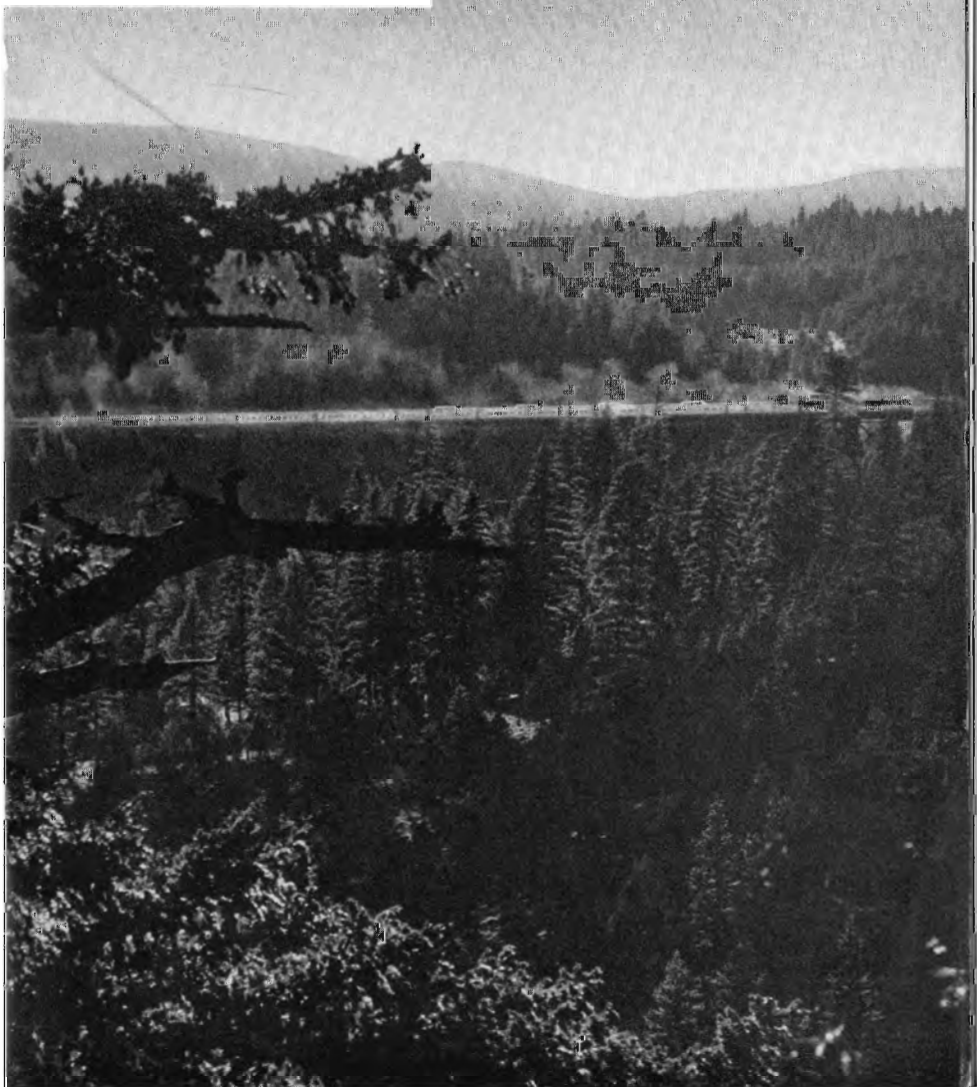


WESTERN PACIFIC  
*Mileposts*  
MARCH 1958



# Mileposts

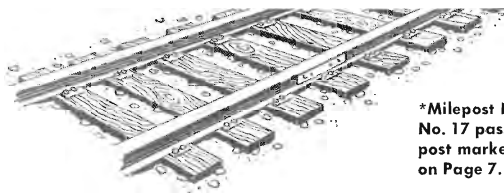
WESTERN PACIFIC

Vol. IX, No. 8

MARCH, 1958

\*Milepost No. 104

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. 104: Train No. 17 passes new milepost marker. See story on Page 7.

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Cover: Photographer Jack Miller, storekeeper at Portola, caught the entire California Zephyr in this interesting shot. The eastbound train is seen just about to cross over Willow Creek bridge, near Clito.



MILEPOSTS

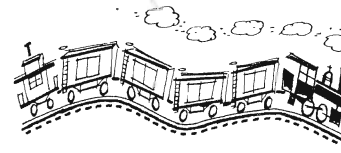
## We can have more



CUSTOMERS



JOBS



TRAFFIC

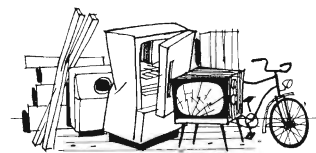


GOODWILL

## —if we prevent



LOSS



DAMAGE



DELAY



ROUGH HANDLING

## Why? See next page...

## Lost — \$675,897

Despite the slight improvement made in 1957, compared with 1956, the \$675,897 paid out of Western Pacific's pocket for loss and damage to freight last year costs us a lot of hard-earned money which at any time, and particularly right now, could very well otherwise be spent. This wasteful expense affects not only the Company but, indirectly, every employee on the payroll. It also affects the Company's efforts to retain the business we now enjoy and to bring new business to our railroad. Shippers would much prefer to have their shipments arrive in perfect condition than to receive a check from Western Pacific in payment of loss or damage.

It is not uncommon to receive an ultimatum from a shipper that he will divert all his shipments via routes adverse to ours until such time as we

eliminate the damage now occurring. This is very discouraging to say the least, as the freight claim agent has no magic wand with which he can eliminate all damage in any specific movement. Each employee, by cooperative effort with his co-workers can, however, greatly minimize and perhaps even eliminate the troubling factor.

According to the freight claim department, latest reports indicate that the month of January is at present following the same trend as the last quarter of 1957 which, in comparison with the same period in 1956, was a sizable increase. It is possible to reverse this trend if everyone concerned with the handling of freight will take an even more personal interest in careful handling. The employees not directly concerned with freight handling will appreciate it, too.

Last quarter and year-end figures for 1957 were:

	1957	1956
October, November, December.....	\$178,342	\$156,010
January through December.....	\$675,897	\$681,772

## New fast freight schedule

Fourth afternoon arrival and fifth morning delivery in Bay Area cities of rail and forwarder merchandise traffic from Chicago was effected by Western Pacific on February 22.

Under the new schedules forwarder merchandise traffic released in Chicago to participating railroads by 8:00 p. m. on Wednesdays, Thursdays, Fridays and Saturdays will be incorporated at

Salt Lake City in a new WP fast freight operating on near-passenger schedules.

This train will arrive in Oakland at 4:00 p. m. the fourth afternoon out of Chicago and in San Francisco at 7:00 p. m. for spotting on spurs of the forwarding companies for fifth morning delivery instead of sixth morning as at present.

**Editor's note: the following is a forthright attempt to explain what is behind the wage-price spiral—careful reading is recommended**

## Time to Take a Look

By Harold Mansfield

Reprinted from Boeing Airplane Co. News, January 23, 1958

**W**HEN Russia lofted its Sputniks, America had to take a searching look at its scientific self-esteem. This is the season for self-examination, humility, simple honesty.

This week every American was asked by President Eisenhower to take an honest look at a problem that no one has been willing to face.

Unjustified wage and price increases, said the President, threaten to result either in inflation or eventual government controls "incompatible with our way of life."

"Business managements must recognize that price increases that are unwarranted by costs, or that attempt to recapture investment outlays too quickly . . . lower the buying power of the dollar," said the President.

"The leadership of labor must recognize that wage increases that go beyond over-all productivity gains are inconsistent with stable prices," he continued. He added that "the resumption of economic growth can be slowed by wage increases that involve either higher prices or a further narrowing of the margin between prices and costs."

Freedom requires self-discipline, the President reminded. "If important groups ignore this truth, the alternatives are either an economy damaged by inflation or controls that are in-

compatible with our free competitive institutions."

Let's put the problem still more simply—if I may express my personal view, not an expression of company policy.

(Editor's note: Neither is this an expression of Western Pacific policy.)

Prices are based chiefly on wages.

