

WESTERN PACIFIC
Mileposts

AUGUST 1957



Mileposts

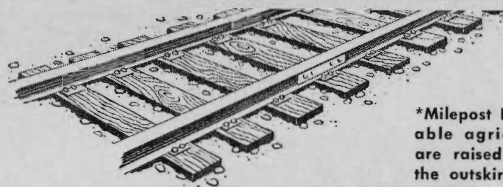
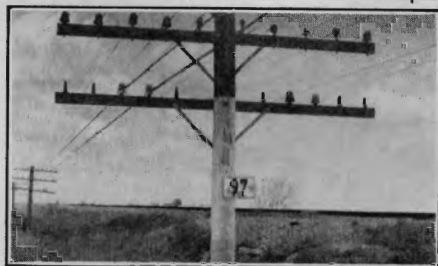
WESTERN PACIFIC

Vol. IX, No. 1

AUGUST, 1957

*Milepost No. 97

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. 97: Considerable agricultural products are raised in this area on the outskirts of Stockton.

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COVER: Western Pacific's new diesel train ferry slips under the San Francisco-Oakland Bay Bridge, escorted by a geyser-spraying fireboat, as seen from tug *Humaconna*.



"Las Plumas" Makes Her Debut

A ROYAL welcome was accorded Western Pacific's new train ferry, *Las Plumas*, when she officially arrived in San Francisco Bay at noon on July 11.

Believed to be the first train ferry to operate on the Pacific Ocean, she came down from Portland, Oregon, under her own power with officers and crew living in sleeping and dining cars aboard. Actually, she arrived in San Francisco Bay about twelve hours

ahead of schedule, having maintained faster speeds than anticipated. She passed under the Golden Gate Bridge about 11 p. m. on July 10 and dropped anchor off the Marina shore. The following morning she weighed anchor and maneuvered into position just inside the Golden Gate to await her official welcome. The huge streamlined ferry was soon greeted by geyser-spraying fireboats, the "great golden fleet" of Bay pleasure boats, whistle blasts from the various ships in the harbor, Belt Railroad locomotives, and

Passing San Francisco's Marina after entering the Golden Gate, she heads for Pier 18.





Mrs. F. B. Whitman, wife of the railroad's president, smashes a traditional bottle of California champagne against the bow of the new ferry at Portland, Oregon.

other fanfare. Right on schedule for her noontime docking at Pier 18, she acknowledged the "12-o'clock" siren atop the Ferry Building with three long blasts from her whistle. Among the craft going out to meet the self-propelled diesel ferry was the venerable Western Pacific tug *Humaconna*, whose job will be absorbed by the new arrival.

The *Las Plumas* differs widely from other ferries that have plied the Bay, being of streamlined design and embodying many new features, perhaps the outstanding one being a bow propeller operable at any angle to the

keel for easy maneuverability. She was designed by L. C. Norgaard, San Francisco naval architect, and built by the Albina Engine and Machinery Works at Portland.

The control bridge and crew's quarters are located in a single-span bridge amidship. The ship is fully equipped with radio and radar. A novel feature is the method of taking on fuel, which will be accomplished by rolling tank cars aboard the vessel and filling by gravity from the cars through man-holes in the deck.

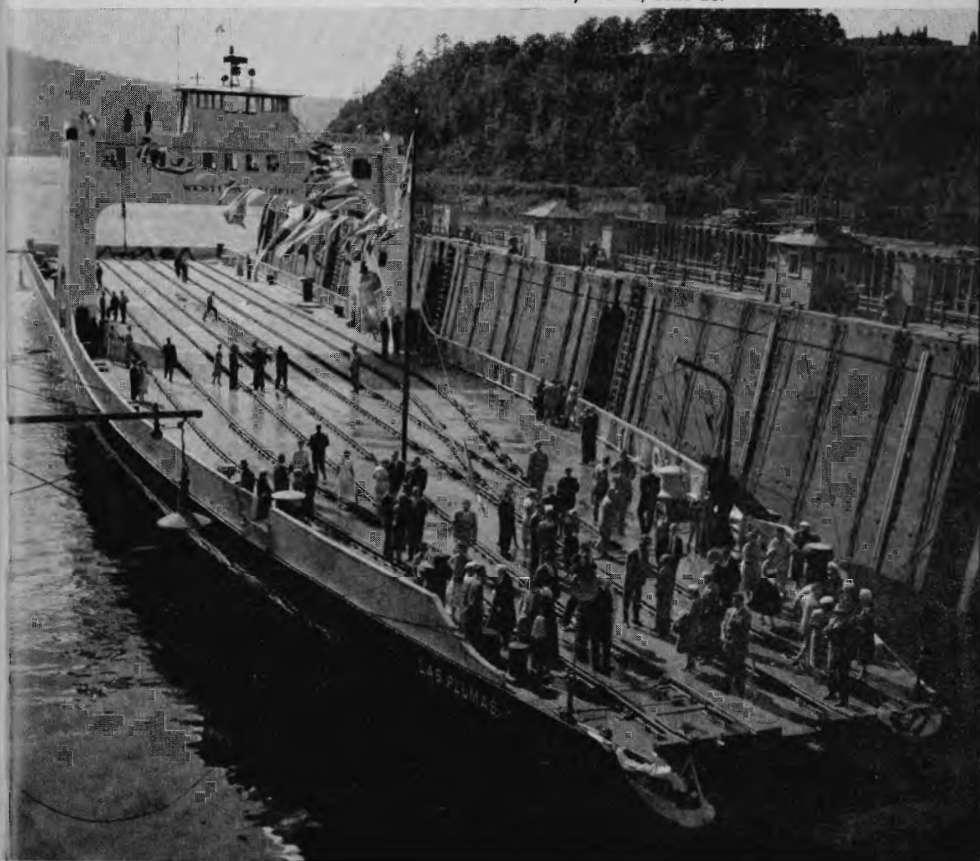
The 2,255-gross ton ferry, which cost about \$1,300,000 to build, is powered



