxwell, fireman, June 3.

Patrick McClafferty, retired car car-penter, March 29.

Helena J. McCutcheon, retired stenographer-clerk, March 27.

John Pelzman, retired carman, June 5.

John C. Richardson, machinist, April 25.

William A. Riley, retired locomotive engineer, May 1.

John E. Rush, retired telegrapher, April 28.

Julius F. Solski, retired machinist, June 4.

David E. Somers, retired clerk, March 3.

Edwin C. Thomas, retired brakeman, March 22.

Isaac V. Villarreal, laborer, December, 1956.

Joseph C. Webster, retired brakeman, March 1.

William C. Westmeyer, retired machinist-helper, February 26.

James F. Williams, retired car distributor, May 27.

He Leads a Double Life

For fifty weeks of the year he sits behind the unadjusted accounts desk in WP's freight claim department. But for two weeks each spring he puts on Uncle Sam's suit and a hat with "scrambled eggs" on the visor and becomes again Commander Henry de P. Teller, U. S. Naval Reserve. This double life is brought about by what is officially known as active duty for training.

This spring, Commander Teller's orders took him to Long Beach in mid-May for duty on board USS *Roanoke* (CL 145). The *Roanoke* is a light cruiser—but don't let that word "light" mislead you. It refers only to the calibre of the guns in her main battery, not to the size of the ship. She is some 680 feet in length, with a beam of 70 feet and displacing over 17,000 tons. She is manned by about 60 officers and 1,000 men who take fierce pride in claiming her as "the best" in the Navy.

A reserve officer goes on a training cruise to learn all he can about a ship, and it takes some doing. Hank tells us that, on board the *Roanoke*, he worked several days with the executive officer and with each of the department heads. There was a great deal of reading to do, for it takes even more paper work to run a naval vessel than it does a railroad office. The most fun, of course, was when the ship put to sea for gunnery practice and several days were spent in anti-aircraft firing at sleeve and drone targets.

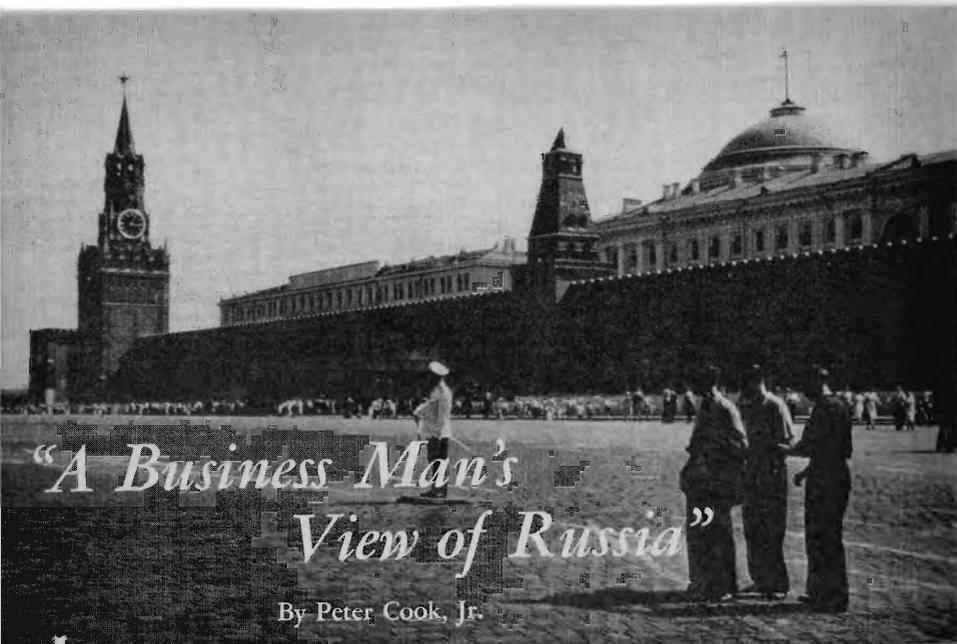
"The most memorable aspect of the cruise," said Hank, "was the effort made by Captain Chew, commanding



On bridge of USS *ROANOKE*, Commander Teller checks over ship's position with Captain Chew.

officer, Commander Fargo, executive officer, and all the other officers and men, to make me feel at home and to help me learn about their ship."

Henry has been a Naval Reserve officer since 1928 when he received his ensign's commission while serving as third mate on the SS *Margaret Dollar*. He served on active duty during World War II and the Korean conflict. Except for a year of shore duty in 1953 all of his active service has been afloat on ships of the Amphibious and Service Forces. During WWII he was commanding officer of the USS *Warrick*, an attack cargo ship, and executive officer of several others. During the Korean war he was executive officer of USS *Tortuga*, a dock landing ship. His ribbons number eleven, including the Philippine and Korean Presidential Unit Citations and a total of seven engagement stars.



"A Business Man's View of Russia"

By Peter Cook, Jr.

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

"I MIGHT speak a little of the people of Russia. I think people are the country's most important product. I did not know whether they would be friendly to an outsider. I was very impressed with them. The politician is a rather brusque individual, rather opinionated. He doesn't ask for very much information about what is going on in America, because he doesn't want to show that he doesn't have as good or better. The man and woman in the street are very interested in what we are doing. The only information they have of the outside world is from a controlled press and radio and I might

remark, it is very anti-American. It makes you sick, almost, to hear and read what they have to say, but the people were friendly in spite of that and very courteous. They were very curious about a person from the outside whom they could question.

"You might ask how do you meet these people? The only way you get to Russia is through 'Intourist.' Intourist is a governmental agency and incidentally packs quite a little weight. They arrange your transportation, your hotel reservations. You live off coupons. You have tickets for breakfast, tickets for lunch, tickets for tea

and this and that. They provide a guide service, an interpreter, private automobile to take you to see the sights and around to the points of interest or wherever you want to go.