You say wages plus materials? But the cost of materials is based chiefly on wages. You say wages plus profits? Of course, the caution which the President voices as to profits is proper. But generally in manufacturing, over the past 10 years, profit margins have remained level or decreased while prices have been going up.

You say prices are based more on volume of sales? Yes, but volume is what enables you to lower the labor cost per item.

**P**RICES are based on wages. You say not so much on wages as on the amount of work done per dollar of wages. Yes. You have me there. This is called productivity, and this is exactly the point. It is why the President cautions against "wage increases that go beyond over-all productivity gains."

Productivity gains are the result of a combination of labor and management, including management's investment in facilities. The President told

Congress the average gain in productivity has remained slightly below the long-time average of 2 per cent per year in industry other than agriculture. But wages have been going up more than twice this amount per year in manufacturing industries.

Some may insist that every wage increase feeds prosperity, makes the public better able to buy things. An employer can raise wages and pass the price increase on to the consumers. But who are the consumers? Other employees like his own.

And what happens when they can't afford to buy the things any more? Somebody is out of work.

I'm not talking about the airplane business. I'm talking about business. Ultimately the same rules apply to any business. Even if the government is the customer, there comes a time when it can't afford to buy the things either.

## How We're Doing

Forwarder merchandise traffic out of Chicago, routed Western Pacific from Salt Lake City on new fast freight schedules, has arrived in Oakland, on the average, three hours ahead of schedule since inauguration. See story on page 4.

ICC granted 2% freight rate increase on certain commodities effective February 15; railroads had filed for 3% increase effective February 1.

New industrial park created by Northern Sacramento Land Company at Johnston (within Sacramento switching limits) being served jointly by WP-SP.

January 1958 operating revenues down 5.49% compared with same month 1957; January 1958 net income down almost 50% compared with same month 1957.

ICC will hold hearing March 13 concerning abandonment remaining SP ferry; WP now making study of sites for use in bussing passengers between San Francisco and Oakland if and when abandonment authorized.

California Zephyr's average load in January 1958 was 52.3%, compared with 57.4% in January 1957.

It gets its money from the wage-earner. When it can't get enough money, it has to borrow. If it has to keep borrowing more and more, that's inflation.

It's like having a credit account at the store. You can always buy a little more than you have money right now to pay for. But if you let your bill run higher and higher, there comes the time when you have to stop buying in order to have the money to pay up. When everyone has to do that, the result is a business recession.

How do you avoid this? By gradually getting things in balance. Making ends meet.

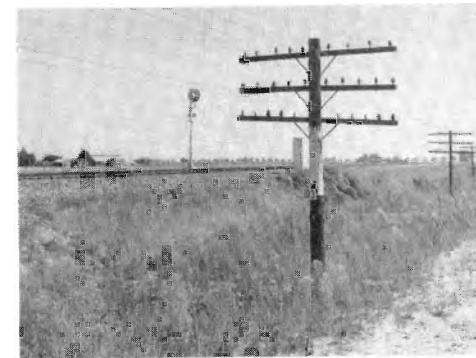
How do you slow down price increases? By recognizing that prices are based on wages, and depend on whether or not those wages are justified by the productivity they represent.

America needs to learn this lesson.

## The editor gets a break!

Climbing barbed-wire fences, sliding down banks, or wading through casual water or mud during inclement weather have been routine parts of your editor's job. Anything for a milepost picture. Even escapes from red-eyed bulls (and farmers' daughters!) But times have changed, thanks to 928 new mile-marker signs placed along the railroad between Oakland and Salt Lake City. Nothing now more difficult than a half-mile hike each way along the track—if he can't find an easier way.

To add significance and interest to MILEPOSTS each month, a picture of a milepost marker appears on page 2. It corresponds numerically with that issue of the magazine. Up until last month these markers were fastened to telephone or telegraph poles which parallel the railroad. While the roadbed maintains a uniform grade, the pole lines don't. They follow every dip and rise in the adjacent terrain and, in many instances, are quite distant from the track. Getting a good closeup picture of the marker with an identify-



ing object or portion of the roadbed included was often difficult.

The new markers were transferred from the poles to posts about six feet above ground level and, on the average, about 13 feet from center line of track. They are, of course, for the benefit of train and engine crews and other operating personnel, especially where visibility might be limited because of rugged terrain or dense tule fogs. However, the editor bows his head in appreciation to the engineering department who designed the markers, and to the section forces who made the installations. But he'll probably put on weight!



Train and engine crews at times had difficulty reading milepost markers fastened to telephone or telegraph poles, such as No. 103 in the picture above. Now on posts nearby tracks, they're much easier to see. The editor likes 'em, too. This self portrait shows how easy it is to get the pictures.

George C. Antonopoulos, who retired October 31, 1957, as a section foreman for Sacramento Northern, found this old picture among his collections.

At the time the picture was taken in 1919, George was a Western Pacific car repairman at the Oroville rip track. That's George sitting on a pair of trucks at the left. Next to George is Fred Sykens, holding their little helper. The old man with the coat is Robert Hoy.

Behind George are Harry Swin, Ben Vaughn and G. Williams.



When George left Western Pacific in 1928 to work for the SN, only Harry Swin, car inspector, remained.

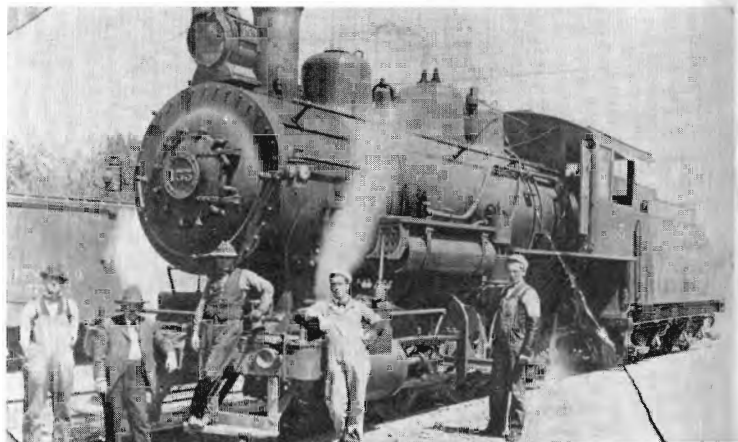
## IN THE GOOD OLD DAYS

The picture below, taken some time prior to April 28, 1911, in Sacramento yard, was sent in by Jerry Fritz, locomotive engineer working in and out of Oakland on the *California Zephyr* and the *Zephyrettes*.

The men standing in front of Engine 155, from right to left, are: Webb Varnum, engineer; Homer Dalzell, fire-

man; Fred Huffman, Horace Harrington, and Jerry's father, George A. Fritz. When George Fritz retired as yardmaster at Sacramento on October 12, 1950, he had 40 years and 12 days of Western Pacific service.

All the men in the picture, except Fred Huffman who retired on March 15, 1950, as conductor, are deceased.



## Cheyenne "grounds" airport bonds

### Opposition by railroaders helps to defeat bond issue

CHEYENNE (Wyoming) voters in January rejected a \$200,000 airport terminal bond issue which proposed to raise city funds to match federal and state grants for erecting an air terminal to cost nearly \$400,000. The issue was defeated by a margin of 715 votes—3,066 to 2,351.

It is encouraging to note that Union Pacific railroaders—with the existence of their own industry threatened because of "fair-haired boy" treatment being given the airlines—went to bat to encourage opposition at the polls.

Their attack occurred one week before the voters went to the polls by releasing a well-publicized and carefully thought-out statement opposing the issue. In back of this statement was a committee composed of three craft union officials—a carman, a sheet-metal worker, and a laborer and truck driver—and representing 2,500 Cheyenne railroaders.

"Under the pretext of progress," said the statement, "Cheyenne taxpayers and Cheyenne railroad employees are being made the scapegoat of increased taxation to provide a costly luxury for a very few.

"The principle is just as unfair in Cheyenne as it is in Denver, Chicago, or New York, and we must, in all conscience, strongly oppose it here and now," the statement continued.

The committee concluded: "... We railroad employees must oppose the principle of building tax-free facilities for profit-making airlines while our own industry is forced to build all its

own facilities with private money and pay high taxes on every bit of it. . . . The senate investigations now under way in Washington certainly bear out . . . that the railroads are being used as 'sitting duck targets' for increasing taxation, and restrictive regulatory treatment threatens the very existence of the industry."

