

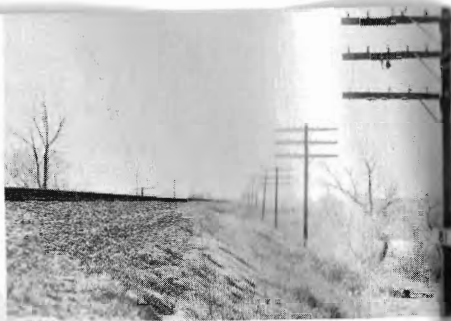
WESTERN PACIFIC

# Mileposts

APRIL 1956



# WESTERN PACIFIC Mileposts



Vol. VII, No. 9

APRIL, 1956

\*Milepost No. 81

Department of Public Relations

**WESTERN PACIFIC RAILROAD**

SACRAMENTO NORTHERN RAILWAY

TIDEWATER SOUTHERN RAILWAY

526 Mission Street, San Francisco 5

Lee "Flash" Sherwood, Editor \* Arthur Lloyd, Jr., Associate Editor

Member

*American Railway Magazine Editors' Association  
International Council of Industrial Editors  
Northern California Industrial Editors' Association*

\* Milepost No. 81: Much of the land nearby was under water from overflow of the San Joaquin River during the 1955 year-end storms.

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MILEPOSTS

# SOMEBODY GOOFED!



W. J. Smith, chief adjuster, stands in the midst of an accumulation of damaged and rejected merchandise which he will arrange to sell to best advantage of all concerned.

By William F. Paden  
Assistant Freight Claim Agent

WHILE I was in a furniture store the other day the owner, a friend of mine, showed me a letter he had just written to one of his customers. It read, in part, like this— "... that new living room furniture we ordered for you has just arrived from the factory. However, three of the chairs were so badly broken it will be necessary that a replacement be made by the manufacturer. We are extremely sorry for this occurrence and regret to advise that it will require at least another 30 days before your furniture can be replaced."

Such a disheartening letter certainly didn't make that customer happy. Yet,

it represents similar occurrences encountered every day by freight claim personnel. It may have even happened to you!

Somewhere along the line between the factory and my friend's store that furniture received careless handling. Perhaps the load was insufficiently or incorrectly braced by the shipper—the car may have received rough handling in some railroad yard or along the line—or the furniture could have been damaged during unloading. But, regardless of how it happened, that customer is disappointed; my friend may have lost a sale; or the shipper could, if his loads continued to be improperly



A displaced bulkhead apparently resulting from a severe impact somewhere in transit.

braced, lose an outlet for the sale of his manufactured products.

Just what happened to that carload of furniture will have to be determined and arrangements must be made for adjustment and settlement of the loss and damage claim. That is one function of the freight claim department. Another function, perhaps even more important, is this department's activities in freight claim PREVENTION. However, before we tell you about some of Western Pacific's methods for reducing damage to goods in transit, we would like to acquaint you with the operation of our department and the procedures involved in the adjustment and settlement of claims for loss and damage.

The department is under the supervision of R. L. Gohmert, freight claim agent. In addition to an assistant freight claim agent, he is assisted by adjusters, inspectors, investigators, diversion clerk, and an office staff under the supervision of a chief clerk.

When a freight inspector is asked to verify damage, such as the furniture mentioned above, which we will assume was damaged in transit, he prepares a written report. The original is given to the consignee who must support his claim for loss and damage with this document. This claim is prepared as soon as the bills covering the replacement costs, value and transportation cost are received following refusal to accept the goods damaged beyond repair. Two copies of the report are placed on file in the railroad's office. Whenever any items are refused, one copy of the report forms the basis for a pickup order authorizing an outside salvage agent to dispose of the items for the railroad's account.

If the damaged items can be repaired, the consignee will arrange repairs, with the assistance of this department if necessary, and the bill covering repair costs will be submitted to the freight claim department in sup-

Broken strapping—another example of failure in loading.



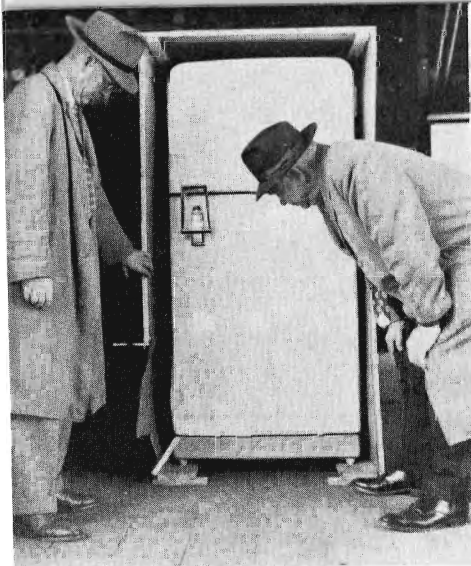
port of the claim. Although a furniture shipment has been mentioned as an example, all "dead freight" inspections are treated in virtually the same manner. While the railroad would idealistically prefer to examine every carload shipment before it is unloaded in an effort to learn the location, apparent cause and extent of damage, this is not always possible in cases of "dead freight" shipments because of insufficient manpower. (Editor's note: It may be interesting to know that in making preparations for this article, the better part of a day was spent with a WP inspector trying to locate a carload of damaged freight shipped over Western Pacific for picture purposes, but to no avail!) However, Western Pacific does insist upon inspecting all perishable shipments while still under load. A follow-up inspection is made under these circumstances after recondition-



R. L. Gohmert, freight claim agent, discusses a damage claim prevention matter with W. F. Paden, assistant freight claim agent.



Staff members include, from left: Sara Guidotti, typist; Herbert Austin, head investigator; Dorothy Alderman, OSD clerk; Robert Beebe, adjuster, behind June Sewell, secretary; James Nelson, diversion clerk; Loren Ogburn, file clerk, behind Doris Weston, investigator; David Skootsky, investigator; Irene Olsen, typist; Dorothy Butcher, steno-clerk; William Royal, investigator; Fred Bates, chief clerk; Walter Snyder and Walter Keady, investigators; Ida Williams, comptometer operator; Carolyn Crowley, investigator; and Leo Smith, inspector. Bill Smith, chief adjuster; Lucile Reece, typist; Henry Teller, investigator; and Gene Neri, inspector, were not present at the time the picture was taken.



W. J. Smith and customer judge extent of damage prior to sale of merchandise.

ing has been completed and actual loss determined.

All freight inspections at points other than San Francisco are performed by a designated freight claim inspector, working under a freight agent. Whenever technical assistance is required by a local inspector, of which several are located at points along the railroad, a claim adjuster is dispatched to that point from headquarters in San Francisco.

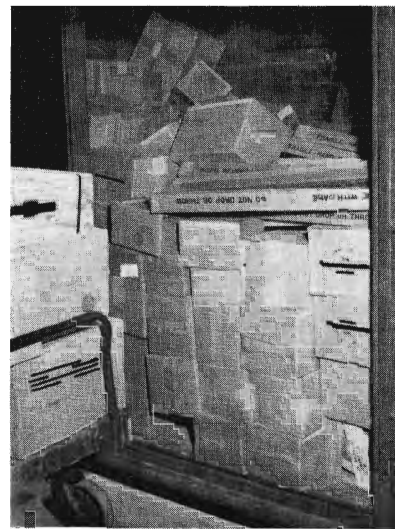
The claimant must have established his full actual loss and assembled the necessary documents, including the original invoice, or certified copy of that document, the original bill of lading and/or the original paid freight bill. A bond of indemnity may be rendered in lieu of one of the latter two documents. All loss and damage claims must be received by the freight claim department within the nine-month Statute of Limitations specified in the Bill of Lading Contract. Section 2, para-

graph (b) of the Contract Terms and Conditions reads as follows:

*"As a condition precedent to recovery, claims must be filed in writing with the receiving or delivering carrier, or carrier issuing this bill of lading, or carrier on whose line the loss, damage, injury or delay occurred, within nine months after delivery of the property (or, in case of export traffic, within nine months after delivery at port of export) or, in case of failure to make delivery, then within nine months after a reasonable time for delivery has elapsed; and suits shall be instituted against any carrier only within two years and one day from the day when notice in writing is given by the carrier to the claimant that the carrier has disallowed the claim or any part or parts thereof specified in the notice. Where claims are not filed or suits are not instituted thereon in accordance with the foregoing provisions, no carrier hereunder shall be liable, and such claims will not be paid."*

Upon receipt of a claim in the freight claim department, it is immediately

Adjuster Robert R. Beebe adjusts perishable damage claims with a claimant.



Because doorway protection was not used, cartons shifted out between door posts during transit, jamming and damaging the products.

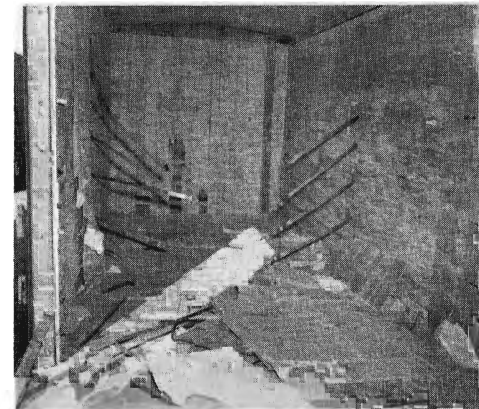
stamped showing time and date of receipt. It is then assigned a claim number, and essential data such as claimant's name, address, billing reference, amount of claim, commodity, etc. is recorded on perforated cards which serve (1) as an acknowledgment card mailed to the claimant and (2) as a permanent office card index file.