"But, how do you meet the people? Any time you go out of your hotel, and are not definitely going to an appointment or a museum or to a farm or factory, someone will speak to you and they speak in your language. I would judge that in an important city out of twenty-five or fifty persons one person would speak our language. Consequently, they stop you. They don't do it loudly at all, but try to engage in conversation.

"I guess an American looks like a man from Mars. Why? Well, his shoes are different; he wears a necktie; he wears a coat, if it isn't too warm; his pants are pressed, and I only saw one man in Russia who had pressed pants. He was a rather unusual character—he was a public relations officer of the Department of Health—and he wore a

sports coat and a pair of slacks. I finally asked him where he got them and he admitted he got them in England. He was almost a traitor. When these people talk to you a crowd will gather and they will ask questions. You are not making a speech, you are just answering questions, very general questions, usually about farming. How do you get to be a farmer? How do you treat your labor? How do you take care of peaks and valleys? What is the wage scale? Are you married? Do you have children? Do they have an education? Do they work? How much did your clothes cost? How much did it cost you to make this trip? Could everybody in America afford to do it?

"They tell you they have four hundred people traveling outside of Russia and you make some remark that it's a fine thing for people of the world to get to know each other. I told them that we had a million people in Europe. That was of very little importance; but that they had four hundred

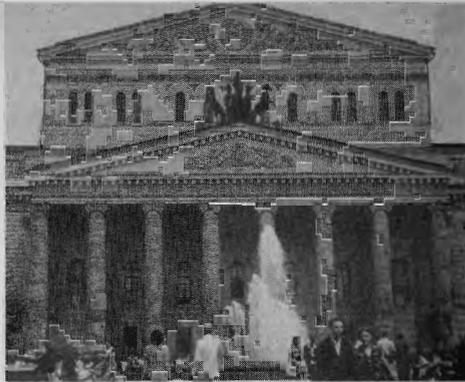
It is a tradition in Moscow for the high school graduates to gather in Red Square to greet the dawn on graduation day. They start arriving at 3:00 a. m., singing as they march toward the Square in groups of from twenty to several hundred. And by 4:30 a. m., when this picture was taken, the Square was almost a solid mass of singing students. The scene was one of constant movement and singing.



people was. It was the first time in years and years that four hundred people had ever been out of Russia, but we read that ten per cent of that four hundred escaped to the West, which means that all is not well behind the Iron Curtain with all people.

"The people are rather stocky. Both men and women are muscular, large-chested, very vigorous and very workmanlike because work is their slogan. They eat well. Russia is not a surplus nation on agricultural products, but it has enough for its own needs at the moment. I say enough; I did not see behind the Urals. What's in Siberia, I couldn't tell. Their food is heavy; very much like the food in West Germany, where I happened to be a year ago last June. They use a lot of lard in their cooking.

"There are no consumer goods. What has Russia been doing in the last ten years? Well, she has been rebuilding her cities that we have forgotten the war destroyed. It's taken a lot of effort. They were bombed, too, you know. Then they have specialized on heavy goods — trucks, tractors, locomotives, war equipment, airplanes. The people



The Bolshoi Theatre on Sverdlov Square is world famous. It will seat 2,000 people, and is the home of the Russian ballet.

can wait for consumer goods as long as it is necessary. There is no complaint particularly. They are probably a little happier today than a few years ago. I talked to a fur trader. He said, 'If you had been here five years ago, you would have seen half the people without shoes; today everybody has shoes.'

"I TALKED to a man outside the hotel in Sochi. He said, 'Two years ago I would have been afraid to talk to you.' I said, 'Are you afraid to talk to me now?' He said, 'When something has been prohibited all your life, you sometimes have a few misgivings.' But

he spoke our language rather well and he was one individual who talked rather pro-American.

"In these groups of people that I talked to in the streets and in the parks, or outside the hotel, invariably before the meeting was over, someone would make a remark, 'Take back word to your people in America that we do not want war.' I said, 'We do not want war.' I asked the question, 'Do you like Americans?' Well, there was a little hesitancy. 'We like some Americans.' 'Well, whom don't you like?' 'We don't like those who want war.' 'Well,' I said, 'I don't know any man or woman who wants war.' But, there's a great propaganda there that is fed by the press and radio. They are told in the press and radio that since the war, we have great breadlines. They have the impression that the average salary of a General Motors worker is \$1.30 a day, when we can truthfully say it's more nearly \$2.60 an hour. The thing that is interesting, I think, is how long it takes a Russian workman to buy a pair of shoes compared to how long it



Recently completed apartment house in Leningrad shows typical construction. Most new structures are faced with stone.

takes an American workman to buy a pair of shoes. It takes a Russian two weeks; it takes an American less than a day.

"It's a little unfair, probably, to try to compare things in Russia and things in America, because our living standards are much higher than those in the Orient. Russia should be compared with the Asiatic standards, and by Asiatic standards they would be very well off."

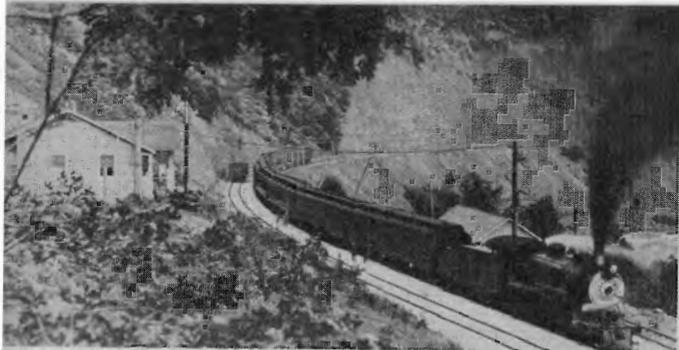
(To be continued)



Sverdlov Square in Moscow is one of the busiest spots in the city. The theatre area begins on the left of the Square. The building on the right is the Metropole Hotel, home of most foreign correspondents, and often mentioned in their news dispatches.