The proposal for the bond issue was strongly supported by the mayor and other city officials as well as the Chamber of Commerce aviation committee, the Junior Chamber of Commerce, and other civic organizations and individuals. It was opposed by the Wyoming Taxpayers Association and spokesmen for several railroad and other union organizations.

Such action by these railroaders is most commendable, and the success of their efforts shows what can be accomplished when railroad workers put their backs to the wall.



## 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 railroaders who recently retired:

Frank G. Anderson, car inspector, Oakland.

Arshag Avakian, pitman, Keddie.

Patrick H. Chace, electrician, Sacramento.

Robert A. Chapman, division line-man, Keddie.

Noel S. Culley, boilermaker, Stockton.

Arthur W. Dryden, conductor, Oroville.

John F. Gillham, B&B miner, Goad.

Lewis J. Hamby, brakeman, Oroville.

Ray McNeil, B&B carpenter, Goad.

Paul H. Murphy, yardmaster, San Jose.

John W. Porter, conductor, Portola.

Thomas C. Reynolds, brakeman, Elko.

Charles D. Smith, yard clerk, Stockton.

Laurie W. Whitaker, switchman, Oakland.

### Roy S. Taft

A little over 45 years ago, Roy S. Taft hired out as a pipefitter's helper at the age of 20. The date was December 4, 1912. He changed his vocation in 1915 and now looks back on 42 years' service in Western Pacific's marine department from which he retired on December 21.

He got to know the railroad's old ferryboat, *Edward T. Jeffreys*, serving as oiler until 1918, when he became assistant engineer. In 1920 he became assistant chief engineer on the tug *Virgil T. Bogue* and two years later held the same position on the tug *Hercules*. He was chief engineer on the *Hercules* from 1940 until his retirement.

Roy remembers two outstanding experiences during his marine career. One was the rescue of five workmen from a barge which was stranded at the Bethlehem Shipyard during a severe

storm. The other was when the crew of the *Hercules* saved the freighter *James Baynes* from burning during the big fire which nearly destroyed the Albers Mill in Oakland.

Like most other men who have worked on the water, it is going to take a little time for Roy to get used to another life. Fortunately, he has two other interests—making garden ornaments and shooting movies. The chances are his camera is going to record considerable footage of ships—not the least of which probably will be WP's new train ferry *Las Plumas*.



### Lavon Q. Kimball



Cuyler, chief mechanical officer, commending Kimball on his record which began on September 27, 1933.

C. C. Cox, special agent—claim agent at Sacramento, presented the honored guest with a pair of binoculars, a portable transistor radio, \$21 in a wallet, and a "black mineral" light, used in searching for uranium, in behalf of Kimball's associates.

Future plans include some time for traveling and "dabbling" in real estate with his son in Salt Lake City, but his greatest interest is in prospecting for uranium in southern Utah, where he was reared and where his father was a mining man.

A party at Sacramento Shops on January 31 brought to a close more than 24 years of Western Pacific service given by Lavon Q. Kimball, patrolman.

The entire Shops' force was present to hear a short speech given by E. T.

Mr. Kimball has three sons. Bud, timekeeper at the Shops, will have 18 years' service next June. Valden L. is in eastern division train service and has been with WP since May 26, 1936. Earl D. recently completed his four years of machinist apprenticeship.

### Robert McIlveen, Jr.

Not many road foremen of engines—or other railroaders, for that matter—ever get an opportunity to hobnob with movie stars. Bob McIlveen is one of the few, but we'll get back to that later.

Bob at the age of nine moved with his parents from his birthplace in South Norwalk, Connecticut, to Los Angeles in 1902. It was some time later, after the family moved to Medford, Oregon, that Bob got his first taste of railroading.

"The Barnum family owned and operated the now forgotten Rogue River Valley Railroad which ran be-

tween Medford and Jacksonville," Bob recalls. "I made myself somewhat of a bothersome youngster by hanging around the little locomotive they used, but I was never able to wedge myself in as an employee. But I knew then railroading was for me. After my family moved to Portland I worked at a number of jobs which did not interest me and, finally, hired out as a hostler helper on the Oregon and Washington Railroad and Navigation Company (now Union Pacific) in 1911. One year later we moved back to California and I became a locomotive engineer on the small line near

A highlight in Bob's career was the day the *California Zephyr* was inaugurated. That day he had none other than the glamorous movie starlet Eleanor Parker as a visitor in the diesel cab. "Too bad this can't happen more often," said Bob.



Suisun-Fairfield which connected the Pacific Portland Cement Plant with the SP at Tolenas. Lacking in experience, I got the job on my nerve only. I was next firing on the Northwestern Pacific, and then the Santa Fe's coast line until August 22, 1917, when I came over to the WP. I became engineer on August 14, 1925, and road foreman on July 13, 1944. When the latter job was abolished in 1950, I returned to engine service, but went back as road foreman on February 25, 1951.

"When they inaugurated the *California Zephyr* in March, 1949, it was my good fortune to be assigned to the diesel during its display at San Francisco. It was quite a thrill, and to top it off I had as a visitor in the cab the movie starlet, Eleanor Parker, who later that day christened the train."

Bob's education consisted of graduation from, as he calls it, "Pit College," namely, this was the cinder pit on the OWR&N. It was with the spirit of the times for most young men, when Bob was a youth, to seek employment rather than an education.

"Looking back," he said, "I enjoyed every minute of my service with WP. I have watched the line grow from a bitter struggle up to the point where, I believe, it can rank with the best. I cannot help but have pride in the *California Zephyr*, since I somehow feel I grew up with the train. It was my privilege to be on the engine during the trial runs out of Oakland and on the first trips in service, and I enjoyed the small part in this progress."

Bob has been the owner and operator of W6BCN, an amateur radio sta-

tion, since 1923. The station operates with a Collins KWS1, 1-kw transmitter and Collins receiving equipment. With the use of AM and SSSB fone, as well as CW telegraph, he can contact most any point in the world. He and his wife are interested in books and keep membership in a book club. In season he hopes to follow up on outdoor life, hunting and fishing. This, coupled with some travel, will keep them interested.

Bob is a member of Grizzly Lodge 601, F. and A. M., Portola; Portola Chapter of Order of Eastern Star; Oakland Consistory No. 2, Scottish Rite;

Division 773, Brotherhood of Locomotive Engineers; and Lodge 794, Brotherhood of Locomotive Firemen and Enginemen; and the Railway Fuel and Operating Officers Association.

Bob married Marie Nichols on June 2, 1919, and they have two children. William Robert, a sales representative for General Petroleum in Southern California, is the father of two daughters, Lynn and Sharon. A daughter, Marjorie (Mrs. George Stevenson of Irvington), a teacher in the Alameda schools, has one son, Michael.

## The Mighty Muddlety

Each year in January, the magazine *Modern Railroads* includes a report on the railroads' 1957 Improvements and Plans for 1958. This year it concluded its report with this bit of enlightening humor which we hope MR (and the Muddlety) won't mind our passing on to you.

"We didn't query the Stroud's Creek and Muddlety, thinking we'd get what information we needed for this improvements section from the B&O, which operates it. But the SC&M's Community and Public Relations Department was not to be outdone. They sent along a year-end statement anyhow. Here's the year-end report of the Mighty Muddlety (23 miles, one locomotive, a 3-unit diesel switcher—cars owned, none).

'1957 Improvements: Fence-post loadings . . . even though the fence-post factory which constitutes Muddlety's principal industry decreased production, the SC&M was not adversely affected. Plain fact is the SC&M never

did haul many fence posts, what with the limited export market and the do-it-yourself trend, which has resulted in many farmers making their own.

'Coal loadings . . . coal traffic held up well. After all, it's pretty difficult to prepare do-it-yourself coal, and the export market is still making things hum.

'Motive power . . . SC&M became 100 per cent dieselized, with one diesel switcher (three units) replacing the former fleet of four steam locomotives.

'Shops . . . dieselization brought changes in the Tioga, W. Va., shops. They're not as warm as they used to be, and getting a good, hot cup of coffee is a tough job.