Any known information, such as O. S. & D. (over, short and damage) report, covering the visible exceptions noted at time of unloading, an inspection report issued after unloading and unpacking, or possibly some correspondence covering a preliminary investigation which may have been made, is attached to the claim, and then it is assigned to the investigator who handles that particular class of claims. All investigations are con-

ducted through written inquiries directed to the railroad officer having the information available, whether on the Western Pacific or any other rail carrier throughout the United States and Canada, over which the shipment may have traveled.

**I**N the case of perishable claims, filed because of delay, condition, or market decline, it is necessary that the detailed movement and schedule applicable over each railroad involved be determined. If such shipment arrived at final destination in off-condition, it is also necessary to determine the complete protective service record, such as refrigeration, ventilation, or heater service, to determine the extent of carrier liability. Briefly, if a carload of fruits or vegetables arrives at its billed destination one or more days late on through schedule, carriers are liable for any market loss suffered by reason of a declining market. On the other hand, if such shipment should

Failure to properly clean out cars causes the mechanical department additional expense in readying car for the next loading.



arrive two or more days late, in off-condition, carriers are also held liable for their proportionate share of responsibility for monetary loss suffered by the owner of the shipment.

In most of the more complicated "dead freight" claims, and in nearly all "perishable claims," actual settlement is made in personal conference by a claim adjuster, the freight claim agent, or assistant freight claim agent.

The Freight Claim Division of the Association of American Railroads, meeting in annual session, have formulated the "Principles and Practices for the Investigation and Disposition of Freight Claims," which stipulate what support should be obtained from each claimant and what basic facts must be developed in the investigation before claims can be paid and distributed among the carriers involved. The Freight Claim Division has also established Freight Claim Rules which stipulate the manner in which the amounts paid are to be distributed under each set of circumstances.

No payment can be made contrary to the "Principles and Practices" except upon the advice of the law department.

Should any carrier disagree with the paying carrier's distribution of the amount paid on any claim, that carrier has the privilege to recharge the amount in excess of what they may consider their rightful share. Under such circumstances, if there is no agreement on the application of appropriate rule or amount debited, the claim may be submitted to an Arbitration Committee, consisting of three freight claim agents of disinterested carriers. If the protestants are still not satisfied with the Arbitration Committee's decision, the claim may then be submitted to the Appeal Commit-

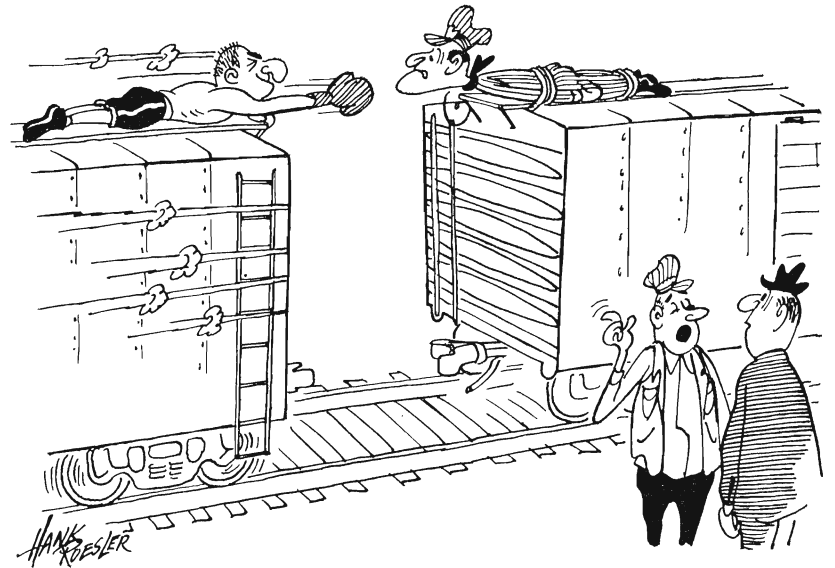
tee, which consists of five freight claim agents. The Appeal Committee ruling is final, and the distribution of amount of claim payment, as well as the cost of appeal is allocated in accordance with this committee's decision.

You now have some idea of the tremendous amount of research, study and work involved in handling a claim on a damaged shipment, such as that shipment of furniture previously mentioned. Not to mention the cost involved and the dissatisfaction of the shipper and receiver, and disappointment of the customer.

With regard to Western Pacific's damage claim PREVENTION program:

All O. S. & D. reports issued on our own lines, as well as those received from foreign lines, are examined very carefully. If any report shows excessive damage, or a group of reports show a repetition of like damage, immediate action is taken. If due to an inadequate or improper container, the loading pattern or method of blocking or bracing, recommendations for correction are transmitted to the originating line. Photos, taken by freight claim inspectors, are also furnished to show condition of the merchandise on arrival. When the originating line has worked with the shipper in correcting his packaging or loading problem, the Claim Prevention Officer of that line will furnish the delivering carrier the forwarding reference by wire or air mail letter, to permit the delivering carrier an opportunity to be present when the car doors are opened.

Although this is a function under the jurisdiction of the freight claim department, many other Western Pacific railroaders are also involved. The importance of keeping coupling speeds down to four miles an hour or less can-

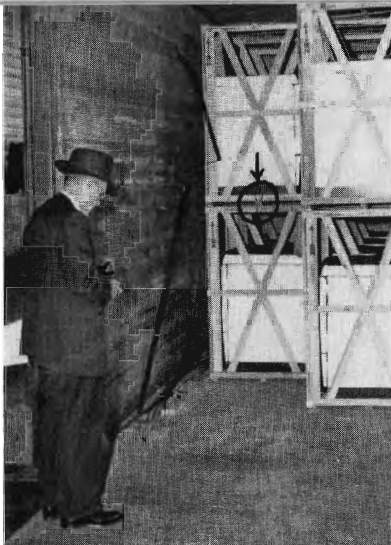


"That's his penalty. He coupled cars at more than four miles per hour."

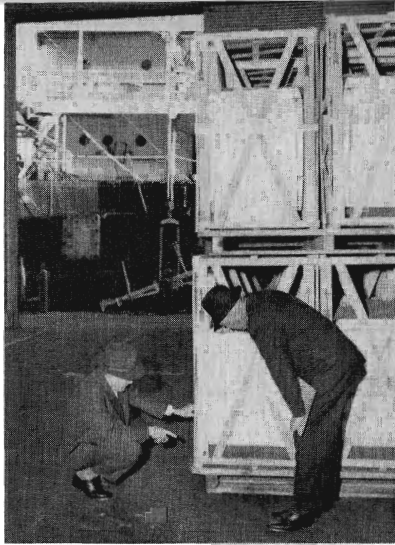
not be too highly emphasized. Good train handling in transit is also most important if we are to reduce damage to our customer's merchandise. Attention to "This End Up," "Fragile," "Do Not Hump" and other signs can mean the difference between damaged or undamaged freight. Clear signals on the part of switchmen are important, so that the enginemen and others understand their meaning.

Damage to canned fruits and vegetables, in tin or glass, have contributed to the national freight loss and damage account to the staggering figure of eight million dollars for the year 1954. The figure for 1953 was nearly as high. Due to the steady increase of this one account all rail carriers have been directing their efforts to investigate and

correct the causes that have been responsible. A working committee composed of freight claim prevention officers from the SFe, SP and WP railroads met early in 1954 to study the subject. W. C. Emerson, transportation inspector for WP, was appointed chairman and the committee visited each cannery in Northern California. Supplied with information secured from the Association of American Railroads, comparisons were made between the methods used and the recommended practice for proper loading, and when it was found that certain protective measures were not being followed the supervisory personnel of the canneries were contacted and advised. Practices such as using good bonded block loading, fibreboard divider sheets to sep-



This shipper used metal band ties (circled) to hold the crates together for additional strength.



Leo Smith, inspector, and Bob Beebe, adjuster, make damage prevention check of export shipment.

arate cartons of various sizes loaded adjacent to each other, use of adequate floor covering material and doorway protection, and other devices were discussed and put into practice. A series of carloading clinics, first held in 1953 and 1954, have just been completed in cooperation with the Cannery League of California, Association of American Railroads and the California Terminal Railroads, to acquaint employees of the various canneries with the results of poor loading as portrayed by destination pictures, and the results that could be obtained through proper loading. The effects of these clinics, Emerson believes, have had a considerable bearing upon the improved loading methods which have been put into practice.

In order to get first-hand information on the destination condition of California canned goods, the committee made complete destination inspections of 28 cars at cities throughout the

East and Middle West. The results were that changes were recommended even in some of the previously recommended practices.

It is estimated that the national freight claim account for canned goods will show a savings of 1.2 million dollars for 1955, and with the fullest cooperation of the carrier, shipper and receiver, further reductions will be made during 1956.

The Freight Loss and Damage Prevention Section of the AAR has a staff of commodity experts, container and loading engineers, who are called upon from time to time. Commodity and loading specialists are also available from the Trans-Continental Freight Bureau, the Western Weighing and Inspection Bureau, Southern Weighing and Inspection Bureau, and the Railroad Perishable Inspection Agency. Whenever an equipment problem arises, Western Pacific's Research department is also called on for assist-

ance. Through their studies, Western Pacific is now providing specially equipped cars, such as the Compartmentizer, Cushion-Underframe, CU+DF (cushion-underframe plus damage-free) cars, and other improvements which provide the shipper with built-in devices to better protect his shipments against possible damage.