by direct diesel propulsion of three main screws at the stern—her three 700-h.p. Enterprise diesel engines and one 225-h.p. Murray & Tregurtha engine will provide a speed of 12 knots. Over-all length is 375 feet. Her beam is 59 feet, and depth from deck to keel is 16 feet. The all-steel vessel will carry 28 loaded freight cars and has a displacement of 3,500 tons.

Reporters and photographers from the local press were first to view the *Las Plumas* at San Francisco, some of whom were aboard the *Humaconna* and other boats that went out to greet her. Others boarded the ferry when she tied up at Pier 18 for an inspection and interviews with the crew and the railroad cooks and porters who made the voyage down from Portland, and officials of the railroad.

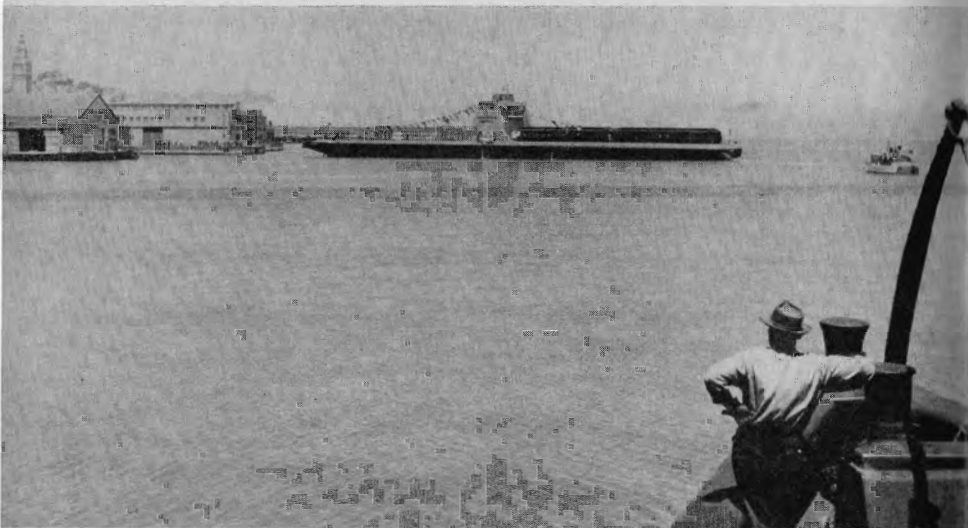
Railroad officials and invited guests witness the christening ceremonies at the Albina Engine and Machinery Works, June 28.





After two days of final testing following her christening, the *Las Plumas* heads down the Columbia River under her own power bound for San Francisco Bay. Cars shown on her aft deck were used to house and feed the crew during her voyage. Performance was exceptional.

A member of the *Humaconna's* crew watches the huge ferry swing into Pier 18 where she was greeted by the press. "Commodore" Dan London's *The Adventuress*, flagship of the Great Golden Fleet which welcomed her arrival to the Bay Area, follows in her wake.



From her deck the vessel's single-span bridge amidship makes an impressive sight. She can handle 28 freight cars on her 375-foot deck.

Mrs. F. B. Whitman, wife of Western Pacific's president, christened the new vessel at Portland on June 25. President Whitman and other officers, officials from the Albina Engine and Machinery Works, members of the press, and invited guests witnessed the shattering of a traditional bottle of California champagne against her bow.

WP's marine department plays an important part in the railroad's operations, carrying freight cars between Oakland and San Francisco over what might be called the railroad's "main line" on San Francisco Bay. With the

Las Plumas, service will be much improved over that formerly provided by three barges and two tugboats—the *Humaconna* and the *Hercules*.

The new ship went into service last month following a series of test runs made on San Francisco Bay.

It was originally planned to name the new ferry "Feather River." Because another craft is now registered under that name, it was changed to *Las Plumas*—which means "The Feathers."



Mayor Christopher Bids Welcome!