'Station signs . . . decided there really isn't any need for station signs. Everybody on the SC&M knows where he is, and that's what matters.

'Plans for 1958: Not many. SC&M views 1958, if not with unalloyed delight, with interest and a certain wariness.'

# MILEPOSTS



# IN GOLD

MILEPOSTS congratulates the following railroaders who will receive Service Pin Awards during the month of March, 1958:

<b>35-YEAR PINS</b>		
Noel S. Culley.....	Boilermaker.....	Mechanical Dept.
Florence R. Kelleher.....	Carman.....	Mechanical Dept.
<b>30-YEAR PINS</b>		
James E. Engstrom.....	Marine Captain.....	Western Division
Arthur W. Harris.....	Conductor (General Chairman, Brotherhood of Railroad Trainmen)	Western Division
Byron L. Larson.....	Assistant General Freight Agent	San Francisco
Anton H. Mettet.....	Carman.....	Mechanical Dept.
Glenn W. Morton.....	Locomotive Engineer.....	Eastern Division
Henry J. Quigley.....	Machinist.....	Mechanical Dept.
Frank E. Thomas.....	Machinist.....	Mechanical Dept.
<b>20-YEAR PIN</b>		
Richard J. Mounkes.....	Roadmaster.....	Western Division
<b>15-YEAR PINS</b>		
Nellie C. Brown.....	Laborer.....	Mechanical Dept.
Bernardo Cornejo.....	Clerk.....	Eastern Division
Clifford F. Gamble.....	Locomotive Engineer.....	Eastern Division
John H. Kelly.....	Carman.....	Mechanical Dept.
Hamilton Loveland.....	Carman.....	Mechanical Dept.
Voy L. Neuman.....	Switchman.....	Western Division
Lyles R. Pember.....	Passenger Traffic City Ticket Agent.....	Oakland
Roy B. Steed.....	Carman.....	Mechanical Dept.
Dorothy Storey.....	Passenger Traffic Ticket Clerk.....	Oakland
Erva B. Thompson.....	Telegrapher.....	Eastern Division
Aurilla R. Troy.....	Manifest Clerk.....	Transportation Dept.
Nick Villa.....	Carman Helper.....	Mechanical Dept.
<b>10-YEAR PINS</b>		
Donald J. Browne.....	Rate and Division Clerk.....	San Francisco
Jesse D. Cabrera.....	Electrician.....	Mechanical Dept.
Robert A. Failing.....	Secretary-Clerk, SMW&E.....	Oakland
Joe A. Gallegos.....	Hostler Helper.....	Mechanical Dept.
David Laird.....	Car Foreman.....	Mechanical Dept.
Ralph G. Lambly.....	Manager—Traffic Department Statistical Bureau.....	San Francisco
Charles E. Langston.....	Iceman.....	Eastern Division
Charles D. Miles.....	Section Laborer.....	Western Division
Jack J. Roberts.....	Clerk.....	Western Division
Adolfo G. Rodriguez.....	File Clerk.....	Mechanical Dept.
Ernest J. Swanson.....	Clerk.....	Western Division
John J. Wood.....	Clerk.....	Western Division

According to one displaced Texan, nobody back home knows there are any other makes of cars besides Cadillacs.

He tells the story of a recent visit when he met a friend on the street in Dallas. The friend told him that he'd bought a new car.

"That so?" said the home-visiting Texan. "What kind?"

"Blue," replied his friend.

When Eddie, a slow moving and inefficient clerk in a small town store, was absent one morning, a customer asked: "Where's Eddie? Hope he ain't sick."

"No, Eddie ain't sick," replied the manager, "he just ain't workin' here any more."

"Is that so?" responded the customer. "Do you have anyone in mind for the vacancy?"

"Nope," replied the manager, "Eddie didn't leave any vacancy."



## 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:

*Wilbert F. Anderson*, retired diesel foreman, January 15.

*Francis O. Bridges*, retired accounting department chief clerk, January 31.

*Leo E. Frantangelo*, claim clerk, January 13.

*Glenn A. Furtney*, carman-airman, December 30, 1957.

*Joe A. Martinez*, assistant foreman, December 25, 1957.

*John Mirosevich*, retired mechanical department employee, January 11.

*John W. Roberts*, locomotive engineer, January 25.

*John W. Snyder*, retired baggage-man-caller, December 3, 1957.

*Marion A. Stanchfield*, locomotive fireman, January 5.

*Ralph O. Stratford*, carman, January 15.

*Calvin E. Swain*, retired conductor, January 9.

*Charles Watkins*, Alameda Belt Line yardmaster, January 11.

*Henry J. Whitley*, retired roadway laborer, January 31.

## 3 passengers—3 trains

Two railroad officials developed gales of laughter in the Senate caucus room recently when they chose to illustrate passenger service problems with ultra-extreme examples.

New York Central's President Alfred E. Perlman told of long, unsuccessful efforts to trim down commuter service on the railroad's Putnam division, resulting in a state regulatory commission order to continue operation of eight trains daily.

"Just how little the public convenience and necessity are affected on this division is highlighted by what happened one day last fall," Mr. Perlman said.

"One of these trains we were ordered to run had engine trouble, and we were able to send all passengers home in one taxicab—*three passengers!*"

"But we had to have a locomotive, two coaches, and a crew of four to carry them."

A little later in the hearing Boston & Maine's President Patrick B. McGinnis was discussing the problems caused by having to maintain stand-by equipment for peak periods.

Referring to service requests by universities in the B&M area on holidays, he said: "They tell us to furnish them three trains just before Thanksgiving—*if it snows!*"





## Dear Editor:

### Interest in Engine 164

May I add this note to the letter being sent from the Soroptimist International Association, telling that I am receiving letters on the Engine 164, given to the City of Oroville and the Native Sons and Native Daughters, giving some of the history of the engine. . . . We hope to receive many letters through the item in MILEPOSTS (January issue), having had some replies so quickly.

Ruth J. Brown, Chairman  
Civic Participation  
Native Daughters of the  
Golden West  
Oroville, California

\* \* \*

### Two-way appreciation

I received the January issue of your magazine, for which I wish to thank you. Please keep me on your mailing list. I enjoy your articles.

G. L. Brown  
379 Maple Row  
Lancaster, N. B.

Mr. Brown is a retired Canadian Pacific locomotive engineer. For some time he has been receiving MILEPOSTS and has sent the editor each month a copy of the Canadian Pacific's interesting magazine *Spanner*. We appreciate the exchange.

### Grundy confesses!

I have stolen many miles of riding on the Western Pacific trains, and I love the Dear Lord Jesus Christ. So I wish to humbly ask the folks of the Western Pacific to forgive me my stolen rides. Humbly yours in my Savior's dear name.

Nelson Grundy  
2309 Montana Street  
El Paso, Texas

This letter, addressed to Traffic Manager, WPRR, Stockton, was received and mailed to the editor by Stan Dinkel, traffic manager, western region, who believes Mr. Grundy should be forgiven. We concur.

### Pass Rules for 1958

Western Pacific will follow the same practice in 1958 as in 1957 with regard to charging our employees one-half fare on the *California Zephyr* for personal travel on our line during the period June 1 to September 30, inclusive.

There will be no charge when our people use Trains 1 and 2, the *Zephyrettes*.



Leo Delventhal, Jr., transportation engineer, stands between Traffic Representative Tom Plesko and Agent Robert Munce, Seattle, in front of one of the new WP damage-free cars.

### New equipment

Pacific Car and Foundry, Renton, Washington, recently delivered to Western Pacific 100 DF (damage-free) cars, and to Tidewater Southern 10 PC (protects cargo) cars. The DF cars are equipped with Evans loaders. The PC cars are equipped with a loading device designed and developed by

Pacific Car and Foundry. This loading device features a tubular steel cross member and new locking head design, and may easily be handled by one man.

The Tidewater Southern cars were among the first of this type to be delivered to any railroad.