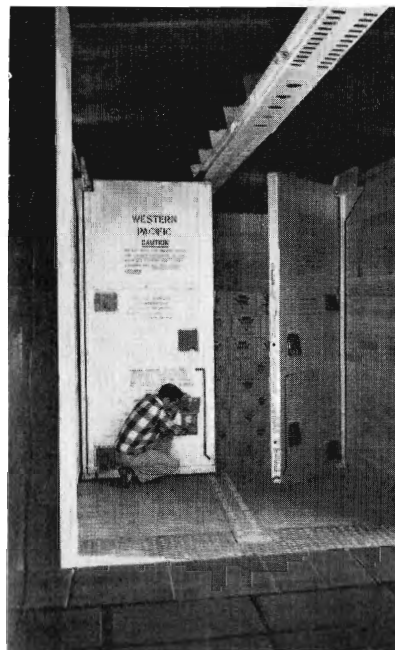
If the cause of damage appears to be from improper handling in transit, impact recorders are installed at shipping point either by the carrier or by the shipper. The freight claim department has a rather limited supply of impact recorders, the use of which is confined to movements in which actual damage

has been found, and which damage has been attributed to rough handling in transit. The results of the tape readings are immediately transmitted to the Chief Operating Officer of each railroad on which impacts were recorded, showing the exact hour and date, as well as the intensity of the impact. The normal protection afforded by container and bracing will protect most commodities against shocks up to coupling speeds of four miles per hour with resultant damage. Hence, it is incumbent on all operating department employees to bear this in mind at all times. Draft gear closure often occurs at about four and one-half miles per hour for fully loaded cars, and after gears close, the forces rise very rapidly and may be between 600,000 and 800,000 pounds at six miles per hour speed of impact, and near one million pounds at eight miles per hour.

During the year 1955, the freight claim department processed 21,281 claims from claimants, plus 26,429 claims from connecting lines. Eighty nine percent of all claimants' claims were paid within 30 days, and 96 percent were paid within 90 days. All foreign line debits are of necessity handled the same month received. The total amount charged to Loss and Damage Account 418, for account of the WP, SN and TS for the year 1955 was \$595,753, representing \$1.107 out of every \$100 of gross freight revenue. The amount paid by the WP was equivalent to the revenue on about 2,800 carloads of freight.

These "free riders" can be eliminated through a conscientious effort to reduce loss and damage on the part of every WP railroader. Ironically, too, part of that next carload of furniture may be destined to you!

WP's compartmentizer cars have contributed greatly toward prevention of damage to loads.



Paul Jenner sez:

## "Don't Be HALF Safe!"

"Certificates of Merit in Accident Prevention are being presented to the following Western Pacific foremen and supervisors for having had no reportable injuries in their departments for as many as NINE consecutive years through the period ending December 31, 1955.

"These foremen and supervisors, and the men working under their supervision, are to be congratulated for these fine achievements. However, what is more important than the awards these men receive, is the fact that they have shown that it IS possible to perform work safely.

"There may be some railroaders who at times must perform work more haz-

ardous than that performed by these men. The answer to that is, of course, that when such conditions are prevalent, extreme precautions should be taken before the work is begun to insure, without any reasonable doubt, that there is no foreseen cause for an accident. Then, and only then, should the work begin. Any railroader who continues to avoid injury must surely do so only because he surveys the possibilities of injury before beginning his work, and then takes every precaution to perform that work safely until the work is completed. Such routine determination should be the goal for every employee, regardless of position, on the railroad."

## CERTIFICATES OF MERIT AWARDS

### NINE-YEAR AWARDS

#### DINING CAR DEPARTMENT

J. H. Duhig.....Buyer

#### EASTERN DIVISION

E. B. Aughe.....Section 10, Sand Pass  
T. L. Barrera.....Section 26, Golconda  
C. I. Beason.....Section 48, Tulasco  
T. Bingham.....Section 401, Marshall  
C. G. Clontz.....Section 60, Wendover  
M. Cobian.....Section 32, Rennox  
J. L. Cook.....Section 72, Salt Lake  
C. L. Elliott.....Section 67, Delle  
F. Espinoza.....Section 61, Salduro  
A. Gonzalez.....Section 30, Ellison  
E. Herrera.....Section 46, Halleck  
M. C. Higley.....Section 71, Garfield  
H. A. Hutchinson.....Section 28, Red House  
E. Jaramillo.....Section 31, Russell Spur  
J. M. Jenista.....Section 23, Krum  
K. W. Johnson.....Section 68, Timpie  
F. M. Leyva.....Section 9, Planigan  
J. B. Morris.....Section 50, Boaz  
D. A. Nusse.....Section 59, Ola  
J. O'Lin.....Section 5, Red Rock  
J. Pappas.....Section 65, Clive

V. Richins.....Section 7, Doyle  
V. C. Robyler.....Section 43, East Elko  
R. Salaz.....Section 52, Ventosa  
A. Sei.....Section 201, Loyalton

#### WESTERN DIVISION

M. E. Bowman.....Section SJB-1, Milpitas  
J. F. Christie.....Section B-7, Robbers Creek  
F. H. Cutright.....Section B-6, Clear Creek Jct.  
R. J. Hall.....Section 23, Craig  
W. L. Hersch.....Section 8, East Arboga  
J. Jessiman.....Section 11, Halls Flat  
J. A. Laughlin.....Section 4, Sunol  
G. W. McCauley.....Warehouse Foreman, Stockton  
B. C. McConnell.....Section 43, Blairsden  
H. L. Nash.....Section 10, Quigley  
C. Sandstrom.....Section B-16, Pit River  
F. J. Saunders.....Warehouse Foreman, Oakland

#### MECHANICAL DEPARTMENT

R. Colvin.....Wendover  
G. H. Heintz.....San Jose  
C. B. Kirkpatrick.....Stockton  
H. H. Loyd.....Oakland  
J. J. McGraw.....Stockton  
R. T. Ronan.....Oroville  
W. C. Rotzler.....Elko  
W. W. Walters.....Westwood

### EIGHT-YEAR AWARDS

#### EASTERN DIVISION

R. W. Bingham.....Section 24, Winnemucca  
R. G. Hobbs.....Section 38, Palisade  
G. L. Nelson.....Section 66, Low  
J. C. Raney.....Section 54, Luke  
G. B. Sigmon.....Section 45, Elburz  
G. E. Taylor.....Section 40, Tonka

#### WESTERN DIVISION

L. Thompson.....Section 42, Sloat  
B. J. Wutacki.....Section 34, Tobin

#### MECHANICAL DEPARTMENT

F. N. Bennyhoff.....Keddie  
H. J. Kelly.....Stockton  
W. H. Wald.....Oroville

### SEVEN-YEAR AWARDS

#### EASTERN DIVISION

J. M. Keith.....Section 25, Bliss  
L. F. McGarran.....Water Service Gang  
A. J. Trujillo.....Section 20, Jungo  
M. C. Wood.....Section 8, Calneva

#### WESTERN DIVISION

M. A. Anton.....Section 22, Marysville  
H. L. Huber.....Section 20, Trowbridge  
A. H. Wilkinson.....Section 5, Livermore

#### MECHANICAL DEPARTMENT

J. E. Asbury.....Sacramento  
J. C. Caughey, Jr.....Keddie  
J. R. Jones.....Oroville  
W. F. Stevens.....Oroville

### SIX-YEAR AWARDS

#### WESTERN DIVISION

A. J. Anton.....Section B-14, Little Valley  
R. C. Borgen.....Section B-1, Indian Creek  
N. Lackey.....Section 35, Belden

#### MECHANICAL DEPARTMENT

L. H. Clapham.....Sacramento  
H. W. D'Orman.....Sacramento  
W. E. Fosha.....Sacramento  
L. D. Garrick.....Oroville  
H. O. Powers.....Portola  
H. J. Quigley.....Oakland  
L. Williams.....Winnemucca  
W. G. Wyman.....Oakland

### FIVE-YEAR AWARDS

#### EASTERN DIVISION

N. M. Friend.....Section 18, Sulphur  
S. J. Hargrave.....Section 35, Beowawe

#### WESTERN DIVISION

V. Dycus.....Warehouse Foreman, Oakland  
D. W. Harris.....Section B-5, Almanor  
R. W. Nuzman.....Section 16, Franklin  
P. J. Pedercini.....Section 13, Stockton  
G. Roehl.....Pile Driver Gang #1  
H. G. Rohdenburg.....Water Service Gang  
A. J. Stender.....San Francisco Yard  
K. VanSike.....Sacramento  
J. M. Weyer.....Section B-3, Greenville



"The nose happened on the job. Fellow workers did the rest because I ruined a safety record."

#### MECHANICAL DEPARTMENT

C. L. Myers.....Stockton  
R. F. Sarbach.....Portola

While space permits listing only the names shown above, recognition is also extended to the foremen, supervisors, and the men who have gone from one to five years without a reportable injury.