Many workers and members of the Military are transported by motor truck. Every truck in U. S. S. R. is painted dark green.





The "Panama-Pacific Express" stops at Belden in the Feather River Canyon in 1914.

IN THE GOOD OLD DAYS

MILEPOSTS found in the files this photo of a bronze plaque honoring Western Pacific in recognition of co-operation given to help make the Panama-Pacific International Exposition the success it was.

The only record concerning the

plaque is that it is now in possession of the Pacific Coast Numismatic Society in San Francisco. It is part of their collection of 1915 material, principally concerned with the 1915 Fair.

MILEPOSTS would like to hear from anyone having additional information.



Caboosing

OROVILLE

Helen R. Small
Clayton W. D'Arcy

Seventy-five representatives from 30 nations were in Oroville last month during a tour of California irrigation projects. As guests of the Oroville Chamber of Commerce, they spent one night here and were given a tour of the new Oroville dam site and PG&E's hydro-power plants in the Feather River Canyon to acquaint the visitors with the technical problems in utilizing limited water supplies for their information in supplying the peoples of the world. They, of course, had an opportunity to view Western Pacific's operations and the *California Zephyr*.

Oroville's 50-year association with the Sacramento Northern Railway will end shortly due to a decision of the California Public Utilities Commission, and the tracks on High Street will be removed.

Miss Phyllis Brown, daughter of Engineer and Mrs. J. R. BROWN, of Portola, and bride-elect of Carl Sundquist, was guest of honor at a bridal shower at the home of Mrs. Naomi Jackson. Mrs. E. T. Braley, honoree's grandmother, was co-hostess.

Newlyweds are Joan Fleming, daughter of Conductor and Mrs. A. C. FLEMING, and Robert L. Courts. The ceremony was performed in Evangelical Church at Richvale followed by a

honeymoon in Yosemite Valley. The young couple will reside in Sacramento where both are laboratory technicians.

Lou Bishop, daughter of Engineer and Mrs. R. E. BISHOP, and William Kister, Jr., were married recently in Tacoma, Wash., home of the groom. Mrs. Kister teaches elementary grades and her husband is employed by Kaiser Aluminum Chemical Corporation in Spokane.

June 1 was a big day in the history of Oroville, when the "World's Greatest Water Project" was launched by Governor Goodwin J. Knight. The governor and his wife arrived from Sacramento on a special Western Pacific train along with several hundred visitors from Southern California and Sacramento. After a trip to the dam



George H. Newman, retired passenger conductor (October 30, 1950), is shown at left before he defeated Harry Wilson for the Oroville Mercury Cribbage Tournament in a fight of 80 players.

site for dedication purposes, all returned for a parade of dignitaries and many bands, followed by a free barbecue served to about 2,500 persons.



Dorothy, pianist, Kathleen, violinist, and Jo Ann, singer, daughters of Engineer and Mrs. Edward McGhauey, recently performed at Shriners' Hospital in San Francisco. The girls received a most enthusiastic letter from Director Marguerite Peck commending their talent.

ELKO

John G. Ford

Congratulations to Conductor and Mrs. KIRBY RESER, who are still elating over the arrival of their second grandchild, Vickie Faith, born at Oakland on April 10.

Mechanical Clerk K. K. CLARK has been wandering around with a contented smile on his face and upon questioning advises that he is a proud grandfather for the first time. A daughter recently arrived at the Los Angeles home of his daughter, Dolly Jane.

You readers will remember two months ago when Traveling Engineer CLIFF FIELDS recovered his glasses after losing them and his cap while en route in a locomotive cab. The cap was never recovered and Cliff was commenting upon his loss of \$2.00 to Car Foreman GEORGE LEWIS. George immediately collected a dollar from Cliff for a new one and then broke the news to Cliff that he had just made a neat profit of 76 cents. Better not lose the new one, Cliff!

We were all saddened by the following news about friends. Engineer DEAN KENDALL passed away at Elko General Hospital May 27 after a short illness. Dean had 33 years of service. Retired Engineer E. B. "RED" LYNN passed away in Reno on May 10 following a lengthy illness. Machinist DALE COE's father died in Salt Lake City on May 25. Brakeman EARL E. PASHBY's mother passed away at Overton, Nebraska, on April 30 at the age of 73. We take this opportunity to express our sympathies to all.



Engineer Paul Russell took this picture of a Sperry rail detector car during a run over the eastern division. The crew in the picture are Roadmaster Ray Hobbs; Flagman B. J. Farrell; Assistant Roadmaster V. Kearns; Conductor A. G. Woodward; a Sperry Co. technician; and Trainmaster K. P. Wood.

CHICAGO

Dan Dutkiewicz

Early one recent morning the mail man brought in a strange package for our pert stenographer and PBX operator, SHIRLEY MICHALEK. Upon opening the package there was a loud scream, and for good reason. Taking in all the excitement from within the package was a live baby alligator. It all happened when Shirley teasingly mentioned to TONY DURBAN, stenographer, that she would like to have a baby alligator. Tony took her seriously and kindly had one sent from Florida where he was enjoying a vacation. Shirley, fortunately, lives on a small farm outside Lemont and it's just the place to raise alligators!

BILL McGRATH was guest speaker before the Foreign Trade Training Center recently. His topic, "Through Export Rail Bill of Lading and Trans-Continental Export Rail Rates in Conjunction Therewith," no doubt was quite interesting. Bill reports that the background for his subject was furnished by Chairman Milt Edbrooke of the Trans-Continental Freight Bureau.

We met a fellow the other day who wanted to know if our former railroader, KEN RANK, now assistant to vice president-traffic at San Francisco, has as yet finished his patio and if Ken did the work?

SACRAMENTO STORE

Irene Burton

We all wish JANE REID a quick recovery from her second trip to the hospital in about as many months. Charles and Jane were driving in their car when another car ran through a stop sign and struck their car broad-

side, resulting in a badly broken knee for Jane.