Robert Munce  
General Agent  
Seattle



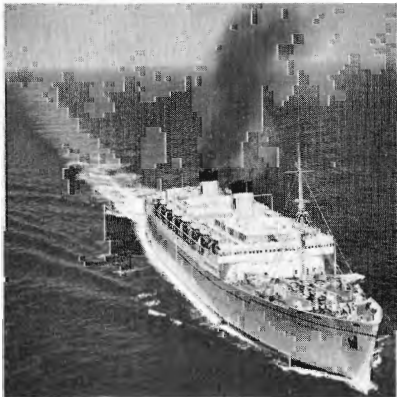


## Vacation in Hawaii

Here's that opportunity you've been longing for. That dream of a royal Hawaiian vacation. An ocean liner voyage, tours, entertainment—exotic food, color, and beauty.

A Honolulu Paradise Cruise is now being planned by Western Pacific Employees' Club for employees, their families and friends.

You'll sail from San Francisco aboard Matson's new luxury liner, *Matsonia*, on Friday, September 5. The



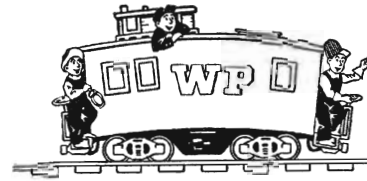
return voyage, aboard the same ship, will put you ashore at San Francisco on Saturday, September 27.

While in Honolulu the party will headquarter at the beautiful Princess Kaiulani Hotel, overlooking famous Waikiki beach. During your twelve-day stay you will enjoy a guided tour to Pearl Harbor, around the island of Oahu, and see the interesting sights of Honolulu. You'll have time to try your skill on a surf-board or ride the waves in an outrigger canoe. There will be a tour of the outer islands, where in all its color you will visit Kauai, Maui, Hawaii, and Waimea



Canyon—the "Grand Canyon of the Pacific." You'll experience the thrill of an active volcano, and walk through tropical gardens lush with orchids and other island flowers. You'll enjoy native fun—a Hawaiian "Hoolaulea" (picnic), an "Aloha" party and, for the newcomers, a "Welcome Malihini."

Cost for this all-inclusive tour (except for a few meals at Waikiki and your personal expenses) is as low as \$625 per person, depending upon accommodations. Descriptive folders with more particulars will soon be mailed to all employees. It's an opportunity you've been waiting for.



# Caboosing

## MILPITAS

Philip Hazlett

Conductors H. R. MCGINNIS and F. M. ALLRED, as well as Clerk WALT THEOBALD, have already returned from their vacations, and Conductor N. J. LAUGHLIN is back from sunny Mexico.

After a bad case of influenza, L. T. "CASH" TRURO has returned to the job 40 pounds thinner. His co-workers urge him to "hurry up and gain some of that back; we don't like to see you looking so much thinner than some of the rest of us."

Best wishes are extended to Yardmaster P. H. MURPHY, who retired January 15. Those on the retired list who have stopped in to see their friends on the San Jose Branch include retired CONDUCTOR SEGUR and his wife, Freight Agent GEORGE KEYES, and Clerk FRED SARGENT of Oakland.

## WENDOVER

Esther Witt

Mrs. Mary Price, mother of Conductors J. B. and B. T. PRICE, celebrated her 84th birthday this year in a unique fashion by serving as hostess for the grand opening of the "Saltaire" Bowling Alley in Salt Lake City. Owners of the new alley are her sons, Bernard T. and Arthur E. Another son, Wallace L., was also present. Many more happy years are wished Mother Price.

A speedy recovery is wished for Waitress IRENE CHARLES, who recently submitted to surgery.

The home of Mr. and Mrs. Ernest Nielson was the setting on January 4



Shirley and Earl Hastings

for the wedding of their daughter Shirley to Fireman EARL HASTINGS, son of IRENE CHARLES. Bishop Alfred B. Callister officiated. Following the

ceremony the bridal couple was honored with a reception at the Wendover Latter Day Saints Church. They will live in Elko, where Mr. Hastings is employed.

## TIDEWATER SOUTHERN

Bob Thomas

Another season is coming up and a bad one for the weeds, the people at Tidewater Southern hope. JACK KENADY, HAROLD GREER, and a train crew spent three days recently covering the entire main line and all spurs with a weed train. Covering 72 miles of track, the weed crew dispensed 10,660 gallons of weed killer.

Back on the job and fully recovered is HARRY ALLEN, Conductor, who was injured in a train accident several months ago.

A quick recovery is wished to PHILIP CONIGLIO, who was operated upon last month in San Francisco. Mr. Coniglio has shipped grapes on Tidewater Southern for over 30 years.

"Get well" wishes are also extended to Paul Reigner, brother of MEYRLE REIGNER, now WP's chief clerk at New York City. Mr. Reigner, an Army chaplain, was seriously injured in an airplane accident near the South Pole while he was en route to a Sunday service.

## STOCKTON

Elaine Obenshain

Deepest sympathy is extended to Mrs. H. C. Hughes, Jr., wife of SWITCHMAN HUGHES, whose father died recently; and to the family of recently deceased Fireman M. A. STANCHFIELD.

Currently hospitalized are Brake-man H. D. BROWN, who is in Saint Joseph's Hospital in San Francisco,

and Conductor E. G. KRAMM, confined in the Stockton Hospital. Early recoveries are wished for both.

Exchanging wedding vows recently were Cashier CHERRY ROWLEY and Crew Caller JAMES GOODRICH.

Miss Peggy Joy, daughter of Engineer and Mrs. R. P. JOY, is a winner in the "national outstanding Catholic youth contest," it was announced recently. Peggy, an education major at Stockton College, received an honorable mention in the contest along with Miss Jean Pereira, another Stockton coed. Peggy is active in her parish Newman Club and a life member of the California Scholarship Federation. She attends the Church of the Presentation.

## WINNEMUCCA

Ruth G. Smith

IRVING ZIEBART, JR., and Peggy Hal-lenbeck were married recently in Winnemucca. The groom, who is now employed as a nurse in Pomona, California, worked in Winnemucca for several years, following the war, as a WP Roundhouse laborer.

After an absence of seven weeks, Engineer JOE MOORE is back on the job. He underwent surgery at St. Joseph's Hospital. Brakeman GERALD MULLINX, after removal of part of his foot by surgery at St. Joseph's, has been moved to his brother's home in El Cerrito, California.

Completing a course on the Nike missile, Sp. 2nd Class Lloyd D. Muir, son of retired Carman and Mrs. JOHN D. MUIR, recently was graduated from the San Francisco Air Defense School, Fort Scott, California.

\* \* \*

The general run of pedestrians is too slow.

## PORTOLA

Gladys Largan

Between 75 and 100 Portola rail-rovers attended a special March of Dimes "Coffee Hour" at the diesel house on January 27. More than \$35 was donated to this worthy cause.



Enjoying their coffee are Mrs. R. Crumpacker, seated; Day Diesel Foreman R. W. Crumpacker; Road Foreman William S. Cope; Trainmaster George Lorenz; Mrs. Boyd R. Davis and Mrs. R. L. Carskadon, wives of locomotive engineers.



Engineer A. W. Fuller congratulates Brakeman Hamby on his last trip through Portola. Others are Conductor O. J. Crowe, Fireman W. M. Am-lin, Trainmaster George Lorenz. Miller's photos.

More than 50 years of railroad service was completed by Brakeman LEWIS J. HAMBY when he retired on January 31. He first hired out with Santa Fe at Dodge City, Kansas, on July 7, 1907, and first worked out of Winnemucca for WP on October 4, 1928. He moved to Portola in 1929 and was promoted to conductor on December 4, 1936. He went on passenger service in 1950. Lewis and his wife will continue to live at their present home in Oroville.

The Portola employees welcome Road Foreman of Engines W. S. COPE back to work after his operation in December. OSCAR HEARING is also doing well after his recent surgery and wishes to thank everyone for their visits and cards. He hopes to return to the job soon.

Sympathy is extended to Conductor TED J. ESTERBY and his family, on the death of Ted's father on January 18.

## KEDDIE

Elsie Hagen

ROBERT A. CHAPMAN, lineman, was honored February 5 with a retirement dinner held at the Quincy Hotel. Bob, who began his Western Pacific tenure in 1935, has been replaced by W. R. BENEDICT.

