

WESTERN PACIFIC
Mileposts

OCTOBER 1959



Mileposts

WESTERN PACIFIC

Volume XI, No. 3

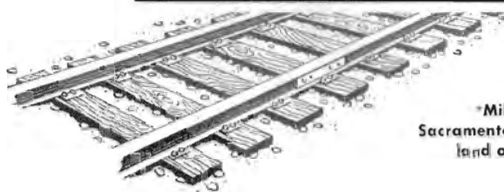
OCTOBER, 1959

*Milepost No. 123

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. 123:
Sacramento County farm-
land on WP's second
sub-division.

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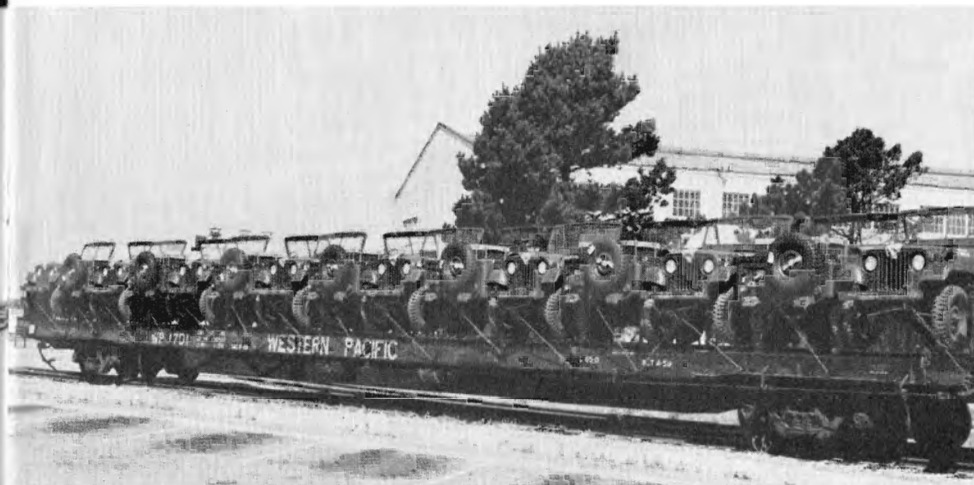
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COVER: Inspection of piggyback flatcar load of Army jeeps is made by Colin C. Eldridge, assistant to superintendent of transportation, and two Army men. See article on Page 3.



MILEPOSTS



Jeeps are alternately loaded crosswise to equalize distribution of their weight.

Fifteen jeeps on a flat car

FOR a number of years the rail shipment of Army jeeps on flat cars has been handicapped by cumbersome and expensive loading requirements. A conventional flat car can carry eight jeeps, loaded longitudinally, two abreast. Studies indicate that the cost of materials and labor to secure one jeep on this type car averaged about \$20.

Western Pacific and Tooele Ordnance Depot at Tooele, Utah, have found a way to carry 15 jeeps in a cross-wise position on an 85-foot car, with loading costs reduced to about \$5 per jeep. Experience and improvements should reduce this cost to about \$3 per jeep. All jeeps so far handled have arrived in perfect condition.

Each jeep is supported by two cradle assemblies that fit snugly against the

vehicle's underframe just inboard of the spring shackles. The cradles were designed and fabricated by the railroad at its Sacramento shops. Appropriate patents are being applied for. Each cradle weighs less than 60 pounds, and is readily removable through an ingenious anchor welded to the flat car's steel deck. One man can easily handle all components. When not used to transport jeeps, the cradles are stowed in racks underneath the car, and the car can be used in regularly assigned piggyback service.

One development to speed loading and unloading was to weld hooks on the car sides instead of tie-down rings. Another development was to reduce the number of wire strands per tie-down from eight to four. Two tie-downs per jeep give an aggregate strength of over 15,000 lbs., adequate to secure the 2,650-lb. jeep.

How We're Doing

With the increasing impact of the steel strike, net railway operating income for August, 1959, was 65.3% less than in August, 1958. After fairly good first-half showing, year-to-date net railway operating income through August, 1959, now down to .3% less than first eight months of 1958.

* * *

A substantial loss of traffic will result from crop damage, particularly grapes, caused by unusually heavy rains during mid-September.

* * *

California Zephyr's average load in August, 1959, amounted to 102.3% of train's capacity, compared with 104.9% occupancy ration in August, 1958.

* * *

Effective October 25, California Zephyr passengers will leave Third and Townsend Streets, San Francisco, at 10:00 a. m. instead of 9:45 a. m., and

will arrive at that point at 4:00 p. m. instead of 4:15 p. m.

* * *

Construction began August 18 in Stockton yard to provide an approximate 100-car light-repair and car-cleaning track to expedite preparation of cars for shippers.

* * *

Early in 1959 California railroads filed suits seeking 52.6% recovery of property taxes paid for fiscal 1958-59, representing difference between tax actually paid at 50% of market value and taxes which would have been assessed by local county assessors at same rates applied to other property. The State Board of Equalization proposes to grant relief by gradual reduction of operative property assessments from 50% of value, and more rapid reduction of non-operating property assessments, to more comparable local assessment percentages.

Every good guy gives!

There probably isn't one Western Pacific railroader who wouldn't help a neighbor in trouble, or help a stranger at the scene of an accident. His heart tells him to. For the same reason—people in distress—he gives to an organized community drive once each year.

Annual drives for funds to aid needy people are now under way in communities throughout the country. They are identified as United Crusade, United Fund, Community Chest, or some other well-known name selected by your community. These crusades

help may causes (hometown and nationwide) through your one annual gift. These gifts are accumulated and distributed by local people who know which agencies are deserving, and who weigh the many appeals according to the community's need. Costs of raising and distributing these gifts are kept to a minimum because many individuals contribute their time as well as money in giving their share.

It is hoped that Western Pacific railroaders this year will exceed their contributions made last year. Every good guy (and gal, too) gives!

Marketing division appoints two new men

Heads piggyback sales

Western Pacific's marketing division has announced a newly created position to head the railroad's rapidly expanding piggyback service.

Taking over as sales manager-trailer on flat car service, is Charles G. Hartje, Jr., who has a long experience in the transportation field, particularly trucking.