We are all glad to have RICHARD WOLFE back at work after spending time in the hospital because of an injury to his right hand.

HARRY MESSER, retired, and his wife are off traveling again, this time to Sioux City, Iowa, for a six weeks' visit with relatives. Since retiring, Harry is really enjoying himself by attending ball games and traveling.

It has long been the custom in the store office that whenever someone goes on a business trip or vacation they return with a box of candy for the others. This, General Storekeeper HENRY MADISON did on his return from the AAR Purchase and Stores Division convention held in Chicago. Good, too!

Opening of fishing season this year disappointed a number of our fishermen. Many returned stating they never took their tackle out of the cars because of poor weather and fishing conditions.

DeWitt Sun, published bi-monthly by the patients at DeWitt Hospital in Auburn, had a nice article commending the Railway Business Women's Association for their bingo party given for Ward 314 by members MILDRED WINGATE, IRENE BURTON, MAE HERRERA, JOSEPHINE BOATSMAN and MICKEY WILLIS. These trips to Auburn are a monthly occurrence and men patients in Ward 107 were also visited and entertained by LEE WILLIS and EDNA SPRATT, the latter being chairman of RBWA's Welfare Committee.

A middle-aged Texan went to a psychiatrist. "Doc," he began, "I shore need your help. I'm in a bad way. I've been a Texan all my life, and suddenly I just don't give a damn!"

* * *

School is over—give the kids a brake!

PORTOLA

Gladys Ruse

Retired Conductor W. D. EDGERTON, who has been receiving medical treatment at Portola Hospital for the past three months, recently returned to his home in Oakland. We hope that he is feeling much better and continues to do so.

MONTE R. SMITH, brakeman for the WP before he entered the Army in September, 1955, recently completed a series of rifle platoon tests in Korea which were designed to determine the efficiency of infantrymen under simulated combat conditions. Monte graduated from Portola High School in 1955 and is now PFC.



Kathleen Miller Lucas, daughter of Storekeeper and Mrs. Jack Miller, became the bride of George Johnson Lucas, Jr., on June 1. The couple were married by Rev. Brewster Adams, who also married Kathleen's parents.

The following article appeared in the *Portola Reporter*, written by Editor and Publisher Stanley Bailey:

"There were rumors—such as have been heard at various times in years past—that the WP Hospital in Portola was to be closed. One of the factors was a seeming lack of interest on the part of the people of Portola in the institution. Well, the women of Portola answered that.

"They organized a Hospital Auxiliary for the purpose of doing a lot of chores that needed doing at the hospital and for the patients. They made it clear from the start that they didn't intend to do the work of regular employees, but the myriad things the regular workers couldn't do. Here are some of them:

"Checked a patient's home to see if she had turned off the electric plate, read to the children, handle mail and write letters, do shopping, go to the bank, help a patient pack his clothes, check on a sick child at home, collect books, water and arrange flowers, play cards. That, however, is just part of the story.

"Today, Portola Hospital, sitting atop a knoll at the edge of the city, is rapidly becoming a beauty spot. ROGER L. RANDALL, business manager (of WP's medical department), announced that \$1,000 was available for landscaping the grounds. The women planted trees and are in the process of planting a lawn. A parking lot has been leveled in the rear of the hospital. Flowers are being planted. The waiting room and the front office have been completely renovated and now present a highly attractive picture.

"DR. CHARLES W. BROWN, division surgeon, says: 'It is a wonderful con-

tribution to the hospital and an outstanding demonstration of the interests of the community, not only in the welfare of the patients, but in having a better hospital. All of us are more than happy about the work and we want to thank and congratulate the women participating.'

"Randall, on a recent visit from San Francisco, also praised the Auxiliary, stressing the help members have given to the patients and declaring it was a splendid demonstration of the community's interest in the institution.

"Wives of men employed on the railroad have taken a leading part in the Auxiliary from the time it was first discussed. Among them is MRS. MILDRED LAMBERT, wife of Engineer A. N. LAMBERT, and president of the Auxiliary; MRS. CHARLES W. BROWN, wife of the Division Surgeon, is vice president; MRS. ROBERT BROWN is secretary; and MRS. W. S. BROSS, JR., wife of DR. BROSS, treasurer.

"In addition to the work done by the women in assisting the hospital and patients, and beautifying the grounds, the Western Pacific has had new siding and paint applied to the building and made other improvements.

"Randall said there is no longer any question of the hospital being moved from Portola."

SACRAMENTO SHOPS

Marcello G. Schultze

On May 18 sixteen members of retired Carman HANS EVERS' family assembled at S.F. International Airport to greet Mrs. Lena Weir of Mount Morgan, a northern Queensland, Australia, mining town, when she alighted from her plane. This moment ended a separation of almost half a century



"Watch what happens when coupling is made at more than four miles per hour!"

and thousands of miles for Hans and his sister, who had not seen each other since 1908 when he came to the United States and settled in Sacramento. Since arriving, Mrs. Weir has met for the first time several additions to Hans' family, including Mrs. Evers, 14 children, 30 grandchildren, and one great-grandchild, all living in the Sacramento area. Hans said he and his sister kept in touch by correspondence about every two months after he left Australia, and, later when air mail was introduced, the pace picked up and letters were exchanged every two weeks.

Carman and Mrs. J. A. PATTERSON are excitedly making arrangements to "train" to Seattle and then fly to Skagway, Alaska, to visit their son, Master Sergeant William J. Patterson, and his wife. Bill, a former sheet metal worker apprentice, is presently stationed with the Army.

Shop labor representatives have also been doing their share of traveling

lately. Boilermaker C. P. ROLFE and Blacksmith E. R. McPHERSON were delegates of their respective unions at the National Convention of the International Brotherhood of Boilermakers, Iron Ship Builders, Blacksmiths & Helpers in Philadelphia, the early part of May. Both did some extra traveling, with Rolfe sending a postcard from Atlantic City, and McPherson visiting the Empire State Building on his first trip East which brought this comment: "It gave me a fright being up there."