### FOUR-YEAR AWARDS

Eastern Division.....7 Western Division.....1  
Mechanical Department.....1

### THREE-YEAR AWARDS

Eastern Division.....7 Western Division.....8  
Mechanical Department.....11

### TWO-YEAR AWARDS

Eastern Division.....3 Western Division.....11  
Mechanical Department.....7

### ONE-YEAR AWARDS

Eastern Division.....9 Western Division.....14  
Mechanical Department.....2

## Your Best Cancer Insurance

By Dr. G. F. Cushman, Chief Surgeon

Many thousands of Americans are being cured of cancer every year. More and more people are going to their doctors in time. That is encouraging. But the tragic fact is, the records show, that every third cancer death is a needless death . . . twice as many could be saved.

Your best cancer insurance is: (1) to see your doctor every year for a thorough checkup, no matter how well you may feel; (2) to see your doctor immediately at the first sign of any one of the 7 danger signals that may mean cancer.

The death rate from cancer has more than doubled since 1900. This is be-



Probably no greater fight against cancer has been made than by Babe Didrickson Zaharias, famed golfer and outstanding sportswoman.

cause the average span of life has been increased from just below 50 years to nearly 70 over the same period of time. These twenty years are the ones in which cancer most commonly occurs.

The only way cancer can be cured at present is by destruction of every cancer cell in the body. This can be done by surgical removal, or, in selected cases, by X-ray or radium treatment. The margin of safety between the amount of X-ray or radium that will kill cancer and that which will kill normal tissue is very narrow. In some kinds of cancer there is none. Surgical removal is successful only if the cancer has not spread to other parts of the body and if it has not invaded vital organs.

Although the cause of cancer is now known, certain substances are known to favor its development. Most of these are encountered in very specialized industries, in which the danger is recognized and protective measures are enforced.

There is considerable, if not conclusive evidence, that the tars of inhaled cigarette smoke are responsible for the disproportionate increase in cancer of the lung in recent years.

Some types of tumors, or new growths, are recognized as being precancerous. Among these are certain kinds of moles, thyroid gland nodules, and mucous polyps of the large bowel. They should be removed before they become malignant.

By far too many cases of cancer reach the incurable stage because symptoms were ignored which, if heeded, could have led to early treat-

ment in a curable stage of the disease.

Everyone should know the signs that most frequently are the first warning of cancer. Their occurrence should not provoke unreasoning fear or panic. In the first place, such reaction often causes a non-acceptance of their existence, until additional symptoms of more serious import develop and, secondly, they do not in themselves mean cancer is present. They merely indicate that there is a possibility which demands investigation.

The doctor frequently can arrive at a decision quickly by questions and a local examination. If indicated, there are precise diagnostic aids to supplement the examination. In doubtful cases, a bit of the suspected lesion, called a biopsy, can be taken to be prepared for microscopic examination by a pathologist. Occasionally, surgical excision of the entire tumor is advisable before the exact nature is determined.

Fortunately, the symptoms are found to be due to something much less serious than cancer in the vast majority of cases, but if cancer is present, appropriate treatment can be carried out with a real chance for cure.

There is a vast amount of research in cancer going on, supported by generous public and private donations. A great deal is being added to our knowledge of this disease. New therapeutic agents have been discovered which reduce suffering and increase survival time after onset of the disease, but they do not cure. Some day cancer will be brought under control just as completely as is typhoid fever, diphtheria, tuberculosis, and other conditions that once had a high mortality rate.

Until such time, the individual pa-

tient, through realistic respect of the threat of cancer, must accept his responsibility to present himself for examination as soon as signs of possible malignancy occur.

Your best cancer insurance . . . see your doctor once every year no matter how well you may feel!

any sore

that

does not heal

. . . is the first of the seven commonest danger signals that *may* mean cancer . . . but should *always* mean a visit to your doctor.

The other six danger signals are— **2** A lump or thickening, in the breast or elsewhere **3** Unusual bleeding or discharge **4** Any change in a wart or mole **5** Persistent indigestion or difficulty in swallowing **6** Persistent hoarseness or cough **7** Any change in normal bowel habits.

For other facts about cancer that may save your life, phone the American Cancer Society office nearest you, or write to "Cancer"—in care of your local Post Office.

American Cancer Society







### *“Cinerama Holiday” Special*

This 24-car Western Pacific special train left Stockton February 22 loaded with school children en route to see “Cinerama Holiday” at the Orpheum Theater in San Francisco. The idea was so enthusiastically received a second train ran on March 3 to accommodate the overflow. More than 2,400 children

made the trip through cooperation with the Stockton PTA Council and Orpheum Theater. Buses brought them from the train across the Bay to San Francisco. Plans are under way to provide the same opportunity for children from other Valley towns along the railroad.



## WP WILL REMEMBER

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

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

*Albert J. Drouillard*, switchman, San Francisco.

*John A. Fletcher*, conductor, Oroville.

*Scott E. Gearhart*, switchman, Sacramento.

*Bernard Harton*, hostler helper, Elko.  
*John M. Huff*, machinist, Oakland.  
*Joseph L. Hunting*, carman, Oroville.  
*Peter J. Lund*, conductor, Oakland.  
*Albert D. Pingrey*, Sacramento Northern brakeman, Oroville.

*Walter R. Rankin*, boilermaker, Sacramento.

*George W. Reinhardt*, machinist, Oroville.

*Thomas J. Thorla*, Tidewater Southern brakeman, Stockton.

## A Man Who Won't Retire

Peter J. Lund has never been one to become idle. His has been an active and diversified life and he intends to keep it that way, even though he just retired as a conductor after nearly 35 years in Western Pacific service.

In talking with Pete, one learns that his career was probably made interesting because it included several “firsts.” When Pete was 12 he became the first carrier for *The Daily News*, a San Francisco paper. This was in 1903, the year that paper was born. “It was easy to get subscriptions in those days,” recalls Pete, who was practically the entire circulation department. “The paper was only 25 cents a month and I got subscribers as fast as I could ring doorbells. My territory ran from Harrison Street as far south as I could walk. That’s why my father eventually made me quit. I started in after school and walked so far south I never got home until after dinner!”

His next “first” occurred during World War I when he made a trip around the world on the Flagship



U.S.S. *Connecticut* with Admiral “Fighting Bob” Evans. The ship carried the first wireless ever to be installed on any warship and Pete was one of the operators. He later spent nearly two years in South Africa as a Navy intelligence officer and on completion of his enlistment returned to the seas. His employer was the New

York-Cuba Mail Steamship Company and Pete served as chief officer. He was given the largest license for unlimited-tons ships which could sail on any ocean of the world.

On arriving home in San Francisco, where he was born, Pete next tried erecting structural steel buildings, one of which was San Francisco's present city hall dome. He hired out with Western Pacific in July, 1922, and was promoted to conductor in 1926 and became one of the first conductors to work aboard the *California Zephyr*, when that train went into service.

## Grayce Josserand, Authoress

The June issue of *Railroad Magazine*, beginning on Page 48, will carry a story written by one of a team of Western Pacific writers, railroader Mrs. Grayce Josserand.

The title "I Married a Train Dispatcher" carries a subhead "We Met by Telegraph, Pete Courted Me in Morse Code, and Now We Are Working Together on the Western Pacific."

With a touch of feminine humor, the story is light and interesting. Yet it has



While living in Stockton at one time he was made police, fire and civil service commissioner, and he also pioneered and was chairman for the Infantile Paralysis Drive in San Joaquin County and Northern California for five years. He also served eight years as State legislative representative for the Order of Railway Conductors.

Pete and his wife live at 555 Moscow Street in San Francisco. What's he going to do now? Electronics. That has been his hobby since 1907, and like Mrs. Lund will tell you, "Pete just can't sit around and do nothing."

a definite railroad flavor which describes the early life of a daughter of a railroad father, how she became acquainted with her husband in Morse code, and how they now work as a team—Peter Josserand, dispatcher (also a writer of railroad stories), and the author, Grayce Josserand, his stenographer—in dispatching trains over the Western Pacific.

## Magazine for Vets

Western Pacific veterans of the Military Railway Service in World War II and Korea may be interested to know that publication of their magazine, *The Military Railway Service Journal*, is being continued under a new editor, Neil L. Maurer.

The magazine, established two years ago, is the official publication of the MRSV and other organizations and features wartime MRS pictures and articles, news and letters from MRS veterans, and information about various unit reunions.

Subscription price is \$1.50 per year. Write to the editor, P. O. Box 188, Laurens, Iowa.