"Bud", as he is called, was born in Steubenville, Ohio in 1919. He entered trucking service with Converse Trucking Service at Portland, Oregon in 1946, first as dock worker and then truck driver. He changed over to sales work in 1947 and remained with the company until 1949. That year he became salesman for the Los Angeles-Seattle Motor Express, Inc., in Portland, and was promoted to district sales-manager in 1951.

In 1954 he was again promoted and transferred to San Francisco as Northern California sales manager and remained in that position until his employment with WP on September 1.

"Bud" is present chairman of California Trucking Association's Transport Sales Executives Institute, and is a past president of the Junior Traffic Club of Portland. He is a 32nd degree Mason, Scottish Rite.

Hartje lives in El Cerrito with his wife, Esther, and two sons, Richard John and Charles III.

Sells WP in Texas

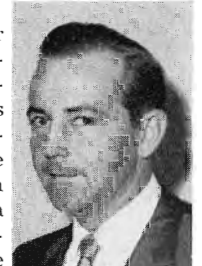
Texans are good boosters, and many of their products are marked "Made in Texas for Texans." Western Pacific now has a native Texan looking after its Texas interests from headquarters in Dallas.

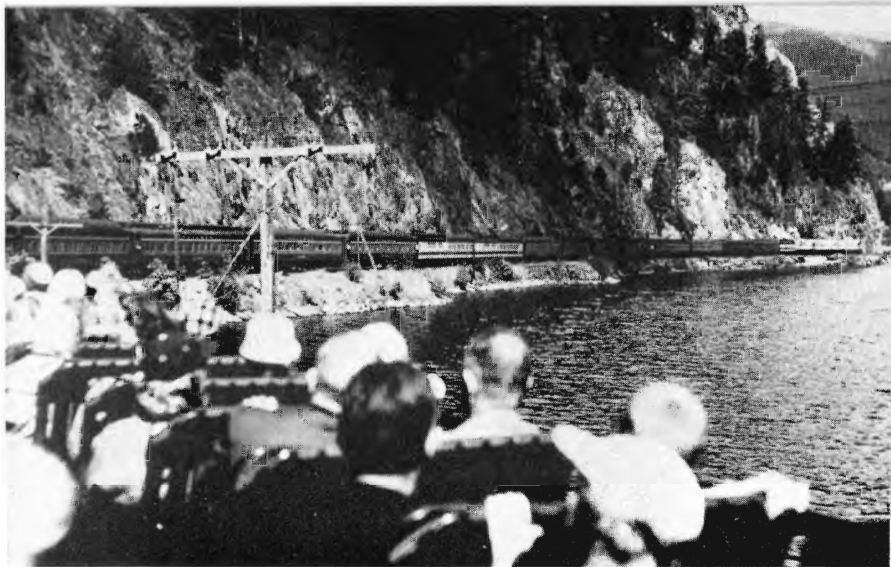
H. Gilbert Jester was born at Texarkana, Texas in December, 1926. His first railroad experience was with the Texas & Pacific in July, 1947, as a clerk, and later demurrage and rate clerk. He spent four years from July, 1945 as traffic agent at Dallas for the Chicago Great Western before becoming sales representative for Western Pacific.

At present Gil is taking an Interstate Commerce course sponsored by Delta Nu Alpha, Dallas, of which he is a member. The course is preparatory to examinations by the American Society of Transportation and Traffic. He is also a member of Dallas, Fort Worth, and East Texas traffic clubs.

Gil is married and has a daughter, age 8. As a golfer he has trouble controlling a "hook," a problem he better controls when fishing. He also likes hunting and bowling.

October 12 marks the 25th Anniversary of the organization of the Association of American Railroads. Its active membership includes 181 U. S., Canadian and Mexican lines, and 139 associate members located in foreign countries.





Cariboo special is popular tour

WP's third annual Cariboo Country Special pulled out of Oakland on August 29 with 208 passengers, more than ever before. They came from many states—as far distant as New York—and for some the tour was their third. None were disappointed.

The 10-day all-expense tour was designed for sightseeing with a schedule providing the best scenery during daylight hours. Much of the 4,500-mile route was far from any highway. Scenic highlights were California's Feather River Canyon; Oregon's Deschutes River Canyon and Columbia River Gorge; and along Washington's Puget Sound. Crossing into Canada, the special went as far north as Fort St. John and Dawson Creek, returning through Edmonton and Jasper National Park. Passengers rode over six railroads—Western Pacific; Great North-

ern; Spokane, Portland & Seattle; Pacific Great Eastern; Northern Alberta; and Canadian National. Sightseeing tours were arranged during stopovers at Edmonton, Jasper National Park, and Vancouver.

The 17-car special carried 12 sleepers, two diners, two lounge cars, and a dormitory car for the crew. The PG&E added one of its full-length open observation cars at Vancouver; later replaced by a Canadian National mountain-observation car.

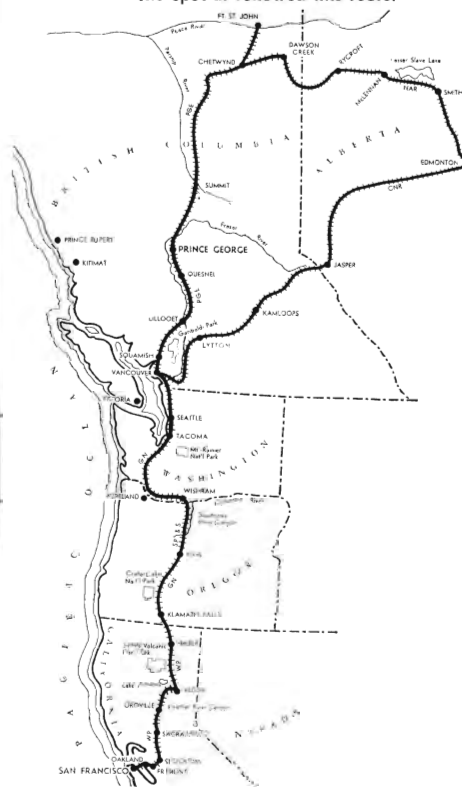
The tours are entirely arranged and conducted by the Public Relations Department and have established excellent relations for the railroad, not only with the passengers, but with many civic groups who met the special at most station stops where passengers were often entertained by bagpipe bands, Canadian Mounted Police drills, and other attractions.

On the lookout for pictures, these passengers wait to photograph a passing California Zephyr.