Machinists W. R. SEEBER and FRANK GONCALVES represented their local at the District Convention of the International Association of Machinists, April 27 and 28, in Salt Lake City.

On the local level, representatives of each craft were present at the System Federation No. 117 Convention in Sacramento on May 24.

Carman and Mrs. R. A. CRUMLEY are the proud purchasers of the 10-acre Dolman Ranch in Thermalands. They plan extensive improvements, including remodeling of the home. Bob says

there are about 100 orange trees, alone, on the property, and states, "It's one of the most beautiful and quiet spots I've ever seen."

Our sincerest sympathies are extended to Laborer J. H. WRIGHT, who lost his brother; to Boilermaker and Mrs. FRED BIESER, whose eldest daughter, Donna, passed away May 27; and to Electrician Apprentice and Mrs. E. N. MARLER, who lost their prematurely born baby son.

Retired Carman and Mrs. ANDREW LATINO celebrated their Golden Wedding Anniversary June 2 with a family gathering at Bass Lake. The Latinos came to Sacramento in 1920 from Birmingham, Alabama, where they were married on June 1, 1907. At least 35 members of the family joined in the celebration. The Latinos have 11 children, 22 grandchildren, and one great-grandchild. (See picture below.)

Congratulations to Machinist Apprentice and Mrs. GEORGE LANE who

Retired Carman and Mrs. Andrew Latino and their grand family. Sacramento Union photo.



MILEPOSTS

announced the arrival of their first child, a son, May 4—just in time to celebrate Mother's Day!

Our best wishes for a long and happy retirement to Machinist J. V. DEPAN- GHER, who left WP on May 31 after 38 years of service. Jack was presented with a Black & Decker drill set by his co-workers, and stated that he wished to thank his friends all over the road for their many kindnesses and help all during his years on the WP. Jack's bought a house trailer, and he and Mrs. DePangher are making future plans for more outdoor living.

WENDOVER

Esther Witt

The roses in front of our roundhouse are better this year than ever. In fact, the desert is in full bloom and has never been so beautiful.

Just as we thought that Mrs. CHARLES G. CLONTZ, wife of our section foreman, was well on the road to recovery, she had a relapse and had to be taken to Salt Lake for further hospitalization. We wish her good health soon.

Retired Engineer GLENN M. MORTON visited his sons and grandsons here recently and took advantage of his visit to talk over old times with some of the gang he formerly worked with. Glenn seems to be looking younger each year and we hope he has many more happy years of retirement.

Our sincerest condolences to Switchman and Mrs. WALTER R. UMSHLER on the recent death of Walter's brother in Nebraska. They made the trip to Nebraska to be with Walter's mother who is past eighty years of age.

Our most sincere sympathy to Mrs. DEAN KENDALL and family in their recent bereavement.

ROBERT G. HOBBS relieved Section Foreman KENNETH "CURLY" ROSEN- GARTEN when he left with his wife to visit relatives and friends in Seneca, Kansas.

We were glad to have MARK CHILTON, his wife and three kiddies, with us while Roadmaster and Mrs. M. L. "LES" KIZER and their children were away on vacation.

Some of our section foremen who had returned to laboring when some sections had to be abolished were working as relief foremen lately. HOW- ARD A. GIBSON worked as relief at Bronte, CHARLES W. HANNEBAUM worked at Cholona. KAY K. SEKO took over at Knolls while Foreman MERLIN C. HIGLEY vacationed.

After having heard Conductor ROB- ERT L. McQUARRIE sing "When It's Nighttime in Nevada" a number of times, we were not surprised when he took off for a vacation in that state. "Doc" says he enjoyed the historical spots very much.

MILPITAS

Philip Hazlett

Probably no one on the WP at San Jose has more friends than Clerk "JIGGS" WORK, and they are all happy to hear that "Jiggs" has returned to work. Except for his shoulder being sore, he says he feels as good as new.

Clerk BARNEY FLOOD has retired and says if you wish to find him look where the fishin' is best. Best of luck, Barney—enjoy many good years!

Saw retired Agent GEORGE KEYES the other day and he has acquired one of the new "low" station wagons. While visiting in Bakersfield a while back someone gave it a somewhat "lower" look by removing all four of the tires;

also "lighter" by taking gas from the tank. George has nothing but praise for the three "A's," as they had him rolling in a very short while.

Trainmaster PHIL PRENTISS renewed his "Bawston" accent, gained while spending a vacation in the New England states.

Conductor D. F. SEGUR is on vacation; Clerk JEAN BROWN is enjoying hers in Virginia; Clerk BILL HATFIELD in Sacramento; Clerk HERB SINGH will spend his in Portola. Clerk "SWAMI" SWANSON had to spend his in the hospital where he had an operation. He is doing fine and hopes to be back with us soon. Clerk BILLIE GAGE is back at work after having been "clobbered" while en route to work.

Trainmaster BOB REDUS stopped in to see us recently from Keddie, and we hope he enjoyed his vacation.

TIDEWATER SOUTHERN

Jane E. Navarro

All that remains of the Tidewater Southern depot and freight room at Escalon is charred ruins, following a fire of unknown origin about 5 a. m. on the morning of May 27. The building, constructed soon after the TS was laid in 1913, was one of the oldest landmarks in Escalon. ART TIBBETTS, agent, has served there for 35 years. Art is



Tidewater Southern staff and visiting accountants: Harold Cassel, Jane Navarro and Oscar Correa. Standing: Bob Bell, George Lyon, Rich Manverse, Harold Grier and U. S. Bohne. Photo by Superintendent Kenady.

now struggling along with his duties in a nearby packing shed. All files, valuable radio equipment, and furnishings were completely destroyed.

Everyone is glad to hear that BOB THOMSON, Manteca agent, is recuperating satisfactorily from his auto accident. He hobbles around a few hours a day and naturally has to look in on his office. Bob suffered, among other painful injuries, a broken jaw in the April accident. He tells us that he never knew there were so many foods to drink.