## MILEPOSTS



## IN GOLD

MILEPOSTS congratulates the following employees who will receive Service Pin Awards during the month of April, 1956:

<b>40-YEAR PINS</b>		
C. Alva Fisher.....	Head Maintenance Clerk.....	Western Division
Seymour J. Harper.....	Locomotive Engineer.....	Eastern Division
<b>30-YEAR PINS</b>		
Charley L. Ashley.....	Section Foreman.....	Eastern Division
Wilbert F. Asvitt.....	Head Payroll Clerk.....	San Francisco
Stephen B. Corven.....	Statistical Clerk.....	San Francisco
Logan Payne.....	Corporate Secretary.....	San Francisco
<b>25-YEAR PINS</b>		
Harold D. Branting.....	General Chairman, F&O.....	Sacramento
William E. Brown.....	Section Foreman.....	Western Division
Leroy S. Field.....	Leading Test Signalman.....	Signal Dept.
Albert O. Glenn.....	Section Foreman.....	Eastern Division
Hyrum A. Hutchinson.....	Section Foreman.....	Eastern Division
Joe M. Perry.....	Machinist Helper.....	Mechanical Dept.
<b>20-YEAR PINS</b>		
Malcolm P. Armstrong.....	Machinist Helper.....	Mechanical Dept.
Arthur Crump.....	Clerk.....	Western Division
Allen C. Fleming.....	Conductor.....	Western Division
Eliseo Herrera.....	Section Foreman.....	Eastern Division
Richard J. Joyce.....	Conductor.....	Western Division
Robert B. Lambert.....	Carman.....	Mechanical Dept.
William B. McCullough.....	Clerk.....	Western Division
Clifford A. Morgan.....	Conductor.....	Western Division
Raymond H. Powell.....	Conductor.....	Western Division
Floyd R. Quigley.....	Conductor.....	Western Division
Gordon B. Sigmond.....	Section Foreman.....	Eastern Division
<b>15-YEAR PINS</b>		
Fred C. Marty.....	Machinist.....	Mechanical Dept.
Frank Schmalenberger.....	Traffic Representative.....	Oakland
John D. Work.....	Switchman.....	Eastern Division
Willard M. Workman.....	General Agent.....	Pittsburgh, Pa.
<b>10-YEAR PINS</b>		
Ray Chadwick.....	Clerk.....	Western Division
John J. Farley.....	Asst. Payroll Clerk.....	San Francisco
Walter L. Gay.....	Chef.....	Dining Car Dept.
James Goodwin.....	Second Cook.....	Dining Car Dept.
Lois Hooe, Mrs.....	Junior File Clerk.....	San Francisco
William R. Jamieson.....	Clerk.....	Western Division
Jack H. Jones.....	Section Foreman.....	Western Division
Morton D. Lindley.....	Steward.....	Dining Car Dept.
Lois R. Manca, Mrs.....	Stenographer.....	Elko
Benjamin F. Palmer.....	Carman.....	Mechanical Dept.
William F. Stevens.....	Day Diesel Foreman.....	Oroville
Irene H. Strobridge, Mrs.....	Voucher Clerk No. 2.....	San Francisco
William M. Taylor.....	Switchman.....	Eastern Division
Frank A. Tufo.....	Secretary.....	Transportation Dept.
William B. Wolverton, Jr.....	Mechanical Engineer.....	Sacramento

When the conductor came through the car collecting tickets, the woman in the end seat looked up with a smile.

"I'm so sorry, but I'm afraid my little dog

has eaten my ticket. I don't know what to do."  
"What a pity," replied the ticket-taker. "May I suggest that you buy him a second helping now."

## Make a Date for April 28

Gaiety and color will predominate the scene of Western Pacific's Annual Spring Dance to be held at Governor's Hall on the Sacramento State Fair Grounds, April 28. Theme for the dance is "Circus Day," and final preparations are already completed for colorful decorations—circus posters, animal cutouts for table place cards—and just about everything else one would find at a circus with the exception of sawdust, live animals and the performing troupers.

In their place will be a wonderful dance floor and hundreds of Western Pacific, Sacramento Northern and Tidewater Southern railroaders. Instead of the usual circus band, Kelly

Pierini and his orchestra will provide just the music you like for dancing.

You won't find Crackerjack and peanuts either, but you will be royally served with an excellent buffet dinner as could only be prepared by Western Pacific's dining car department under the supervision of Harold Wyman and his staff.

There will also be refreshments and the nicest part of it all is the admission fee, only \$10 per couple for everything.

Many employees are already making up group parties and inviting their friends, who are welcome to join in the festivities. Why not make up your own party and get in the "carnival spirit"?

### Dear Editor:

Sir:

"Think you deserve a word of praise for your good little magazine. I look forward to receiving it, each month. Your February issue was outstanding with the many pictures of the slides and of the flood in our locality.

"Being a Plumas County (Quincy) woman, I always worry about the storms and what damage they will cause in 'our' Feather River Canyon. Western Pacific has always meant a great deal to Plumas people and we hate to hear of any loss to your company. However, you'll come through as you always have—regardless! This particular issue is one to keep 'among your souvenirs.'

Yours truly,  
Lois McDaniel

Marysville"

Sir:

"The February issue of MILEPOSTS is outstanding in the quality of reporting. It enables full appreciation of the serious problems that confronted you with the flood and with the slide.

"All of you are deserving of real and sincere appreciation of a big job quickly and well done.

Yours very truly,  
C. A. Bercaw

Electro-Motive Division  
San Francisco"

\* \* \*

An Indian petitioned a judge of an Arizona court to give him a shorter name. "What is your name now?" asked the judge.

"Chief Screeching Train Whistle."  
"And to what do you wish to shorten it?" asked the judge. The chief folded his arms majestically and grunted, "Toot."



## IN THE GOOD OLD DAYS

**V**IRGILIA BOGUE, daughter of Virgil G. Bogue, Western Pacific's vice-president and chief engineer during construction days, as queen of San Francisco's first Portola Festival in 1909.

**I**N recognition of this honor, Bogue renamed the division point, which had been known as Reposa, Portola. Today, Portola is the dividing point between Western Pacific's eastern and western divisions.

APRIL, 1956

MILEPOSTS

## S. F. Credit Union

Topping off a year of financial success and growth, members of the WP San Francisco Employees Federal Credit Union declared a 4 per cent dividend on shares for the year 1955. Including free life insurance on members' shares, which is underwritten by the Union, the actual dividend amounts to five per cent.

Founded less than two years ago under Federal charter, the Union reports the following comparative figures:

	1954	1955	Increase
Number of members	275	358	30%
Amount of savings	\$25,665	\$ 48,800	90%
Number of loans granted	141	339	140%
Amount of loans granted	\$33,054	\$108,416	228%
Dividend on savings	3%	4%	33 1/3%

As announced at the second annual meeting, purpose of the Union is not profit-making, but to provide a co-operative place-at-home to encourage

healthy savings for its members and financial assistance when needed, with loans at a low rate of interest.

Officers for the year 1956 are:

Board of Directors: Eric Anderson, president; Sidney Henriksen, vice-president; Robert Toll, treasurer; Carl Flaig, assistant treasurer; Emma McClure, clerk; Jim Ferroll, Joe Marks, John Miller, Clyde Moll, members.

Credit Committee: Mildred Nielsen, chairman; Clyde Moll, secretary; Joe Lombardo, member.

Supervisory Committee: George Vedder, chairman; Bill Brew, W. E. Vanskike, members.

The officers wish to thank the many members who have devoted their time and services toward the success of our Union.

The wife suddenly became quite ill during the night. The quickest available doctor was a new man, who, after examining the lady, stepped outside the sickroom and asked the husband for a screwdriver.

He returned to the patient, but soon reappeared, asking for a pair of pliers.

Once more he went into the ailing woman's room, only to return, asking for a hammer.

Finally, when he requested a chisel and a mallet, the husband could no longer restrain himself. "Doc, what is it? What on earth is the matter with her?"

"Don't know yet," replied the physician. "I can't get my instrument bag open."

\* \* \*

"Is this Peabody, Finchley, Longworth and Fitzgerald?"

"Yes, this is Peabody, Finchley, Longworth and Fitzgerald."

"I want to speak to Mr. Smith, please."



MILEPOSTS

## 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:

*Peter L. Anestes*, Sacramento Northern track walker, December 12.

*Henry Bahlhorn*, retired blacksmith helper, February 16.

*Harry C. Barth*, signal maintenance, date not known.

*Charles Bevington*, retired locomotive engineer, February 7.

*Toney W. Edgar*, retired traveling freight and passenger agent, January 17.

*J. C. Finney*, locomotive fireman, March 7.

*Sixto R. Gonzales*, laborer, January 25.

*Clark H. Moore*, retired extra gang laborer, December 11.

*Loyd J. Reed*, retired clerk-janitor, February 9.

*John C. Sebring*, retired brakeman, March 6.

*Cresson J. Sorby*, locomotive fireman, February 27.

*Robert L. Tomerlin*, retired Alameda Belt Line section foreman, December 17.

*Russell J. Trollope*, clerk, February 12.

## Music Masters

By popular demand, Western Pacific's talented glee club returned to Letterman General Hospital on March 27 when they entertained patients with a 20-minute program in each of three wards. They were warmly received as a result of the fine performance they gave there on December 19.

The group is also scheduled for two performances during April. They will sing a 15-minute program in the Terrace Room of the Fairmont Hotel for the Travelarians on the 17th, and on the 24th they are scheduled to enter-

tain the Railway Business Women's Association with a 20-minute program in the Empire Room of the Sir Francis Drake Hotel.

There are now about 25 voices singing regularly in the club, which provides a wonderful opportunity for any Western Pacific employee interested in this avocation. Direction is under the experienced guidance of Eugene Fulton, widely acclaimed for his leadership of Bay Area choral groups. Practice is held each Tuesday evening from 5:15 p. m. to 6:15 p. m. in the seventh floor lounge.



# Caboosing

LOUISE WILKS, PBX operator, and widow of former Assistant Trainmaster E. L. WILKS, will assist GLADYS RUSE as correspondent at Portola. MILEPOSTS is happy to have Louise on the staff and will appreciate all the cooperation Portola railroaders will give these two correspondents.

## PORTOLA

Gladys Ruse  
Louise Wilks

Conductor and Mrs. R. S. ISSAC went to Salt Lake City to attend the 75th birthday celebration of Mrs. Issac's father, George R. Greetham, February 5.