PG&E's open observation car gave passengers every opportunity to enjoy the scenery.

The special followed this route.



At night passengers took part in talent shows (above), bridge tournaments, and singing.

dormitory car for the crew. The PG&E added one of its full-length open observation cars at Vancouver; later replaced by a Canadian National mountain-observation car.

The tours are entirely arranged and conducted by the Public Relations Department and have established excellent relations for the railroad, not only with the passengers, but with many civic groups who met the special at most station stops where passengers were often entertained by bagpipe bands, Canadian Mounted Police drills, and other attractions.

On the Northern Alberta the special was powered by steam.





Even a railroad watches its weight

WEIGHT is a prime concern among jockeys, prize fighters, and people over forty. Ounces can win or lose a Kentucky Derby or a heavyweight championship, and at an age when "life begins" extra pounds should be avoided.

Weight is also a concern of Western Pacific, but not dietetically. Rather, it means accurately recording tonnage

NBS's car has overhead crane for loading and unloading test car and weights. Including test car this load totaled 100,000 lbs. for final run over track scales at San Francisco. Test car makes six runs over scale in making test and in previous runs carried from 40,000 lbs. and up. On a four-section scale, car is spotted six times during its run over and back.

National Bureau of Standards' railroad car No. 1 carries a 7,500-lb. test car and test weights of various sizes. Left to right are E. D. Murphy, L. E. Lambrecht (NBS inspector), F. J. Hyatt.



Lambrecht records results of test, witnessed by O. C. Skinner, Jr., sealer of weights and measures for San Francisco County. In this test, made on all WP and SN track scales, balance is kept within less than one-tenth of one per cent accuracy. Tolerance allows for two-tenths of one per cent accuracy.

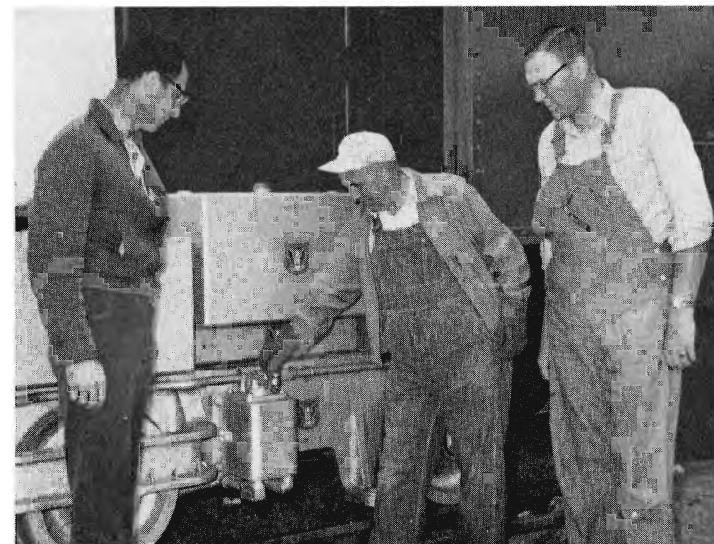
hauled over the railroad, and weighing the many items used in railroad operations. To do this job, WP has a number of scales. They range in size and type from 25-pound counter scales up to 125-ton track scales and are located in yards, stockyards, freight sheds, baggage rooms, and store departments.

All scales must be kept in perfect balance, a responsibility of Edward D. Murphy, general scale inspector, and

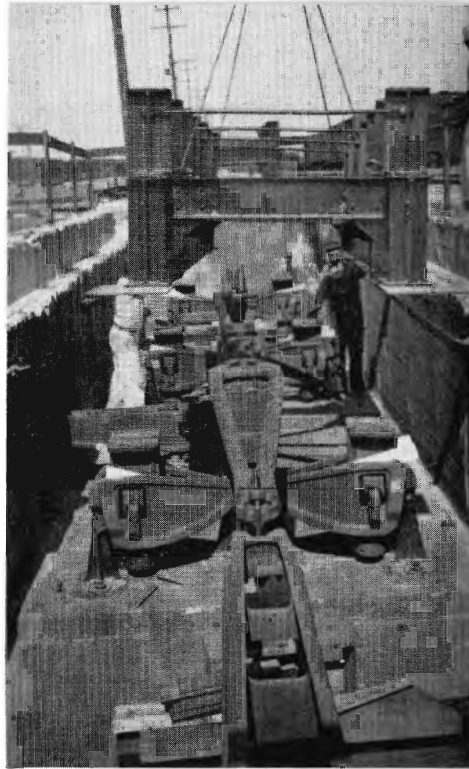
Frank J. Hyatt, assistant general scale inspector. In addition, track scales are periodically checked by the National Bureau of Standards, while testing of the smaller sized scales is done by County Weights and Measures Departments.

Ed comes from a Murphy family having continuous WP service since his father, the late Conductor E. C. Murphy, entered train service in March, 1908. Ed was born in Lincoln, Nebraska in 1905 and, with his family, moved to Stockton at the age of four months. The Murphys lived in Oroville when Ed became call boy and baggage man in 1923. He later worked as yard clerk, trucker, agent's clerk, and mail truck driver. He became assistant scale in-

E. D. Murphy shuts off switch to stop test car as it is brought up to NBS railroad car for changing weights. Hyatt, left, and Lambrecht wait to assist with the change-over.



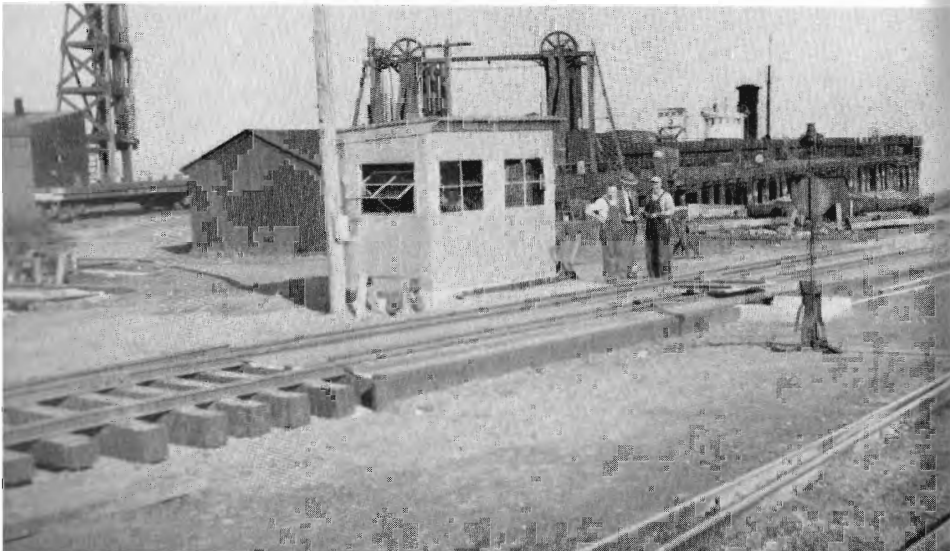
Right: Looking down into track scale pit at Oakland where scale is being sealed out during installation after general overhauling. B&B Gang Foreman Clay Bridges and his men assisted.