Representing the communications department, C. W. PATE addressed the group to commend Mr. Chapman on his long years of exceptional service, and presented Bob with a portable radio from J. C. COTTER, assistant superintendent of communications, and a suitcase from his Keddie friends.

Guests included B. C. RUMSEY, J. C. COTTER, J. W. KENDALL, R. E. ENGER, R. F. CZEIKOWITZ, G. D. CALL, C. N. VETTER, C. J. WARE, L. M. LAURENCE, F. B. SHIELDS, C. W. PATE, C. A. MATON,

D. L. NORTON, WILLIAM LAKE, and R. J. MORFORD. LAUREL FISHER, C. A. SELF, L. P. HANLEY, and Mr. BENEDICT were accompanied by their wives.

Engineer and Mrs. IVOR D. GREGORY are proud parents of a baby girl born February 4 in the Industrial Hospital in Quincy. Named Terry Sue, the new baby has two sisters.

Brakeman and Mrs. JACK KRAUSE have announced the engagement of their son, Gilbert, to Millie Lowden, of Yuba City. The wedding date has not been set, since both are students at Marysville College.

The Krauses' son, Dan, was recently hired as a drafting and mechanical drawing instructor in the Los Angeles school system. A graduate of Chico State College, he is a Korean War veteran and finished his education after losing a leg in battle.

A. TOSCANI, who works for Section Foreman LAUREL FISHER, broke his wrist on the job and spent several days in the hospital.

Roundhouse Foreman C. CAUGHY and his family have left Keddie to live in Oroville. The move was made for Mr. Caughy's health.

Also leaving Keddie recently was Brakeman W. T. BAKER and his family. The Bakers moved to Nevada, since he did not have enough seniority to work at Keddie.

In charge of the March of Dimes here recently was Mrs. Chet Barry, wife of Roadmaster CHET BARRY. Mrs. JACK KRAUSE will lead the Heart Fund Drive which is being sponsored by Rebekah lodges of California.

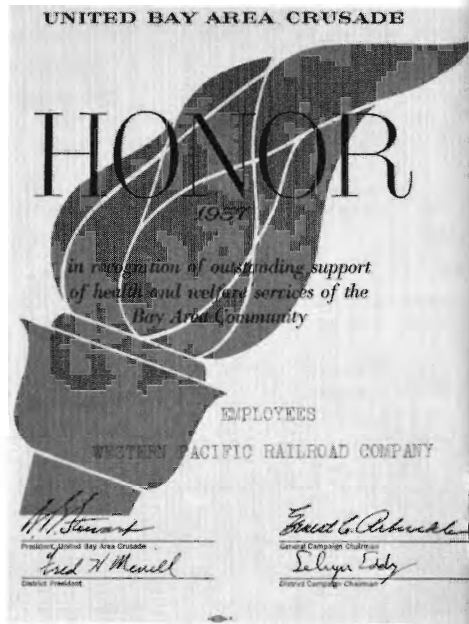
Prospects for television reception in Keddie are at last improving. Recent engineering tests have proved that three channels can be received with cabling from the top of the mountain.

Engineer and Mrs. IVOR D. GREGORY are proud parents of a baby girl born February 4 in the Industrial Hospital in Quincy. Named Terry Sue, the new baby has two sisters.

## SAN FRANCISCO

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

January 24 was a normal day for BYRON LARSON, assistant general freight agent. His son, Donald, 24, was studying electrical engineering at the University of California. Don's wife, Jeanne, also 24, was in the midst of



United Bay Area Crusade issued this Honor Certificate to Western Pacific employees in recognition of their outstanding support to the 1957 Crusade. Many needy persons will benefit.

two final examinations in another building at Cal. January 25 was for "By," however, a day anything but normal, for he learned that Don and Jeanne had become parents, and he a grandfather, for the first time. Not to one, but to identical twin boys, John Stephens, 9 pounds 6 ounces, and Douglas Byron, an even nine pounds. Also elated over the twins' arrival is the boys' uncle, OSCAR LARSON, chief clerk to the superintendent of transportation.

PRESIDENT WHITMAN was re-elected to the board of trustees of the Equitable Life Insurance Co. of Iowa at the ninety-first annual meeting of the company in Des Moines.

The many friends of MARVEL FRASCH, purchasing department order-steno clerk, were saddened to learn of the death of Marvel's husband, Otto, on January 24. Their picture appeared in the December issue, taken on the occasion of their comedy-team performance at the annual show of the Oakland Old-Time Vaudeville and Dramatic Artists Club, which they enjoyed so much together.

WILLIAM D. BREW, assistant to general auditor-taxes, is one of six sustained in the new bishopric in the Redwood City ward, Church of the Latter Day Saints. Before becoming bishop, Bill's previous church positions included the offices of ward financial clerk, Elders quorum president, second and first counselor in the bishopric. Bill is a native of Shelley, Idaho, and has been with Western Pacific since 1942, part time while attending school and with time out for World War II when he served as bombardier with the Air Force in the South Pacific. His marriage to Alma Barman of Louisiana

while a student at the University of Utah, took place in the Salt Lake Temple in 1949. They have three children: Caroline, 8; William, 5; and Nancy Elaine, 7 months.

## SALT LAKE CITY

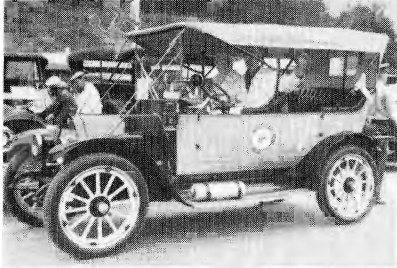
J. B. Price

Congratulations to Arlan Woodward, son of Trainman A. G. WOODWARD, who was recently saluted as student of the week by his high school's student newspaper, the "Deseret News Hi

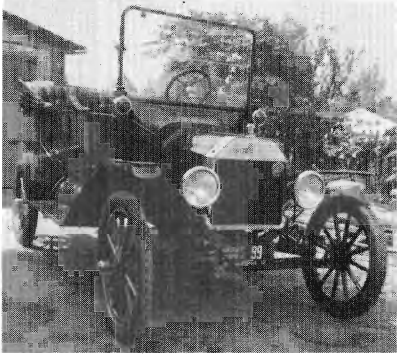


Tales." The South High student, besides being a senior class officer and a cheer leader, is active on many school committees, an avid skier, member of the school board of control and house of delegates, an officer of the a cappella choir, sings in the Bel Canto choir, is a student body officer of the Seminary, and acted in his class play. A member of the Colorado River expedition a year ago, Arlan also finds time for golf, tennis, photography, hunting, reading, and exploring.

A speedy recovery from her illness is wished Mrs. ALVIN W. POWELL.



Mr. and Mrs. Allison in the 1912 Reo on 1956 Annual Tour of the Horseless Carriage Club.



The 1915 Model "T" used on the '52 Annual Tour.

## SACRAMENTO SHOPS

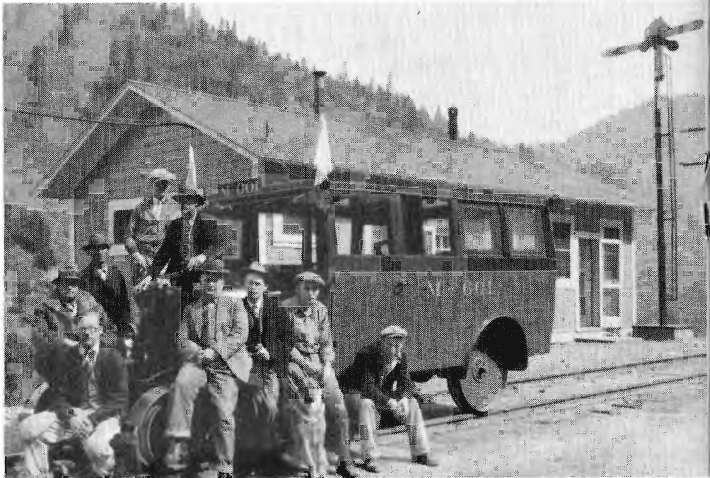
Marcella G. Schultz

Though retired as motor-car operator, EDWIN B. ALLISON finds that his membership in the Horseless Carriage Club and keeping his 1912 Reo and 1915 Model "T" in first-class condition more than occupy his leisure time. "Reo the Fifth" has a pressed-paper body and, when new, cost \$1,095. It was driven by Mr. and Mrs. Allison in the Horseless Carriage Club's 1956 Annual Tour. The Model "T" was assembled at the 1915 Panama-Pacific International Exposition and still has its original top, upholstery, and paint. This carriage was used by the Allisons in the 1952 Annual Tour.