Sincere sympathy to the widow of retired Engineer CHARLES BEVINGTON, who died recently in Oroville. Charlie went to work for Western Pacific in 1909 and came to Portola in 1910. He retired in 1938.

Friends and neighbors surprised Agent HARRY HALL on his birthday anniversary with a party, complete with cake and gifts.

Telegrapher AVA Y. MOORE, who fell and broke a shoulder in January, is receiving medical attention in San Francisco.

Others on the sicklist and in Portola Hospital this month are Diesel Foreman E. CRUMPACKER, Telegrapher ED DUFFY, CLYDE WOODHEAD, WOODROW BOIRE, JOE FRANCIS and CLYDE FULCHER.

Two new yard clerks are JAMES W.

FREEMAN, son of Conductor CHARLIE FREEMAN, and EARL ELLSWORTH, son-in-law of Engineer HERB BERG.

Recent wedding . . . Belva Miles, daughter of Conductor and Mrs. ALVIN MILES, was married in the First Methodist Church in Reno, to George Hood, of Loyalton. They plan to make their home in Portola.

Engineer and Mrs. W. H. WISE flew from San Francisco to Honolulu last month for a three weeks' vacation in the Islands. They returned on the S.S. *Lurline*, docking in Los Angeles.

Mrs. HELENA PINI, nurse at Western Pacific Hospital, left last month for an extended trip to Europe. She will visit friends and relatives in Italy, and plans to return in about three months.

Retired Conductor WILLIAM THRAILKILL was honored guest at a dinner given by members of Sierra Lodge 795, B. of L. F. & E. and the Pride of the Pines Lodge 376, Ladies Society of B. of L. F. & E. at the Civic Club on January 28. The occasion was to honor Bill for his 50-year membership in the organization, and Mrs. Thraikill as the only remaining charter member of Lodge 376. Bill entered WP service at Elko in 1910 and came to Portola to work for the old Boca and Loyalton Railroad in November of the following year. He retired in 1951. John McNeill, president of Lodge 795, was master of ceremonies and introduced visitors General Chairman WALTER



Conductor and Mrs. Thraikill

PHIPPS of Stockton; past General Chairman CLYDE E. WHITMAN, San Francisco; John Sypher, past president of Lodge 795; Katherine Wesley, past president of Winnemucca Nevada Ladies Society; William Amlin, past local chairman; and Edna Taylor, the next oldest member of the Pride of the Pines Lodge. In presenting Bill a 50-year emblem, McNeill commented on Thraikill's faithfulness to the organization and stated, "There is another kind of faithfulness often forgotten. The wife who helps her husband off to work and welcomes him home again."

Present also were the couple's son, William Thraikill, Jr., and daughter, Mrs. Erva Lou Thomas, and their families.

Retired Conductor JACK SEBRING and retired Carman RAY KISTLER have been in the hospital for some time and we hope they will soon be fully recovered.

RALPH LOWRY, head iceman, took his vacation and leave of absence to visit his mother in Alton, Missouri.

Congratulations to the "CHUCK" REEDS on the arrival of a daughter, Jennifer.

## SACRAMENTO STORE

Irene Burton

Deepest sympathy to ALTON DABBS and his family for the recent loss of his brother, who passed away very suddenly after a siege of pneumonia.

GEORGIA CHINDAHL took an early vacation to travel to the Pacific Northwest.

AL MADAN, chief clerk, visited Folsom State Prison with the "Footprinters" (an organization of law enforcement officers) and reported he found it to be a most interesting tour; "especially when you are able to leave, eh, Al!"

EVELYN RICHARDSON has reason to be proud of her daughter, Kathryn, as not only being captain of her basketball team in the parochial school league, but she carried off the honors for scoring the most goals and will receive a letter for her accomplishments.

Your correspondent visited Albany recently to attend the christening of her nephew, Jeffrey Brian Smith, commonly known as "JB."

Those of us who like to think we have "green thumbs" are mighty glad to see the sunshine again. We haven't lost hope as those bulbs we planted last fall are finally beginning to make their appearance.

Hope to see a good turnout at the Annual Spring Dance, set for April 28. The committees are hard at work on the "Come to the Circus" theme. Plan to join the crowd at Governor's Hall, State Fair Grounds.

(See Page 20 for story on dance)

## OAKLAND

Hazel Petersen

U. C. "DUTCH" WALDMAN, engine foreman, retired after 39 years' service with Western Pacific. The shippers on the short street will miss Dutch as he has served them efficiently and satisfactorily for so long.

Another old-timer, Switchman ALBERT DROUILLARD, began his retirement in January after 31 years at the San Francisco yard.

JOHN PATTON, yardmaster, retired on a physical disability January 7. "Pat" entered service as a switchman on December 30, 1941, and became yardmaster in August, 1953. He paid us a visit during February and looked fine and we hope he continues to improve.

"JACKIE" MACPHERSON, janitor, Oakland yard, was rushed to Providence Hospital recently and has been very ill. Best wishes for an early recovery!

Births: DON NAYLOR, cashier at Fruitvale, and his wife welcomed a new exemption on Lincoln's Birthday. Mother and father are very proud of their daughter, who has been named Judy. WILLIAM A. HIGHSMITH, switchman, and wife, Barbara, called their first born William Patrick. He arrived at 9:00 p. m. on February 15 and the next day, father gave out scads of cigars.

"JACK" WEBB, retired brakeman, is enjoying life these days in Canada. He is looking forward to receiving MILEPOSTS at his new address, 767 E. 14th St., North Vancouver, B. C., Canada.

Oakland yard welcomes SILAS CRAWFORD, extra clerk. Silas and his wife, Ruth, live in Oakland. They have four children, ranging in age from 11 years to 10 months.

EDDIE WUELFING, train desk clerk,

and his wife, Madeline, helped her parents, Charles and Anna Freuler, 88 and 83 years of age respectively, celebrate their 60th wedding anniversary on February 11. Thirty-three members of the immediate family, some from as far distant as Seattle, enjoyed a wedding ceremony, breakfast at the Athens Club and an open house at the Freuler residence on 34th Avenue where they have lived for 40 years. Mr. Freuler retired about 25 years ago as a pipe fitter for American Pipe and Tank Company.

In addition to their seven children, the Freulers have 14 grandchildren, three great-grandchildren, with three more of the latter expected this year. Neither of the Freulers has ever been hospitalized, a fine tribute to their fine, clean way of living. While they didn't receive any 60th anniversary diamonds, they were gifted with scads of lovely flowers which included potted, blooming orchids, rhododendrons, etc.

## SALT LAKE CITY

J. B. Price

We're happy to report that Mrs. Audrey Beitel, wife of Conductor EUGENE H. BEITEL is well on her way to recovery after undergoing a recent operation.

Judy Hansen, daughter of Brakeman and Mrs. RAY L. HANSEN, recently received surgery on a knee. She is coming along nicely and hopes to soon throw away her crutches.

Salt Air Lodge, Auxiliary to the B. of R. T., gave a card party on February 13 which was very successful, both financially and socially. Saw many of the "husbands" who happened to be in and they seemed to be enjoying themselves. The proceeds from



the party will be used to help defray some of the expense of the State Meeting to be held in Salt Lake City on April 27.

Mrs. Arlie Herron, wife of Conductor JAMES R. HERRON, has entered St. Mark's Hospital for major surgery. We hope she will have a speedy recovery.

Conductor WILLIAM C. THOMPSON, who submitted to surgery, is convalescing at his home and at last reports wasn't doing too well, having succumbed to a cold which put him back in bed.

We wish retired Engineer GEORGE A. LORENZ, father of Trainmaster GEORGE M. LORENZ, a speedy recovery from his siege in the hospital. It's hard to keep a good man down!

Engineer and Mrs. CHARLES PERRY have moved to Salt Lake and Charlie

is working off the Salt Lake board. Right after moving, the Perrys went east on vacation to visit friends and relatives in Oklahoma and Arkansas.

Brakeman and Mrs. FRANK P. CALLAHAN took off the fore part of January for a trip to Old Mexico. They were both carried away with the wonderful climate and the scenic beauty of the places visited, and "Cally" is all but speaking Spanish now.

The home of Fireman and Mrs. FRANK A. BURDETT was brightened by the arrival of little Michael John on January 16. We extend the proud couple much joy and happiness.

Our deepest and most sincere sympathy to Engineers SHELBY J. and CHARLES PERRY, who had their life saddened by the sudden passing of their mother who had reached 92.

## STOCKTON

Elaine Obenshain

Conductor M. C. BECK must be quite proud of his "kid brother," L. Gray Beck, Jr., who was selected as "Citizen of the Year" at a Junior Chamber of Commerce luncheon in Everett, Washington. Beck is president of the local Red Cross chapter, past president of the UGN, and active in YMCA, Boy Scout, Kiwanis and Camp Fire work, among other things.

Our sincere condolences to the family of LOYD REED, janitor at Stockton yard, who passed away February 9 after an extended illness.

Also, to the family of RUSSELL J. "BUTCH" TROLLOPE, who succumbed to a heart attack on February 12. A conductor-brakeman, he was on extended leave because of his physical condition.

Fireman CRESSON J. SORBY passed

away on February 27 following a heart attack. Our sincere sympathy to his widow and children.

Joseph Calcaterra, father of Clerk P. J. CALCATERRA, also passed away recently. Joseph was formerly round-house laborer under Foreman Briggs and retired from service in August, 1937.