J. E. KENADY, superintendent, finally had a roll of film in his camera developed, and among the pictures was one of our staff when visiting accountants were with us at Christmas time last year!

A sun-tan race is on at Tidewater in Modesto. A recent pale-skinned visitor from San Francisco office said he was amazed by the extent of tan we all have so early in the season.

Assistant reporting to the president: "Our workers think a guaranteed annual wage is fine, and a guaranteed bonus, and a guaranteed pension plan. But, chief, what they want most of all is a guarantee you won't go broke."

SALT LAKE CITY

J. B. Price

Plans are now being made to incorporate a golf tournament in conjunction with the annual picnic to be held at Elko on Saturday, August 10. The golf tournament will be held on Sunday morning. The nine-hole course is in excellent condition and green fees are \$2.00. Each golfer will, in addition, put in a couple of dollars for prize money. The tournament will be divided into two groups—those who want to shoot for low gross, and those who want to shoot for low net based on a blind bogey handicapping system. The number of entrants in each group will determine the amount of prize money which will be divided among the winners and runners-up.

We would like to have at least ten golfers from Salt Lake (the ladies are welcome, too) so we can show those golfers from the West how the game should be played. Let BERT PRICE know as soon as possible if you can participate.

We were glad to hear of the honor bestowed on Dan B. Dyer, son of retired Engineer H. A. "BERT" DYER (now deceased). A deputy chief and senior staff analyst of the Air Force's headquarters intelligence evaluation and integration office, Dan was chosen with nine others to receive the annual government Career Service Award. Quali-

fications for the award are competence, efficiency, character and continuity of service.

Dan's service is concerned mainly with strategic air warfare. He has been a member of the intelligence corps since mid-1941, having been transferred from the Department of State where he had worked in consulate service in Germany and in Portugal. It was during World War II that Dan formulated plans which formed the basis for evaluating combat missions in Europe and Asia.

Dan spent his early boyhood in Elko, graduated with honors in all sports from East High in Salt Lake City, and graduated from Northwestern University with a B.S. degree in 1935. He also attended Heidelberg University in Germany for three years.

Congratulations, Dan, from all your WP friends!

C. Dale Trumbo, son of Engineer and Mrs. CECIL G. TRUMBO, graduated on May 10 from the University of Utah with his degree in mine engineering. Dale will go to work for Bethlehem Steel at Pittsburgh, Pa., and after advanced training, will transfer to the West Coast.

Conductor DAN W. SULLIVAN has been under the weather recently and spent a leisurely vacation with his family. We wish him a quick recovery.

We were sorry to learn of the death of DR. ROBERT S. ALLISON, retired assistant chief surgeon for Western Pacific and D&RGW railroads on May 21 at the age of 78 due to cardiac failure.

The tycoon was looking for a new chauffeur. The applicant had excellent references and he claimed he had driven in most of the 48 states.

"So far, so good," said the interviewer, as he handed the prospect a road map. "Now let's see you fold this."

H. R. 7201

IN THE HOUSE OF REPRESENTATIVES

MAY 2, 1957

Mr. McFALL introduced the following bill; which was referred to the Committee on Armed Services

A BILL

To authorize the award of a Medal of Honor to Alfred C. Petty, United States Army.

- 1 *Be it enacted by the Senate and House of Representa-*
- 2 *tives of the United States of America in Congress assembled,*
- 3 That, notwithstanding any provisions of the United States
- 4 Code, which establishes limitations of time for certain
- 5 awards, a Medal of Honor may be awarded, at any time not
- 6 later than one year subsequent to the date of enactment of
- 7 this Act, to Private Alfred C. Petty, United States Army,
- 8 for conspicuous gallantry and intrepidity in combat with the
- 9 enemy at the risk of his life, above and beyond the call of
- 10 duty, during the Spanish-American War.

* * *

Retired Telegrapher A. C. Petty, who last worked at Stockton on June 30, 1942, was recently presented with this Bill by the House of Representatives. The Bill, which authorized the award of a Medal of Honor to Alfred C. Petty, was for conspicuous gallantry and intrepidity in combat above and beyond the call of duty during the Spanish-American War.

WINNEMUCCA

Ruth G. Smith

Brakeman and Mrs. FRED LYELL are the parents of a boy born May 8 at Humboldt Hospital. His name: Leslie Dean.

Delphi McDonald, son of Engineer and Mrs. C. F. McDONALD, was the winner of the mile race at the Nevada State High Schools' track meet in Reno. Delphi covered the distance in 4:59.3. (Editor's Note: This speaks well for young McDonald, since the all-time

high school mile-run record is 4:19.)

Telegrapher and Mrs. JACK McNULTY of Weso are the proud parents of a son, John Kevin, born May 13. He is the fifth child in this family.

Margaret Joanne Gollither, daughter of Fireman and Mrs. FREMONT M. GOLLITHER, was married to Assistant Signal Supervisor ELFRED L. WALL of Sacramento. The wedding took place in Winnemucca on May 25 and the young couple will live in Sacramento.

MECHANICAL DEPARTMENTNorma Joseph
Rod Rodriguez

MOLLY BLISS, stenographer to Mechanical Engineer W. B. WOLVERTON, left WP in order to be with her husband who is with the Navy at Los Angeles. The entire office force joined in a farewell "coffee 'n' cake" party during which she was presented with a gift.

Our welcome to three new members of the mechanical department: CLARA NICHOLS, who succeeded MOLLY BLISS; JEAN SMITH, assistant accountant; and HANS LENSCHOW, draftsman. Hans' unique way of pronouncing the word "yes" has quite a Continental touch.

The passing away of C. E. MARCUS, supervisor of automotive equipment, on May 26 left his many friends in deep sorrow. We all join in offering our sincerest condolences to the members of his family.