spector in 1934, scale inspector that same year, and was appointed general scale inspector in 1948. Ed's brother, Frank, is a WP sales representative at San Francisco, and Frank's wife, Kathleen, is secretary in the medical department. Their daughter, Maureen, once worked in WP's law department and is now Sister Ann Maureen of the Holy Family Order.

Frank Hyatt was born in Asheville, North Carolina in April, 1924. After attending school in Marion, N. C., he served three years with the Navy in World War II. Frank first worked in WP's telegraph office in 1946, and held several positions in the transportation department before entering the scale department in 1955.

After final test, track scale at 25th St. yard in San Francisco is ready for operation.



Looking down from high above, railroad and highway bridge overhead form huge "X." This picture was taken by Jim Lindsey, member of Paint Gang No. 1.

WP landmark looks like new

The scene above is a familiar one to WP train and engine crews, *California Zephyr* passengers, and on-line workers. Now that the railroad bridge has a new coat of aluminum paint the structure stands out like a locomotive headlight on a dark night.

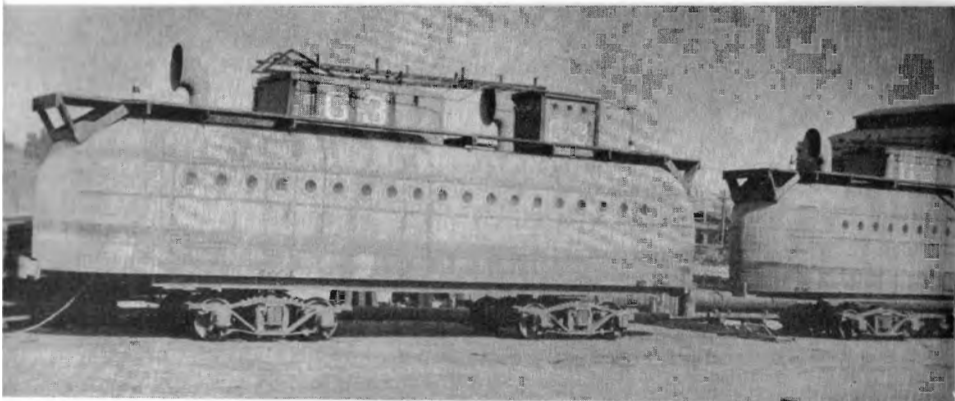
Paint Gang No. 1 did the work, which included sandblasting, applying a primer coat, and the aluminum finish. "The rigging was a little difficult because the bridge is on a slight curve," said Foreman John L. Rainer, "but everything ran smoothly (EDITOR'S NOTE: including paint) and no accidents occurred."

The men live in WP mobile rubber-tired camp cars, towed from job to job, which provide good living quarters. New spider staging, modern compressors, sandblasting and spray equipment, also contribute to a better, easier, and safer job.

During inclement weather John and his gang work indoors on company buildings, including those leased out to shippers. According to Bridge Engineer A. W. Carlson, many shippers have praised Paint Gang No. 1 for their efficiency and neatness on the job.

Paint Gang No. 1: George Rowe, Bill Leat, Foreman John Rainer, Howard Glover, Jim Lindsey.





These are the cars readers were asked to identify.

Mystery cars identified

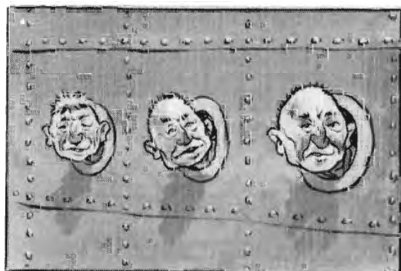
Five readers correctly identified the rolling stock pictured on Page 13 of the July issue of MILEPOSTS. The winner of the \$10 award, whose letter correctly identifying the cars was the first to be received, was retired Conductor Curtis Risk of 1941 101st Avenue, Oakland. His letter read: "While I do not expect to be lucky enough to win \$10, I think the cars on Page 13 were used as sub-

marines at the 1915 Fair in San Francisco. I had the pleasure of riding through the water on one of them. These cars were bought by a construction company, and for a long time were stored on their track near Decoto, Calif. I think they were later sold for junk. I may be wrong, but I tried."

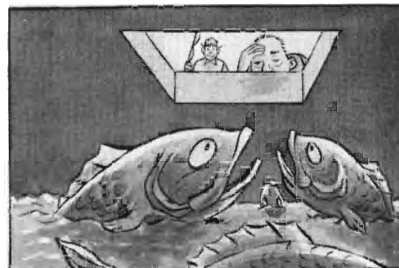
Other readers who correctly identified the cars were Francis A. Guido, San Mateo, Calif.; L. B. Harmon, Oakland; Thomas K. Procter, San Francisco; and R. F. Rothschild, Mineral, Calif. Each could have been a winner had his letter been first received.



Winner was retired Conductor Curtis Risk.



"... prisoners en route to jail ..."



"... they transported live fish ..."



"... hauling money and gold to mint ..."