MRS. EDNA SPRATT, shop nurse, was recently elected president of the Sacramento Hospital Alumnae Association. The nurses held their Annual Roll Call dinner at LeSieur's Francais Restaurant on February 13.

Congratulations to Machinist Apprentice and Mrs. GARY L. KIMBALL on the birth of their first child, a seven-pound four-ounce son, born January 7. Also, to Machinist Helper A. J.

This picture of Allison on the radiator of WP's motor car M-601 was taken in the early 1930's. Identification of all those in the picture is not known but among them are Roadmaster Bill Day, Conductor Jake Dryden, Dan Pickard, telegraph department, and Louie Gander, extra gang.



TELXEIRA, who became a first-time grandfather when his daughter gave birth to eight-pound six-ounce Nancy Alice on January 14.



Mrs. and Mr. E. I. Tomlinson

In celebration of their 40th wedding anniversary January 25, Carman and Mrs. E. L. TOMLINSON were honored at a "surprise" family gathering at the Sacramento home of their son, Merrill, on January 26. Twenty-two members of the family attended and, after enjoying a beautifully decorated anniversary cake and coffee, the family presented "Fay" and Mrs. Tomlinson with a television set.

A big game hunter was caught by savages in the African jungles who made immediate plans to boil him alive. As the pot was being prepared, one savage began sticking the hunter with his spear while he was tied to a nearby tree. "My good man," said the hunter, "I don't mind being prepared for your next meal, but I dislike being stuck for the drinks!"

Some people have read so much about the harmful effects of smoking that they have decided to give up reading.

## SACRAMENTO STORE

Irene E. Burton

Three store department employees have been installed officers of Capital City Lodge No. 266. They are ED HAWKINS, president; VERNE NELSON, inner and outer guard; and IRENE E. BURTON, chaplain.

The GENE LAGOMARSINOS have adopted a baby daughter, whom they have named Diane. Gifts for the new daughter were presented to Gene during a recent shower given by office employees.

Sickness has been disrupting the work routine in the store department. BRUCE STILWELL will be hospitalized for surgery, and Chief Clerk AL MADAN will undergo eye surgery. HORACE LATONA was in the hospital for two weeks and will rest at home another month. Returned to work after major surgery is ERIC BORG, while GEORGIA CHINDAHL has been working with a painful foot injury, suffered when a table leaf fell on her foot.

Helping on the 213 requisition desk is MARY LOU STOCKARD.

Your correspondent sends "apologies to the folks at Nineteenth Street who were so gracious in helping our family. In our excitement over the grand response, we had neglected to add them to our "Thank You List."

The cannibal chief had the assistant editor of a railroad magazine in the big pot reserved for the evening meal. "Don't worry," he said, "you soon be editor-in-chief."

\* \* \*

Patient: "All day long I eat grapes."  
Psychiatrist: "That's nothing to worry over. Lots of people eat grapes."

Patient: "Off the wall paper?"

\* \* \*

You don't have to stay awake nights to be successful—just stay awake days.

## Credit Union Reports

### Sacramento

The annual meeting of shareholders was held on January 14.

The progress of the WP Sacramento Employees Federal Credit Union is reflected in figures taken from the annual reports for the year 1957, which show total assets of \$214,158.14, and a current membership of 611.

A dividend of five per cent was declared for the year 1957.

Elected to the Board of Directors were A. P. Springer, F. R. O'Leary, R. L. Kimball, William Miller, and B. A. Stilwell. Members who served on the board last year and were retained in office are C. C. Bennett, H. F. Brecht, W. Benz, J. R. LaMalfa, C. B. Reid, and A. J. Stout.

Members elected to the credit committee to serve with Chairman H. J. Coldsmith are Irene E. Burton, Clerk; A. Moldenhauer, C. W. Fosha, and Richard Kinzel.

Don Richmond was elected to the supervisory committee, and will serve with Chairman Marcella G. Schultze and M. T. Pantalone.

C. C. Bennett was made president of the new Board of Directors, succeeding E. L. Tomlinson, who resigned after holding an official position since the creation of the union.

### San Francisco

The fourth annual meeting of WP San Francisco Employees Federal Credit Union was held on January 22.

Reports presented by the officers and committee chairmen indicated another successful year of operation. Membership has grown to 501, and their sav-

ings on deposit total \$146,647. As of December 31, outstanding loans totaled \$119,967.

A dividend of four per cent was declared for the year 1957.

John C. Miller was elected president of the Board of Directors; Clyde A. Moll, vice-president; Carl Flaig, treasurer; Gordon E. Ingle, assistant treasurer; and Eleanor Gowen, secretary. Board members also include H. C. Dow, R. D. Toll, A. W. Quill, Mildred Nielson, Jane Hyland, and W. E. Vanskiike.

George Vedder, Frank Murphy, and John Morgan were elected to the supervisory committee. Elected to the credit committee were Frank Gabbert, Larry Levis, Ann Lapham, and Don Nash, alternate.

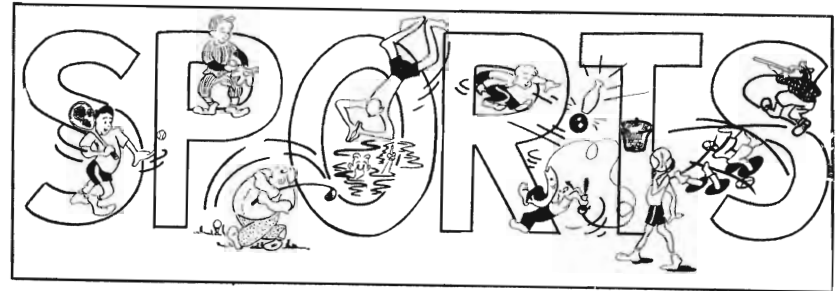
### Stockton

The annual meeting of Stockton WP Employees Federal Credit Union was held on January 29. A five per cent dividend was declared for the year 1957.

Elected to the board of directors for the year 1958 were: H. L. Ross, president; D. A. Miller, vice-president; E. A. Trace, secretary-treasurer; J. C. Sterner and G. Schank.

Committee members are: R. L. Meyer, R. S. Pendergraft and Andy Gianetti, credit; J. Luser, G. J. Benedict and S. A. Martin, supervisory.

Credit hours now are 12:00 to 1:00 p. m. daily; 5:00 to 5:30 p. m. on Mondays, Wednesdays and Fridays, at the yard office. Special appointments may be made with Secretary-Treasurer Trace, clerk at the yard office.



## 7th Annual Bowling Tournament

For the first time, Western Pacific's annual bowling tournament will be held in Oroville. The date is Saturday, April 19.

The tournament will take place at Central Lanes, 2441 Olive Highway, a new 16-alley establishment with automatic pin setters, cocktail bar, and sandwich counter.

It is expected that from 16 to 20 teams will enter the tournament, and it is hoped that there will be more because of the accessibility for bowlers from both the east and west ends of the railroad, Sacramento Northern and Tidewater Southern.

The tournament will consist of singles, doubles, and team events, for which the entry fee is \$3.25 per man for each event. Those wishing to enter the "all events" will pay an additional \$1.25 per man.

As in previous tournaments, cash prizes will be awarded in all categories.

An announcement will be made later concerning a dinner and other activities to follow the tournament.

Earl McKellips, accounting department, or Frank Rauwolf, personnel department (both general office) will furnish additional information.

The tournament is open to all WP-SN-TS bowlers who have established averages.

Next month MILEPOSTS will announce the annual Western Pacific golf tournament. Passenger Traffic Manager Jim Hickey, tournament chairman, is making inquiries for a suitable course and date, which will be decided this month.

Interest in the tournament at the present time indicates a record turnout this year.

Get out those "sticks" and sharpen up your game!

Two rabbits were being chased by a pair of foxes that had ganged up on them, and only in the nick of time were they able to dodge into a hollow log.