Chief Accountant B. W. JONES had quite a time for himself while in Los Angeles over Memorial Day weekend, having met none other than the great Elvis. For a change in pace, he subsided with a tour of Disneyland.

J. R. LAMALFA was missed around

the drafting room when, accompanied by his family, he traveled to Nebraska to visit members of the family he had not seen for six years.

Laboratory Assistant MAE TOOMEY recently traveled to Montana to attend the wedding of her brother.

KEDDIE

Elsie Hagen

We will all miss Brakeman CLAUDE TRIPP and his family who have moved to Portola.

MRS. PAUL FERRELL, night cook at the Coffeeshop and wife of our train desk clerk, was in the hospital for about two weeks, as was the wife of Engineer E. A. BENZ. Engineer F. J. BOHANON is in St. Joseph's Hospital recovering from a back operation and Conductor JIM FOX is recovering from torn ligaments in a knee, but all are on the recovery list.

Our deepest sympathy to the family of B. G. BELEW, who passed away last month.

CONDUCTOR STUBBLEFIELD'S son and daughter-in-law are coming out West

to live. Wilbur is out of the Navy after serving four years. His wife is a New York girl and they were married about a year ago.

Dan Krause, son of Brakeman JACK KRAUSE, graduated from Chico State College, receiving his B.A. degree and high school teaching credentials.

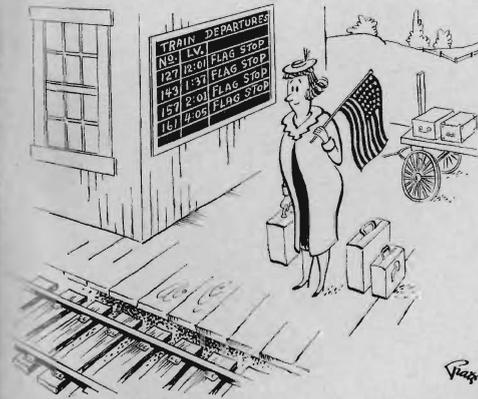
The Annual Dance Revue held every year by the Marguerite Dance Studio in Quincy will be held in the High School's auditorium this year. Of the five Keddie girls in the program, three are daughters of our railroaders: Cindy Barry, daughter of Roadmaster and Mrs. CHET BARRY; Pamela Lee Stroup, daughter of SHIRLEY BANCROFT; and Wesley Shannon, daughter of ENGINEER SHANNON.

Yardmasters JOE CLINTON and CHARLEY SELF made their regular trip to Greenville recently to decorate the grave of BRAKEMAN MURPHY who passed away several years ago. The flowers were donated by Mr. and Mrs. ART TAYLOR of Oroville.

OAKLAND

John V. Leland

Our singing troubadour, Traffic Representative JIM DUYN, is adding further laurels to his accomplishments as a vocalist. He recently signed a contract with the Oakland Light Opera Company to do the leading roles in "Finian's Rainbow" and "The Merry Widow" to be held at the Woodminster Amphitheater in July and August. Since the Amphitheater holds about 6,000 people, we think it would be nice to see a lot of WP people there rooting for Jim. He also just received a gold pin from the management for completing ten years' service with the Com-



pany. And, to top it all off, he just was announced winner of the WP-SN-TS Employees Vacation Club, the first traffic department railroader to do so.

PHIL PRENTISS, trainmaster at San Jose, tells us that while enjoying the New York to Staten Island boat ride, longest in the world for five cents, he saw more railroad cars on car floats in one day in New York Harbor than can be seen in the Bay Area in 30 days. Phil also visited in his old home town, Saco, Maine.

It's good to see that good-natured Irishman, Agent JIMMY DILLON, back on the job again following his recent illness, and we hope the Irish eyes keep smilin' from here on out.

SAN FRANCISCO

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

Newest employee in the passenger traffic department is IRENE SOOHOLDOSKY, ticket clerk. This personable 22-year-old was formerly with California Packing Corporation. Her mother, MARY SOOHOLDOSKY, is employed in WP's recheck bureau of the auditor of revenues department.

Congratulations to FREDDIE BARTON's daughter, Yvonne. This ninth-grade student at Everett Junior High School in San Francisco received a Scholarship Award for her excellent scholastic record for the present term. "Dad" is employed in the auditor of revenues department.

FRANK AHLERT, assistant to auditor-insurance, is putting in a busy summer working on the dining lodge at Camp Wastahi, new summer camp operated by the Santa Clara County Council of Campfire Girls. Frank is camping chairman for the Peninsula council

and reports that 200 girls from San Mateo County are registered for the summer season. He added that many of the young campers earned all or part of the fees through the sale of Campfire candy.

JEANNETTE SUMMERFIELD, secretary to assistant superintendent of transportation, KEN PLUMMER, was selected as one of the twelve finalists from San Francisco industries who will model in Union Square July 25 and 26. As typical "smart white-collar girls" the models will visually demonstrate that San Francisco's fashion industry and retailers cater to the fashion requirements of the white-collar girl. HELEN HARAIS, auditor of equipment service accounts department, and GERTRUDE POHNDORF, purchasing department price clerk, were other WP representatives in the annual event. Pictures and story will appear in a later issue.



Models Helen, Gertrude and Jeannette



This pay check, issued June 30, 1928, for 51 cents, finally came to roost. It was presented for payment on May 21, 1957, almost twenty-nine years after it had been issued.

Mrs. JANET ANDERSON joined the WP family on June 25 as public relations clerk. Janet recently came to San Francisco from St. Paul, Minn., where, after completing college, she gained special training in public relations with the Mutual Service Insurance Co.

JOHN MCCONLEY is our new elevator operator, and we welcome him to the WP family, too.

Several changes were recently made in the engineering department, when WILLIAM GORDON resigned to move to Seeley Lake, Montana. Replacing Bill as stenographer-accountant is AL BOCHATEY, former stenographer-file clerk. A newcomer, JIM HARDIE, filled Al's former position as stenographer-file clerk.