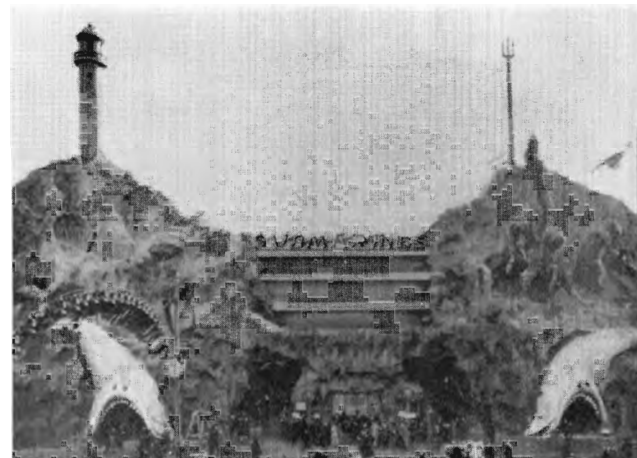
Identifications received from other readers were many and varied. A New York reader thought the cars were used to transport prisoners to jail. A Stockton reader identified them as gasoline motor cars operated on Seventh Street in Oakland and on the SP out of Los Angeles. "I worked on some of them," he said. A Rock Island railroader in Chicago guessed the cars were used to transport live fish, as did a reader in Los Angeles. Among the other letters received were such identifications as these: "Ocean Shore Railway cars operated between San Francisco and Half Moon Bay"; "Sacramento Northern cars operated from Oakland to

Sacramento"; "armored cars for handling money and gold shipments to and from the San Francisco mint"; and "shower bath cars provided for the troops at various stations and transfer points in the west during World War I."

Conductor Risk began his WP service in July, 1912 and retired on March 31, 1946. He will be 80 next June, and celebrated with Mrs. Risk, his 50th wedding anniversary in April, 1954. They have two children, Norman, and Mrs. Goldie Aird, four grandchildren, and a 3-year old great grandson.

MILEPOSTS wishes to thank all those who took part in the fun.

The entrance to the Submarine Ride at the Panama-Pacific International Exposition's fun zone had cascades of moving water typifying the restlessness of the ocean. Neptune sits proudly over all, in the beams of a nearby lighthouse. Passengers were taken beneath the waters for a view of a shipwreck, marine animals, Davy Jones, and other realistic marine scenes.





Holding their awards after placing second in the Novice Fours event at the National Championships at Boston, are David Simonson, Nancy Ragusa, Jim Pollard, their teacher, Loretta Pantalea, and Pat Ryan.

* * *
Six-year-old Bruce Ragusa (below) took seventh in Juvenile "B" Boys' Singles at Boston even though he has been skating for only one year.

Experts on Skates

Nancy and Bruce Ragusa, 12 and 6, can "skate rings" around most youngsters their age. In fact, they did so well in the 1959 California State and Southwest Pacific Regional Amateur Roller Skating Championships at Fresno this summer, they qualified for the National Championships at Boston in July. Nancy and three companions placed second in the Novice Fours event, and Bruce (who has been skating for only one year) placed seventh in Juvenile "B" Boys' Singles. Some 1,200 skaters competed.

Nancy and Bruce are two of the youngest of six children in the family of Engineer and Mrs. Mario Ragusa. Two sons, Mario, Jr., and Donald (on military leave) are WP firemen. Carl is with the Army Missile Department. Another daughter, Karen, is eleven.



MILEPOSTS



Caboosing

KEDDIE

Elsie Hagen

Agent L. P. HANLEY's son, Petie, returned to Sacramento State College.

Charles Gilbert Krause, son of Conductor and Mrs. JACK KRAUSE, was married August 29 to Mary Margaret Lowden of Yuba City, where the marriage was held in Isidore's Catholic Church. The couple attended college in Marysville and will make their home in San Francisco where Charles will attend San Francisco State College.

MARJORIE RIHMS, who has owned Keddie Resort for the past 25 years, has moved to Oroville where she has purchased a home. The new resort owners are English Properties, Inc. from Studio City, California.

We wish a speedy recovery to HANSON MATHEWS who received a broken leg and other injuries while at work recently.

Train Desk Clerk PAUL FERRELL and his wife, Vi, Hotel Keddie Coffee Shop employee, are vacationing in Minnesota, and CHET BARRY looked forward to some excellent fishing during vacation with his family at Witchipee.

Our deepest sympathy to the family of Conductor L. C. GILBERT in the loss of Mrs. Gilbert's brother who passed away in Stockton from an extended illness.

We were also sorry to learn of the loss of a grandson of Mrs. Alice Bashford, wife of the late ENGINEER BASH-

FORD, who died from injuries received in an auto accident.

WENDOVER

Esther A. Witt

We're glad to have Switchman GEORGE C. BLANCHARD back at work again after being off for several months because of sickness.

We were certainly glad to see former Switchman JAMES C. DAVIS, wife Mary, and their son and daughter during a recent visit at the yard office.

Retired Engineer and Mrs. STEVE FAHEY were here recently to renew acquaintances among the forces and had an enjoyable stay.

Telegrapher and Mrs. JAMES A. FORST, announced the marriage of their daughter, Darla Ann, to Gene Harland Laeppe in Wichita, Kansas on August 23. Congratulations to the young couple!

Mrs. Valda Lopez, wife of deceased Yard Clerk VICTOR C. LOPEZ, motored to Fairbanks, Alaska to visit her daughter and family, the Ronald McMahans.

A Wendover landmark is no more; the bridge and building department having torn down the old Deep Creek depot, leaving a vacancy difficult not to notice.

Mrs. Mary Maddy, son Thomas and his wife, Louise, were visitors in the home of T & T Lineman and Mrs. THOMAS M. SHEA.

OAKLAND

John V. Leland

Switchman and Mrs. WILLIAM F. DAVIS report the arrival of a third daughter, Barbara Ann, who as yet has no brothers.

Switchman DOMINIC GOODMAN reports a good time was had by all at the Switchman's Picnic held at Roberts Park. Old timers FRANK ADAMS, GEORGE BOUSHEY, RAY HILBURN, and MURRAY HAYNIE were there to help switch stories, kids, wives, girl friends, hot dogs and assorted beverages.

EDDIE WUELFING's appointment as chief yard, Oakland, was made permanent, effective September 1.

Transit Rate Clerk JIM GODWIN spent two weeks in the hospital in August, but is back on the job again, and Car-Train Desk Clerk OTIS POTTER spent a week of September in the hospital.

Relief Clerk WALTER KOZAL banged up his Volkswagen and himself in an Oakland traffic accident on September 1. The "wagen" was a total loss, and Walter will be "bad order" for a while.

We regret to learn of the passing of GEORGE E. WARREN, switchman at San Francisco, who had retired January 1 on physical disability. George died in his sleep August 23 at Orange, California.