Stockton children had an opportunity to see "Cinerama Holiday" at the Orpheum Theater in San Francisco on two occasions, thanks to two Western Pacific special trains. About 1,460 children made the trip on February 22 and 970 on March 3.

L. D. MICHELSON, trainmaster, and R. F. BREW, assistant transportation engineer, have been busy working on a car carding system and recently visited Klamath Falls, Oakland and San Francisco in connection with their work.

BILL SMALES, traveling accountant,



was a recent visitor making checks at the Stockton roundhouse.

We're happy to learn that Fireman E. MANCUSO is recovering from a recent attack of pneumonia.

Clerk ROBERT ABBOTT resigned recently to return to the University of California at Davis to continue his study in agronomy.

## OROVILLE

Helen R. Small

Telegrapher A. G. THURMOND retired from active service and his position in Oroville yard was bid in by Telegrapher Tom Barry, formerly of Keddie.

The crew on the *Zephyrette*, train No. 2, had a thrilling experience a few weeks ago when a pheasant flew into the window of the cab, breaking the window. Conductor LES STATES and Brakeman JACK LATHAM may or may not have had a pheasant dinner.

Retired Engineer CHARLES BEVINGTON passed away at Oroville February 7 at the age of 81. He is survived by his widow, Annie, and a daughter, Mrs. Dorothy Donnawirth, of Portola. He had lived in Sacramento since his retirement and only recently moved to Oroville.

We had an unfortunate accident during our last storm when MERLE SWEZEY, ST. CLAIR MURDOCK, HAROLD WILLIAMSON and ENRIQUE GONSALEZ were injured when a rock slide struck the power shovel on which they were working near the site of the new tunnel. The slide came without warning and the men had no chance to run.

A display window in the Oroville Depot has become a spot of interest. The background includes some fine photographs of the *California Zephyr* in the Feather River Canyon and there

is a display of bowling trophies won by WP bowlers.

Retired Carman D. B. HUGGINS, who served as Oroville District Supervisor from 1942 to 1946, has filed nomination papers to run for the same office in the June elections.

Carman CLARENCE BRANDT and his wife are justly proud of their children. Son, Clarence "Sonny," has been elected president, and daughter, Linda, has been elected secretary, of the Oroville High School student body. It is the first time in the history of the school that a brother and sister have held joint offices.

## MECHANICAL DEPARTMENT

Rod Rodriguez

Accountant D. CARMAN, and Chief Clerk H. A. O'RULLIAN, put on quite a performance in the recent bowling tournament. What with betting on "turkeys," "hens" and other allowable type of barnyard foul pertinent to this sport, and collecting prize money as well, they did quite well financially.

JAMES R. QUICK, PR Clerk, is having quite a time abstaining from purchasing a new car. Everything was fine until one young lady purchased a new model and let Jim drive it—it then became obvious that Jim's present car was quite antiquated. To make matters worse, DONNA J. MACIAS, secretary to the chief mechanical officer, blossomed out with another car of the same make and about all Jim can do now is decide on the color.

We all join in wishing a prompt recovery for the wife of PETE DEL MORO, statistical clerk, who recently underwent a delicate operation, and at the same time extend Pete our sympathy

—he has learned the hard way how much there is to housekeeping.

The mechanical department's sick book was quite well filled last month as it seems that our employees contracted many ailments, mostly influenza and its derivatives; but there was one outstanding case in which R. C. MORRIS, supervisor of reclamation, played the leading rôle and at the same time proved to all of us that one is only as old as one feels.

## WENDOVER

Esther Witt

After an absence of nearly four months recovering from major surgery, Telegrapher SHIRLEY F. LEE has returned to her duties in the telegraph office. It's nice to have you back, Shirley, and we hope you have the best of health from now on.

Water Service Maintainer and Mrs. VARIAN ANDERSON and family were on hand February 12 to help "Chunky's" mother, Mrs. Helen Anderson of Grantsville celebrate her 80th birthday. Open house was held and all her children were to help in the momentous occasion.

Signal Maintainer and Mrs. THEAS "TOM" N. GARFIELD have just returned from their vacation in the sunny climes of California. They visited their daughter, Mrs. G. R. Langton in San Francisco, and Mrs. Garfield's brother in Los Angeles. En route they stopped off to visit former Telegrapher and Mrs. Lou F. ELLIS at Lancaster, Calif., and the Ellis' granddaughter, Vicky, and family. They report that the Ellis family is in the best of health.

Brakeman and Mrs. WARD C. DALE have purchased a new home in Elko and have been busy remodeling and

redecorating. Ward says he had a "painting good vacation!"

Glad to see Conductor WILLIAM H. LUCAS back from his vacation also. It was spent at home. "Shorty" says this is one time he could just sit and watch it snow.

Engineer and Mrs. FRANK SMITH, of Winnemucca, stopped by with a cheery hello to the forces here on their way home from Salt Lake.

## SACRAMENTO FREIGHT STATION

Nancy De Riso

Glad to see ORTELL J. "ANDY" ANDERSON back at his job as Sacramento Northern Yardmaster after a recent illness.

Welcome to former Voucher Clerk MARIE M. KISTLE who is now in the position of claim clerk.

Assistant Cashier L. O. NERVIG spent part of his vacation visiting his brother, Conrad, in Los Angeles. Conrad was formerly employed by Metro-Goldwyn-Meyer as a film editor. Lou also visited another brother and a sister in San Diego. Upon leaving, Lou was accompanied to the train by his brother who, before he realized the train was moving, was already on his way and reached Del Mar (about 20 miles) before he was permitted to leave the train! Lou also enjoyed seeing Tia Juana but the Jai Alai games didn't put any silver in his pockets.

Another year older, and we hope wiser, on April 11, 20 and 24, are Relief Clerk RICCO J. CERVETTI, Assistant Cashier L. O. NERVIG, and Car Desk Clerk WILLIAM D. GLADNEY, respectively.

This is no joke—you'll feel better if you work safely!

## ELKO

Henry Wallock

Cigars were in order recently from BOB STENOVICH, special agent, with the arrival of a bouncing baby son. Congratulations to you and the Mrs.!

Alan Avery, son of Fireman and Mrs. C. H. AVERY, was inducted into the Air Force and is now stationed at Parks Air Force Base in California.

R. H. WOOLVERTON, laborer at the diesel shop, retired December 31. He first hired out in December, 1918, as laborer and worked for a while as machinist helper, stationary engineer, and returned to laborer when the stationary boilers were removed. We know you'll have many happy fishing and hunting trips during your retirement, Roy.



R. H. Woolverton accepts employee's gift from Foreman A. F. Rose.

B. HARTON, hostler helper, also retired on December 31. Barney first hired out as a laborer in September, 1927. A native of Ireland, he came to the United States while a very young man. We hope you will have an abundance of health, wealth and happiness during your years to come.

Watch out for school children—especially if they're driving cars.

APRIL, 1956



Barney Harton reaches for his locker door after he receives the gift from Foreman A. F. Rose.

## NEW YORK CITY

Alan Hudson

We discussed recently the near fatal spell cast by our FRANK CROSS over the members of the distaff side. Part of this irresistible allure has been Frank's sartorial splendor. A veritable Lucius Beebe, the gent is. Well, when Frank returned from his labors to his top-floor apartment one recent evening, he found the place ransacked and his entire wardrobe gone. All save a few skivvies and a tie. Burglars had visited the place and removed his many suits and other clothes. What we don't quite understand, in spite of the quality of his apparel, is who else could possibly wear it. Frank is the embodiment of leanness. So much so that if he doesn't keep both eyes open, one is inclined to think he might be a needle. Notwithstanding his unfortunate loss, however, after the shock was over Frank evinced a remarkable good humor about it, to such an extent that he was soon the butt of good-natured banter about the whole incident.

JOE MASON, commercial agent, recently entrained for sunny Florida, vacationing. He will soon be followed by PERL WHITE, traffic manager—eastern



region. All of which leaves the remainder of us, the outer fringe of the great unwashed, here to toil away and mind the store.

Western Pacific was quite well represented officially at the recent Annual Dinner of the Traffic Club of New York, both by representatives of general office in San Francisco and from 500 Fifth Avenue. Never does our Company fail to keep the name Western Pacific out in front.

## SACRAMENTO SHOPS

Marcella G. Schultze

Before a large representation of members of Ladies Auxiliary Sacramento Unit No. 1660, Veterans of Foreign Wars, and Sacramento shop and store department employees, Laborer VICENTE ESPINOSA was presented with a Good Citizen Award on February 28 for the respect he pays the American Flag as he raises and lowers it at Sacramento shops. HY O'RULLIAN introduced Mrs. Edna V. Cullivan, Patriotic Instructor of Unit No. 1660, who



Mary Nally, Esther Robinson, Edna Cullivan, and Superintendent Dave Sarbach make presentation of certificate to Vicente Espinosa.

explained the award and how Mr. Espinosa's duties had been brought to their attention by MARY NALLY, a depot employee, who had watched Mr. Espinosa raise the flag on many occasions. Mrs. Cullivan then turned over the Award to Mrs. Esther Robinson, who presented it to Mr. Espinosa. Mrs. Robinson, in her presentation, stated she had been born in Denmark, but that the United States was now her country, as it had been adopted by Mr. Espinosa; and how honored and privileged she felt in presenting the Award. Other guests introduced at the ceremony were Mrs. Fredericka Pemberton, district president, V.F.W.; and Mrs. Alva J. Fleming, Jr., vice-commander, Department of California,



Espinosa raises the flag at Sacramento shops.