Congratulations to HAROLD CONTOIS, engineering department draftsman, on his marriage June 8 to Miss Lois Wachtel, in Sacramento. The couple honeymooned at Kings Canyon and

Sequoia National Park and now reside at Greenbrae. Harold recently came to general office from the Western Division engineering department at Sacramento.

DOROTHY CRESPI, industrial department, recently announced her engagement to FRITZ CASPERSEN, chief clerk in WP's San Jose traffic office. They plan to be married August 24 in Dorothy's home state of New Hampshire. They will make their home on the San Francisco peninsula.

The minister called at the Jones home one Sunday afternoon, and little Willie answered the bell. "Pop ain't home," he announced. "He went over to the golf club."

The minister's face showed displeasure, and Willie hastened to explain:

"Oh, he ain't gonna play any golf. Not on Sunday. He just went over for a few beers and a little stud poker."

* * *

He was a bit shy, and after she had thrown her arms around him and kissed him for bringing her a bouquet of roses, he arose and started to leave.

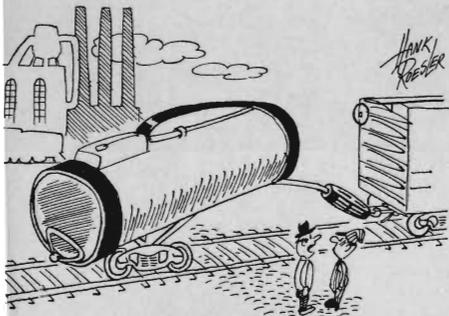
"I'm sorry I offended you," she said.

"Oh, I'm not offended," he replied. "I'm going for more roses."



Dick Hocker WP Golf Champion

Dick Hocker, industrial, fired an 82 in the annual Western Pacific Golf Tournament, good enough by one stroke to beat out Larry Shaughnessy, accounting, winner two years ago. The champ got off to a good start with a birdie on the par-five first hole, picked up another bird on the par-three seventeenth, and collected seven pars. He was out in 39, but went to a 43 coming in when he carded a triple bogey on the long four-par tenth and a double bogey on the four-par twelfth. Shaughnessy repeated his second-place performance of a year ago to finish with a 42-41 card total of 83.



"It's an exclusively designed car for a golf equipment manufacturer."

Larry's card showed ten pars but no birds. He lost his chance to win the tournament by getting into trouble on two par-four holes, one a double bogey, the other a triple.

Third low-gross among the employees went to Don Nash, engineering, who shot an 85, good golf on any course; especially so on the long Almaden layout.

Last year's winner, Bob Runge, Fresno agent, was unable to play this year.

Two golfers, both guests, broke 80. Dick Graham put together a 40 and a 38 for a 78 low score of the tournament, and R. Shuman's card showed a 40-39 for a 79 total.

Jimmy Pearce and John Kennedy tied for employee low net honors. The blind bogey handicap system gave Jimmy a 115-51-64, and John had 100-36-64. Russ Cleland and Jim McNabb netted 66's to tie for second, and Cliff Gerstner came in third with a 115-48-67. Among the guests, W. T. Richards, retired engineering department employee, came in first with a 105-42-63. A 94-30-64 put Bee Postel in second place.

Tennis Day

An innovation started this year to draw more WP tennis players into competition took place on the Golden Gate Park courts May 25 and was termed a great success by all participants.

Using a scoring system based on a total number of games won less the total number of games lost against all opponents, Gardner Rogers, engineering, nosed out Cliff Warner, accounting, by one point for the title. All play was in doubles competition. Each player was opposed by someone better,

someone about equal, and someone of lesser ranking, and the closeness of the finish was nearly the same for all. A number of new tennis faces finished high in the standings, passing some of the usual annual champs.

All twenty participants agreed that the competition was even throughout and that most everyone, regardless of individual talents, had a chance at the title. It is hoped that an even greater number will turn out for the next Tennis Day events.

The regular WP Tennis Tournament will be held in September. Watch for announcements.

GOLF...

Ann Malfa, transportation, turned in a nice 105 to win low gross among the gals, and a 30-handicap gave Ann a 75 to take first in low net. Low gross among the guests was Jean Linehan's 99, one stroke better than Emily Lindde's 100. Emily also won guest low net with a 72, and Bonnie Logan placed second with 102-36-66.

Ken Rank, freight traffic, took the hole-in-one contest with a five-footer on the fifteenth. Second place went to D. Dunne, guest, who dropped his tee shot seven feet 10 inches from the cup, and Hal Klein, passenger traffic, took third with a nine-footer.

Eighty-nine golfers turned out for the event which took place on June 1. Plans are now under way for another tournament in conjunction with the annual Western Pacific picnic to be held at Elko in August. More about this later.

GOLF—is the game that turned the cows out of the pasture and let the bull in.

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RAILROAD LINES



Designed by the men who wear them, Denver & Rio Grande conductor-trainmen uniforms are now banker's gray three-button single-breasted coats with "Navy Officer" style caps.

Northern Pacific's use of animated television commercials to sell its transportation facilities believed to be first in railroad industry.

Chicago & North Western buys 88 per cent of Litchfield & Madison's stock.

Burlington replaced Texas Zephyr with completely refurbished Denver Zephyr cars on Denver-Colorado Springs and Fort Worth-Dallas run June 16.

Santa Fe and Pennsylvania railroads given permission to acquire joint control of Toledo, Peoria & Western, providing link for transcontinental freight.

New York Central unveiled new \$1 million technical research center in Cleveland; announced complete dieselization except electric operations in New York City area.

A unified passenger terminal may become reality in Chicago's South-of-the-Loop area at estimated \$250 million cost without subsidy.

First installation of audio frequency overlay equipment in connection with highway crossing control will be made by Rock Island.

Roberval and Saguenay railroad in Northern Quebec now using world's first all-welded open aluminum hopper cars for hauling bauxite.