Switchmen JACK HENDERSON and WALTER BRYSON had "Beatnik-type" beards for a while, but we understand Jack's girl friend had something to do with the fact that his is gone.

JOHN O'LOUGHLIN, section foreman of Sunol, and his wife, Lucille, who is postmaster at Sunol, celebrated their silver wedding anniversary on August 8. Mrs. Lillian Thompson and Nicho-



Lucille and John O'Loughlin, center, with their daughters Joan, left, and Betty, right.

las O'Loughlin, attendants at their wedding in Livermore, were present for the party as were John's daughters, Mrs. Betty Martinez and Miss Joan O'Loughlin. Relatives and friends came from as far away as Moccasin, California, which included two grandchildren, Anna Marie and Jimmy Martinez. John has been with Western Pacific for 31 years.

SALT LAKE CITY

J. B. Price

On July 26 the garden of Conductor and Mrs. DEWARD C. ANDERSON was one of 16 visited on the Salt Lake Gladiolus Society Tour. "D. C." went to the Ogden Gladiolus Show on August 8 and the Salt Lake Show on August 9, winning ribbons with his entries at both shows. "Dee" says the nicest thing about belonging to garden clubs is the opportunity to see the many beautiful gardens and make friends with many nice people.

Congratulations to Brakeman and Mrs. BILLIE R. SAXTON, and to Brakeman and Mrs. A. T. CLAWSON on the



Conductor and Mrs. Irving L. Kilgore

arrival of additions to their families.

August brought to a close many long years of service for Western Pacific by Conductors IRVING L. KILGORE and C. RAY THOMAS. Before being employed with WP in August, 1912, "Kil" worked for Norfolk & Western at Bluefield, West Virginia, the "Big Four" at Indianapolis, Wabash at Chicago; Union Pacific at Cheyenne, and SP at San Francisco, as switchman, brakeman and conductor. "Kil" was appointed assistant trainmaster at Wendover on December 1, 1943, advanced to Terminal trainmaster at Portola where he remained until July 1, 1951 when he returned to train service at Salt Lake City. He was conductor on the *California Zephyr* when he retired on August 29, ending 47 years of railroading. The Kilgores have three children. Earl is sales representative for WP at San Francisco, Irv and Dorothy are living in Salt Lake City. "Kil" and his wife expect to do some visiting with old



Conductor C. Ray Thomas

friends in Virginia and the middle west before settling down in Salt Lake.

C. RAY THOMAS became a WP brakeman on November 29, 1919, and was promoted to conductor on December 17, 1922. After working freight, he became passenger conductor and at the time of his retirement on August 31 was conductor on the *California Zephyr*.

We wish for each of them many happy years of retirement.

A speedy recovery is wished for Fireman FRANK A. BURDETT who was again placed on the sick list.

Retired Fireman CLYDE F. MEAD passed away at his home in Salt Lake City on August 9, and we extend our deepest sympathy to Mrs. Mead and the family.

Condolences to Conductor ROBERT L. WIRTHLIN and family, whose mother Katherine Wirthlin passed away in a Salt Lake City hospital on August 11.

CHICAGO

Richard D. Hagen

The office on August 31 said a sad farewell to its attractive and hard-working Junior Clerk, AUBREY SWIKART. Audrey embarked on a nursing career September 8 to begin training at St. Elizabeth Hospital here. She started with the WP in September, 1957 and we all wish Audrey best wishes and lots of luck. Being potential patients of hers, we wanted to stay on the good side and presented her with a 17-jewel nurse's watch which we hope will come in handy.

A hearty welcome to Audrey's replacement, Miss MARGE TUNNEY who reported for work September 3. Marge graduated from Maria High School this Spring and resides with her family — no relation to Gene — on the south side. Marge fills the bill as a hardworking, intelligent, and good looking gal.

S. A. "TONY" DURBIN is back at work after two weeks sick leave and a two-week vacation. Tony underwent minor surgery on his foot which we hope does not interfere with his claims to the "Walker Cup." We consider Tony our



champ — a couple of miles around the Loop every noon.

OROVILLE

Helen R. Small

The August issue of *California Herald* featured an article on "Old Steam Engine 164" which WP donated for placement in Hewitt Park, in the section to be improved by the local parlors of Native Sons and Daughters of the Golden West.

Engineer AL SANFORD was stricken with a heart attack at Keddie while working on the Oroville-Keddie local in August. He spent some time in Quincy Hospital before returning home where he is recovering.

Brakeman L. R. AMBROSE, wife and son, have moved to Portola, making the move in time for their son to enter high school.

Congratulations to Jo Ann Haase, daughter of Switchman and Mrs. E. L. HAASE, and Larry Thomas of Colusa, who were married recently in St. Thomas Catholic Church.

Retired Agent WALTER W. LANG passed away at his home on August 22. Walter was a native New Yorker and began his career in 1915 as a telegrapher. He later was agent at Tracy, Niles, and Loyalton, before coming to Oroville in 1942 where he retired in 1955.

Mrs. Luella Tiehm, wife of Switchman WESLEY J. TIEHM, passed away at a local hospital on August 18 after a lengthy illness. She was a native of North Dakota and had lived in Oroville for five years. She was a former elementary school teacher here.

SAMUEL W. SCOTT, 74, passed away on August 23. Retired, he had worked as engine watchman for many years.



-AL-

"What's this in Mileposts about you winning a \$60 jackpot in the roundhouse baseball pool?"

He was born in Sacramento County and came to Oroville in the early 1900's. His first job here was as station agent for the Sacramento Northern.

Mrs. Marriha Evans, 81, passed away on August 8. She was a native of Arkansas and had lived in Oroville for 34 years. She was the mother of Mrs. E. W. Jayne (wife of Conductor E. W. JAYNE) and Earl Evans. Numerous grandchildren and great grandchildren survive.

Latest report from Yardmaster T. J. LONG is that he is showing some improvement at the DeWitt Hospital.

Brakeman A. E. JONES' father, Pat C. Jones, passed away in Los Angeles at the age of 91. Pat was acquainted with many railroad people, having visited his son numerous times. He was a native of Arkansas and is survived by six children.

* * *

If the grass looks greener on the other side of the fence, it's probably because it's better taken care of.