V.F.W. Mr. Espinosa's respectful ritual in his care of the Flag has made all of us, privileged to be born in this country, a little more aware of our American heritage.

Our sympathies to the families of former employees HENRY BAHLHORN, blacksmith helper, and HANS UTHAUG, laborer. Henry was fatally injured when the bicycle upon which he was riding was hit by an automobile. Hans, 74 years old, had been on sick leave since last Fall.

Our condolences also to Laborer and Mrs. HARRISON GIBSON, who lost their only daughter, Mary Ann; and to Painter H. V. MEYER who lost his father.

## WINNEMUCCA

L. E. Owen

We all extend our sympathy to retired Conductor HUGH EDMUNDS whose wife recently passed away following a long illness.

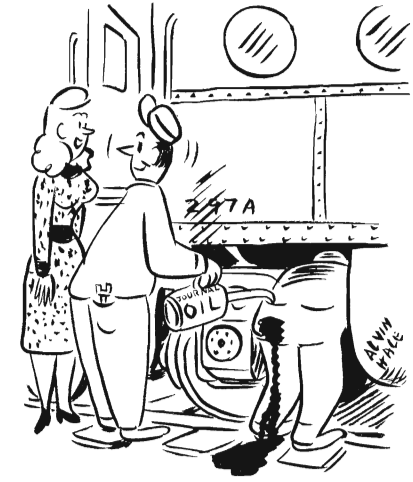
We were also saddened to learn of the deaths of the mothers of Brakeman GERALD MULLINIX and Signal Maintainer BOB KINKADE, of Gerlach; and the death of Brakeman BOB WIRTHLIN's daughter, Joan.

Conductor "PIKE" MINOR has returned to work again after being away for some time because of illness. Good to see you back!

Third Trick Yard Clerk D. G. MICHAELS has been away on sick leave; however, we still have "Mike" with us, as the former is being replaced by HENRY MICHEL of Elko.

GLADYS AUL, wife of Signal Maintainer HAROLD AUL, took over for Roadmaster Clerk-PBX Operator ETHEL OWEN during the week Ethel spent visiting her brother in Oregon.

Section Foremen LEE PRICE and JOHN



"Do you mind if I watch?"

KEITH were early vacationers, both of whom remained at home.

A pleasant visitor in Winnemucca a few weeks ago was PHYLLIS SULLIVAN, former PBX Operator at Portola, who is on a year's leave of absence and is now living in Elko.

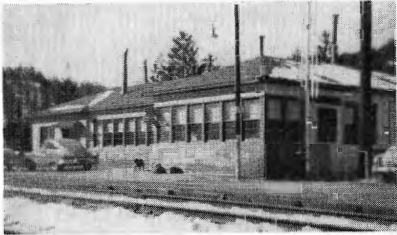
## KEDDIE

Elsie Hagen

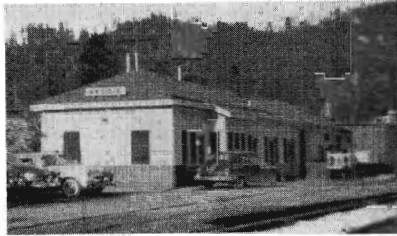
We finally had sufficient snow to call out the rotary to get the line open between here and Bieber. Understand the snow was eight to ten feet deep around Norvell.

GUY P. LEWIS and his wife have moved to Keddie from the eastern division. Guy succeeds SIGNAL MAINTAINER BLISS who transferred to Marysville.

Yardmaster JOE CLINTON made a quick trip to San Francisco recently to show the sights of that city to his nephew, James C. Kanaley, who was here on a visit from Chicago.



These pictures by Correspondent Elsie Hagen show how the Keddie depot, left, looks today



after remodeling. The old freight house also has a new look from a new coat of paint.

Conductor VIRGIL SIMPSON is now back at work after several months of convalescing from a neck injury. ED GROW has also returned to work after an injury to his head. Both are now feeling fine.

Sgt. NILES AUSMUS, after a year with the Army's guided missile corps in Korea, is now out of the service and has returned to WP service. His brother, Sgt. 1/C Charles Ausmus, and his wife and son, is home on a 60-day leave. He has been stationed in the Panama Canal Zone with the Canine Patrol and will next be assigned to Fort Carson, Colorado. Both boys are sons of Brakeman HUGH AUSMUS.

Brakeman ED ROBERTSON is convalescing in St. Joseph's Hospital after suffering a badly wrenched shoulder which also involved a broken bone.

## CHICAGO

Don Dutkiewicz

The Annual Dinner of the Traffic Club of Chicago was held at the Palmer House on February 23. As usual there was a capacity attendance with a goodly number of shipper and rail executives from all over the country. Our WP representatives did themselves proud, looking real sharp in their dinner jackets, fresh haircuts, shined shoes and manicures.

ART LUND, traffic manager-central region, according to some unconfirmed rumor, apparently won a couple of bucks from some people from out West somewhere recently which he claims was most unusual, though a most pleasant state of affairs. Art claims it was one of those little games, however, where the winner lost \$1.65.

Gloom is noticeable in some corners of our office, mostly in the areas where our eligible bachelors hold forth. GLORIA STROM is the reason, she having just announced her engagement to some guy they never heard of before. Cheer up, fellows, only one can win and he must be a good man to beat all of us like that.

## SAN FRANCISCO

Doug Bruce, Rita Connolly, Molly Fagan, Lawrence Gerring, Carl Rath, Bill Royal, Frank Tufo.

DOUGLAS BRUCE succeeds GWEN (MONDS) KEARNS as correspondent for the auditor of revenues department, Gwen having announced her marriage and left the Company in February.

From the auditor of revenues department we learn that MARIE HEPBURN was married in San Francisco on February 18 to Wesley W. Matthias, a switchman for the SP.

On April 7 RITA CRAIG became the

bride of Jack McCann, a senior at the University of San Francisco.

EDITH BARE returned to work recently following several weeks' leave of absence following surgery at St. Joseph's.

JOEL ENSANA has moved into a new home on Twin Peaks in San Francisco, complete with a wonderful view of the city.

JIM FERROL made a trip to Lake Tahoe over Washington's birthday, and being a true Scotsman, naturally came home loaded with some of Nevada's green stuff.

MIKE BAPATSIKOS had his home in Palo Alto ransacked while he and his wife, Bertha, a former A of R employee, were visiting relatives out of town.

RUDY ENGEL, elevator operator, deserves a mention of thanks for a generous bit of human relations. Each day during his relief periods, Rudy dashes up to the 8th floor lunchroom to help MARY JENKINS, lunchroom attendant, clean up the tables, put out and return the coffee urns, and other helpful

duties. Probably the highlight of this activity is fitting on the harness for Mary's guide dog, Zada, who leads Mary to her home in Piedmont.

DICK REYNOLDS, passenger traffic, is now ticket clerk at WP's new office at Camp Parks, Pleasanton.

JEANNETTE SUMMERFIELD, secretary to assistant superintendent of transportation, gave birth to a baby boy, David Craig, on March 7. Father, JOHN, formerly with the accounting department, is now with the police department.

SPEN LEWIS, assistant chief clerk,— transportation, and his wife, Olga, returned recently from a "test run" trip to Los Angeles just to see how their new car ran—"just like a dream," claims Spen.

NITA LOVETT, transportation, gave us happy news that hubby "Doc" is rapidly recovering from his recent traffic accident.

RICHARD BADOCK, rate quotation clerk, is a proud father, his wife having presented him with a daughter, Laurel, on March 5.

## Summer Bowling League Forming

It's not too late to sign up for the WP Mixed Doubles Summer Bowling League which gets under way April 19.

Teams consist of two men and two women and everyone is welcome to participate. This is a fine time for beginners to get started, and bowling in this league will establish eligibility for other league play. Here's a chance to keep your wife or husband from being a "bowling widow," because your partner doesn't have to be an employee. Even those who have never bowled have an opportunity to become win-

ners, due to a handicap system which allows 90 per cent of the difference between teams to even up the scores between the high and low average bowlers.

Play begins at the Downtown Bowl, Jones and Eddy Streets, San Francisco on April 19 at 7:00 p. m. and will continue each Thursday. Part of the cost of your bowling cost will go toward prize money and trophies. Half of last year's teams are already signed up, and applications are available from E. R. McKellips in Room 407.

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## RAILROAD LINES



Fred Harvey opens unique shopping center in main concourse of Chicago terminal, the first of long-range development program.

. . .

New York's Pennsylvania Station ticket office to get \$2 million modernization this year.

. . .

Missouri Pacific ends 23-year receivership.

. . .

Seaboard Air Line cuts 24 hours from three major freight runs.

. . .

Railroads ordered more freight cars last year than any time since 1922.

. . .

Illinois Central to spend \$27.4 million in 1956 for new equipment.

. . .

Pacific Great Eastern expects complete Squamish-Vancouver, B. C. extension June 11.

. . .

Chesapeake & Ohio testing new "Railvan" cars with two sets retractable wheels, one with flanged wheels for operation on rails; one with rubber tires for use on highway.

. . .

Formerly electrified Illinois Terminal Railroad now completely dieselized.