"What'll we do now?" said one of the rabbits as he looked through the log and saw a fox at each end.

"Let's stay here," said the other, "until we outnumber them." \* \* \*

Man blames fate for all accidents but feels personally responsible for a hole-in-one.

# Our Life With Children

By Gunnar Wikander

Reprinted with permission from *Home Life*. Copyright by the Sunday School Board of the Southern Baptist Convention.

## Both young and old benefit when parents take time out for a romp with youngsters. Besides, you get away from more arduous tasks.

MORE often than not, in our home the family is both joined together at dinnertime and increased in number by a neighborhood child or two. Sometimes baby-sitting accounts for some of them, but quite as often the attraction is the warm log cabin atmosphere the children have come to know. (Indeed, we do live in a log cabin, but one with modern "insides.") There is also the companionship of our three boys, the generosity of a wife—at once the concern and pride of a bookkeeper-



I remember the little blonde girl from the neighborhood who came to the door one Saturday to ask my good wife "if Mr. Wikander can come out and play now."

husband struggling to keep from being crushed between assets and liabilities—and the interest we take in our little visitors.

As a part-time poet with a sometime romantic inclination, I may have chalked up my finest conquest when a little blonde neighborhood girl came to the house on Saturday morning and asked my wife "if Mr. Wikander can come out and play."

I wonder if that little girl will remember years from now that it was I who taught her the alphabetical geography game. I would start off by naming something geographical—California, for example. Then it would be up to her to name a state, mountain, river, or the like, beginning with *a*, the last letter in California. If she said Asia, then I must name a geographical entity beginning with an *a*. Had she said Arctic Ocean, Nevada would suggest itself.

Thus, the game would go on, and I remember how pleased I was at her quickness and intelligence. But there was the eternal triangle. I do believe my wife showed signs of jealousy. Fortunately, the girl's parents moved, and we parted the best of friends.

## Just for the Youngsters

To go out to play is a temptation, especially when one can insist that it is for the sake of the children. No doubt I have spent more energy playing ball with the boys than I would have used in doing chores around the house, about which many men are so scrupulous.

So much of my time is devoted to children that a hallway door must remain slightly ajar for months because the lock will not catch.

When finally I whittle a piece of wood to wedge beneath the door to prevent its slipping open, my children are quick to notice my accomplishment. Proudly they tell their mother: "Daddy fixed the hallway door!" And so out to play!

That night I dream a rumor had spread around the neighborhood that I am "working in the house." Neighbors, on one pretext or other, drop by to marvel silently at the phenomenon of my "working in the house."

If I am indolent about the house and even put aside creative writing, it is because I am deeply conscious that the children are growing up and I am growing down. Time is so short in which to make a lasting impression on them, to give the better part of one's nature for those whose natures are still inclined toward goodness.

It is immodest, I know, to quote oneself, but the following poem (which I just happen to have at hand) tells better than I could in prose that the time spent with children is necessarily brief in this fleeting life.

## SONNET

(For the Last Born)

*When I am gone and you, my little boy,  
Read what I wrote and find therein  
no sweet  
Allusion to your tiny self, nor meet  
Within my verse your games, your  
favored toy,  
Some childish thought, or dim-remem-  
bered joy—  
Though all these subjects in my lines  
repeat  
Themselves—think not my love was  
incomplete  
For you, or weakened by some base  
alloy.  
For I was old when you were very  
young.  
Then words came hard, and I  
begrudged the time  
They took, which robbed me of your  
little self.  
So never mind the song or two unsung:  
A happy youth is richer than a rhyme,  
And more than labored words upon a  
shelf.*

I ESPECIALLY remember little Milly, who stayed for six weeks while her mother acquired a new husband. She was delicate and loving and in need of a father's love. I think she was ready to fall in love with anyone masculine, and her affection posed a problem. It was hard not to give her more love than to one's own children, for her need was so much greater. She remained long enough to make parting hard, leaving to start a new life with a new father.

Later there was the little boy who swaggered about the house, chattering away with a slight lisp. If he was

staying for the night, as soon as he was in bed my older boys and his older brother would have a talking session. Baseball, of course, but also—I never knew quite how—I would find myself telling them about Lincoln, or the story of Booth's flight from Ford's Theater.

My fondness for the music of the great Finnish composer Jean Sibelius has, I am sure, made his name known via childish lips in families where perhaps the father wonders whether he plays in the National or American League.

### Their Favorite Diet

More than of me, the neighborhood children are aware and appreciative of the warm, radiant personality of my wife, who is never Mrs. to them, but always Sara. She feeds them well with both cookies and conversation. The latter comes easily to her, as she is a linguist. (When I complained once that I knew but one language, she prettily

replied: "But you know two—English and poetry.")

Because she was born on the island of Rhodes, many a child now knows that the island lies off the coast of Turkey and is famous in history and legend. When Mother is taking longer to shop than the boys, or I think she should, one of us is sure to say: "I guess Mother is telling someone about Rhodes."

While this is a standing joke among us, deep inside we, too, are proud of her background.

So many children have come and gone. Without leaving our house, we have brought part of the world into our home. In the security of their own surroundings, our three boys have become better acquainted with boys and girls whose backgrounds are different. And children, being malleable, have learned something from each other.

The neighborhood children appreciate the warm, radiant personality of my wife. She keeps them well fed with cookies and conversation.



It may be that some little girl we have known to be generous and considerate will, as a woman, hug the walls of the downtown stores, umbrella open beneath an awning, so as, presumably, to be doubly dry, forcing into the rain a hatless and unprotected male. Or the little boy who never said a word will, grown up, become:

... a most loquacious clerk,  
And talk his twenty miles to work.

Or a boy, all dream of glory now,

\* \* \*

The author, Gunnar Wikander, is better known around WP's general office as William Wikander, general bookkeeper. He was born in Crockett, California, November 2, 1914, of Finnish parents. After graduating from Castlemont High School, he worked in relief capacities for Western Pacific, first as a dishwasher at our Portola hotel, later in the section gang at Belden. He worked for about ten years at various jobs in the dining-car department before transferring to the accounting department in San Francisco.

His hobbies are those closely akin to writing, i.e., reading and corresponding with some of his "better-known contemporaries." His collection now contains letters from Herbert Hoover; a long, holograph letter from Italy from the late George Santayana, philosopher, poet, and novelist; letters from Robert Frost, dean of American poets; Louis Untermeyer, author and anthologist; Francis Meehan, the former Brother Leo of St. Mary's; and Jean Sibelius, the great Finnish composer, who died recently.

He authored one book of poetry—"At Twenty-Four"—which drew con-

siderable praise. *Writer's Digest* and *World Digest* published in its April 1938 issue an article of his entitled "Passenger Travel on Credit." The article received favorable editorial comment in many of the Hearst newspapers, and preceded the actual adoption of travel on credit by several years.

It is perhaps inevitable that as we grow up we acquire faults. But these are merely faults. The love given little children in the predelinquent age provides no guaranty of saintliness when they mature. But assuredly they will know no age of delinquency.



An informal picture of the author and his family. From left: Werner (14); Sara Wikander; David (8); the author; and son Carl (12).

His family consists of three boys—Werner (14), Carl (12), and David (8), one parakeet, a guinea pig, several cats and kittens, and the stray dogs that follow the children home.



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## RAILROAD LINES



Railway Age says—"after a sputtering start, business will bounce back in the second half . . . easier money, more defense spending, inventory build-ups should touch off a railroad comeback."

The 1/2 per cent increase in unemployment tax rate (now 2.5 per cent) will cost Class I railroads about \$21 million.

Ending its contract with Pullman July 1, New York Central will assume the Pullman services and handle car maintenance in own passenger shops.

Cancellation of LCL pick-up and delivery service planned by Chicago Great Western early this year.

New fast freight program will save 24 hours on traffic moving via Chicago & Eastern Illinois between Chicago and Southwest.

Western Maryland directors, in January, declared first dividend (75 cents a share) ever to be paid on company's common stock.

A \$7 million Denver & Rio Grande improvement program has been authorized for 1958

Union Pacific, this year, will get delivery of the 30 on-order 8,500-h.p. gas turbine-electric locomotives.