PORTOLA

Louise Wilks

Icing Supervisor and Mrs. RUBE DALTON enjoyed a visit from their two daughters this summer, Mrs. George Hulan and three children from Sacramento, and Mrs. Donald Crane and two children from Regensburg, Germany. Mrs. Crane's husband is principal of an American elementary school for service children at the army occupation base at Regensburg. Mr. Crane attended Rutgers University this summer, joining the family in Portola before their return to Germany.

After spending the 24 years of their wedded life in Oroville, Trainman L. R. AMBROSE and family have moved to Portola.

Congratulations to Fireman and Mrs. GERALD COMPTON on the arrival of a daughter, Vicki Lynn.

Welcome to JACK BRENNAN and his family! Jack is our new agent, succeeding E. P. MURPHY who bid in a job in Sacramento and to whom we extend good luck and best wishes.

Furloughed Trainman HARRY R. LAWRENCE, with his wife and son, have been visiting his mother the past month. Harry is a major in the Army's transportation corps and just returned from two years in Germany. He will be stationed in Fort Eustace, Virginia.

Condolences to the family of Trainman RAY STEWART who passed away recently.

Trainman KENNY STEVENS and wife went to Honolulu for three weeks to visit friends.

Trainman and Mrs. LARRY JOHNSON had a glimpse of Queen Elizabeth and her party while on vacation in Canada. They returned to the States by way of Glacier and Yellowstone Parks.

Lineman **BARNEY GUZENSKI** and his family visited relatives in Minnesota and Pennsylvania.

DR. F. BERNEDETT of Norfolk, Virginia, assumed duties as a hospital staff physician here on October 1. The doctor is a graduate of the University of Michigan medical school and before coming to Portola with his wife and four children, served with the Navy.

STOCKTON YARD

Elaine Obenshain

Deepest sympathy to the family of Fireman **C. S. DECKER** who passed away recently.

Retired Switchman **ROY COVEY** and his wife paid a visit to Stockton yard office last month. Mr. Covey retired in 1946.

Belatedly, our hearty congratulations and sincere best wishes to Engineer **Herbert E. Vandervoort**, who retired on June 30 after nearly 34 years of Western Pacific service. We hope you have a wonderful life ahead.



SACRAMENTO STORE

Irene Burton

Mrs. **Edgar E. Ensele** and **Leona**, wife and daughter of Stock Control Clerk **E. E. ENSELE**, were guests of **Louis Ensele** and **Uncle Sam** for a 48-hour cruise on the *S. S. Colonial* out of San Diego last month.

Our hats off to **HOWARD BRECHT**, assistant roadmaster, and **MILTON ZIEHN**, corporate secretary for Sacramento Northern! **Howard**, clerk of the WP Sacramento Employees Federal Credit Union's board of directors, was chairman for the dinner meeting of the Sacramento Valley Chapter C.C.U.L. in August. His subject was "Education and Workshop Promotion." He arranged in setting up the program in

Engineer **Art Van Meter** took this picture when Engineer **Herbert E. Vandervoort** finished his last tour of duty at Stockton before retiring on June 30. From left: Fireman **T. A. Smith**; Hostler Helper **Phil Gomez**; **Van and Van's wife**; Machinist **Ralph Gibson**; Roundhouse Foreman **C. B. Kirkpatrick**; BIF&E General Chairman **Walter Phipps**; and Engineer **Jess Adams**.

three sections, and received many favorable comments for the work and effort that went into the program.

While listening to the radio recently, we heard **Milton** as guest speaker in behalf of the Little Baseball League. **Milt** was regional tournament manager for the league and was in charge of the eleven western states and three Canadian Provinces. **Auburn**, which placed second in the "World Series" was in **Milt's** jurisdiction.

WINNEMUCCA

Ruth G. Smith

Equipment Maintainer **JOHN T. SMITH**, of **Keddie**, and **Miss Sharon Marie Davis**, of **Springfield, Oregon**, were married at the **Nicholas Garden Community Church** in **Springfield** on **July 18**. The bridegroom is the son of



John T. Smith and his bride

Engineer **JOHN SMITH** and Roundhouse Clerk **RUTH G. SMITH** of **Winnemucca**.

Mrs. Paul Wirthlin, Sr., died in **Salt Lake City** on **August 11**. She was buried on **August 14** in **Payson, Utah**. **Mrs. Wirthlin** was **84** years of age, and was the mother of Conductor **ROBERT L. WIRTHLIN**, and the grandmother of Fireman **LAWRENCE WIRTHLIN**.

SACRAMENTO SHOPS

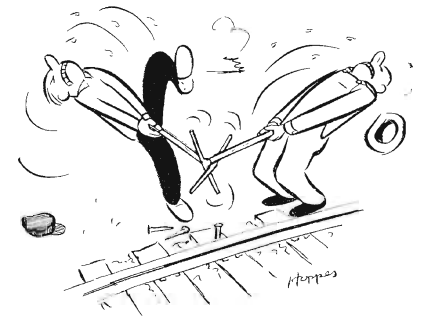
Marcella G. Schulize

The month of **August** saw three "old timers" leaving **Sacramento Shops** for a new leisurely life of retirement, with no immediate plans. Just "maybe some fishing." Each man was presented with a purse of money from his co-workers.

Retiring after 23 years of service were **M. D. CACIC**, boilermaker helper, and **H. P. MASTERTON**, boilermaker. All service was spent at **Sacramento Shops**, with the exception that **Masterton** traveled over the line one year as a general locomotive inspector.

F. R. FERREIRA, machinist, spent 22 years operating the shop machinery. **Frank** learned his trade in **Rio de Janeiro**, hitting the oil fields of **Southern California** in 1915 before coming to **Sacramento** and the shops.

(Continued on Page 23)



MILEPOSTS



IN GOLD

MILEPOSTS congratulates the following railroaders who will be eligible for Service Pin Awards during the month of October, 1959:

40-YEAR PIN		
Frank W. Steel	Director of Pricing, Mountain Pacific	San Francisco
35-YEAR PINS		
Charles A. Burkett, Jr.	Conductor	Western Division
James C. Caughey	Machinist	Mechanical Dept.
30-YEAR PINS		
Stanley C. Gudmundson	Conductor	Eastern Division
Joseph W. Paddock	Section Foreman	Eastern Division
25-YEAR PINS		
Robert A. Isaac	Conductor	Eastern Division
Taylor M. Johnson	Conductor	Eastern Division
Elmer P. Moore	Conductor	Eastern Division
Ernest J. Neri	Carman	Mechanical Dept.
George W. Stonestreet	Conductor	Eastern Division
20-YEAR PINS		
William A. Bergman	Special Agent-Claim Adjuster	Oakland
Sam R. Heath	Conductor	Western Division
Walter A. Jackson	Clerk	Western Division
Joseph M. Reed	Clerk	Western Division
Lloyd T. Van Allen	Conductor	Western Division
15-YEAR PINS		
Edward P. Adkins	Fireman	Western Division
Luciano Arano	Carman	Mechanical Dept.
Charles Bell	Chair Car Porter	Dining Car Dept.
Walter L. Chadwick, Jr.	Stenographer-Clerk	Western Division
Willard Cox	Fireman	Western Division
Leonard B. Davis	Machinist	Mechanical Dept.
Russell L. Helmick	Switchman	Western Division
Seth P. Joder	Fireman	Eastern Division
Gladys K. Largan	Trainmaster Clerk	Eastern Division
James E. Morgan	General Clerk	Western Division
Jose Orozco	Section Laborer	Eastern Division
Charles L. Otis	Fireman	Western Division
Jack M. Sorenson	Clerk	Western Division
Russell V. Taylor	Clerk-Warehouseman	Eastern Division
Delmar Williamson	Mechanical Foreman	Mechanical Dept.
Louise Zatarain	Machine Operator Clerk #3	San Francisco
10-YEAR PINS		
Maurice J. Crespo	General Supervisor, Bridges & Structures	San Francisco
Guadalupe S. Mancha	Section Laborer	Eastern Division
Lyle C. McDonald	Carman	Mechanical Dept.
Everett E. Wright	Switchman	Eastern Division
Hugh V. Wright	Switchman	Western Division

A drunk who had been wandering around New York's Times Square went down into the subway at 42nd Street. One-half hour later he emerged at 44th Street and met a friend who had been looking for him.

"Where've you been all the time?" the friend asked.

"Down in some guy's cellar," the drunk said.

"And, boy, has he got a set of trains!"

* * *

The best safety device is a careful man.

CABOOSING . . .

(Continued from Page 21)

SAN FRANCISCO

George Bowers, Doug Bruce, Elizabeth Fagan, Lawrence Gerring, Carl Rath, Frank Tufo.

A dinner was given by the marketing division's fairer sex in honor of MARGARET CORCORAN, statistician, who became the wife of Blaine "Bob" Brower on September 6. "Peggy" was born with the company since 1944.

"TUX" P. WADSWORTH, assistant director of freight pricing, was nominated for regional vice president of the national American Society of Traffic and Transportation.

When "MAURY" CRESPO, general engineer-inspector, took his three children on vacation to Yosemite Valley he promised them good fishing. They even built a raft. But, no fish for dinner. Seems every time a fish poked its head out of the water, one of the irrepensible little Crespo's would attempt to whack it on the head, something fish just don't take kindly to.

Design Engineer CLIFF B. RUSHMER caught the limit of steelhead every day while vacationing-fishing on the Klamath River in Oregon. Somewhere along the line he also found time to paint two or three beautiful watercolor prints of which any artist would be proud.

Another Klamath fisherman was CHARLIE ELLIOTT, engineer of track, or at least other members of the family were. Son, Bob, caught one, his wife, Olive, hooked onto three. Charlie caught the bills.

BRUCE McCURDY, back in engineering after being at Sacramento and Oroville, has just completed a cabin at Lake Almanor.

DONALD SCOTT, engineering, with his wife and three children, visited his home town of Pueblo, Colorado, during vacation. The oldest daughter, Lora Dali, 11, couldn't wait until Daddy's vacation, so shortly after school was out boarded the *California Zephyr* and was on hand to greet the family when they arrived by auto.

HARRY CARVER, right-of-way engineer, and his wife had plans to vacation at Yellowstone, until the earthquake rumbled. Harry insists he didn't "chicken out," but the Carvers spent their vacation in Mexico.

Four young lovelies arrived in the past few months in the homes of several engineering department families: Dorian Owen, daughter of Mr. and Mrs. JERRY OWEN; Alison Anne Perry, daughter of Mr. and Mrs. E. H. PERRY; Linda Anne, daughter of Mr. and Mrs. HAROLD CONTOIS; and a very recent arrival, whose name has not been learned, of Mr. and Mrs. JAMES SNIDER.

TANYA ANDREWS is now secretary to GRANT S. ALLEN, superintendent of transportation. She was formerly employed in the purchasing department.

MARIE SIPPLES, key punch operator, auditor of equipment service accounts, leaves Western Pacific this month to await the arrival of an addition to the family.

The young minister was new at his work and consequently a bit nervous while calling on his congregation. He tickled the chubby cheek of an infant in his mother's arms.

"What a fine baby!" he flattered amiably. "How old is he?"

"Just six weeks today," answered the mother.

"My, my," the preacher floundered on. "And this is your youngest?"

* * *

Marriage entitles women to the protection of strong men who steady the ladder for them while they paint the kitchen ceiling.

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RAILROAD LINES



Largest single girder, 187 tons, ever fabricated by American Bridge will help carry 10 Chicago & North Western tracks across top of three-way grade separation in Chicago.

. . .

Lehigh Valley seeks government guaranty of \$6 million loan to refinance balances due on short term equipment obligations; replenish working capital; help pay for capital improvements.

. . .

American Express credit cards now honored by Great Northern and Northern Pacific.

. . .

With receipt soon of 300 new piggyback cars Canadian Pacific's fleet of 951 cars will be largest owned by an individual railroad.

. . .

Soo Line asks ICC for permission to discontinue overnight local passenger trains 7 and 8 between Minneapolis-St. Paul and Sault Ste. Marie.

. . .

Union Pacific has put in service 14 of 75 new turbo-charged diesel electric locomotives which burn residual instead of diesel fuel.

. . .

Chicago and North Western now has new "push-pull" suburban trains in service with locomotives at rear pushing trains into Chicago and pulling them out.

. . .

Burlington's Slumbercoaches have passed the 100,000-passenger mark in less than three years' regular service.