OFFICE OF THE MAYOR
SAN FRANCISCO

GEORGE CHRISTOPHER

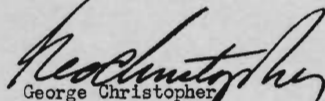
July 8, 1957

Dear Mr. Whitman:

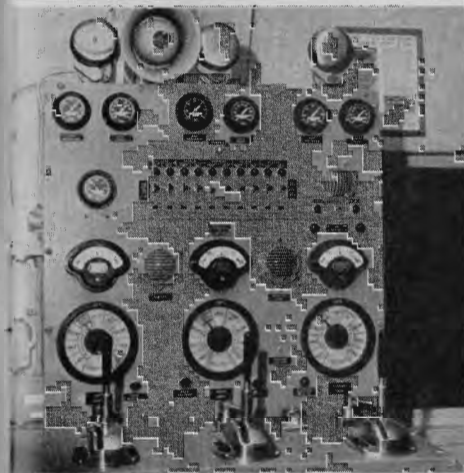
I am pleased to note that your new Diesel Train Ferry "LAS PLUMAS" will be arriving to take her place in transporting railway cars in our harbor.

I know that she will be a welcome sight to all of us and a valuable asset to your company. On behalf of the City and County of San Francisco and its residents, I bid welcome to "LAS PLUMAS," which represents a further addition to the progress of our waterfront, and wish her every success.

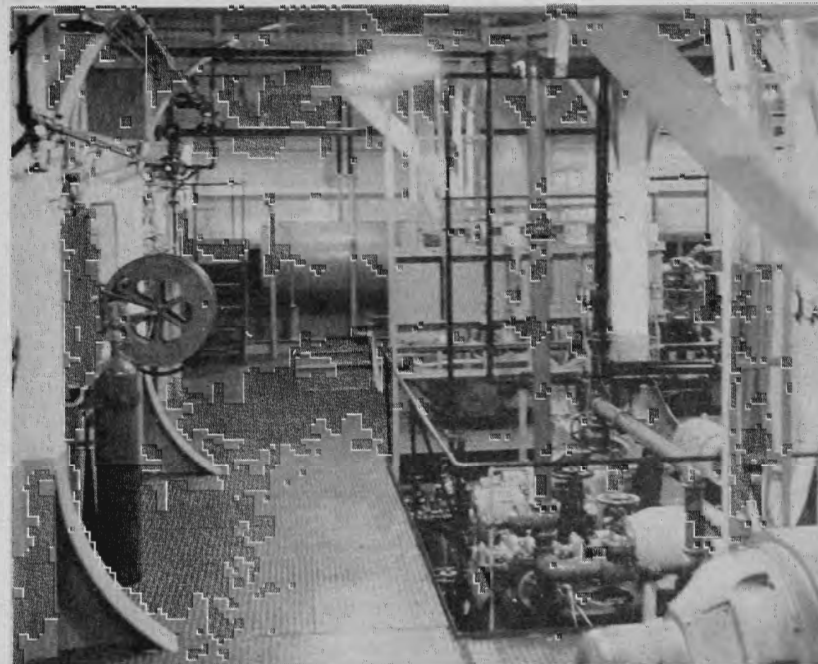
Very sincerely yours,


George Christopher
Mayor

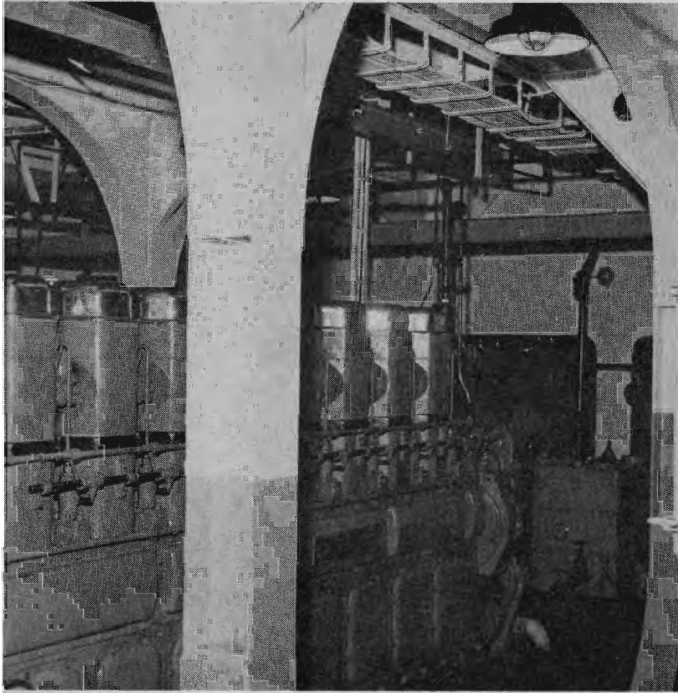
Mr. Frederic B. Whitman, President
The Western Pacific Railroad Company
526 Mission Street
San Francisco, California



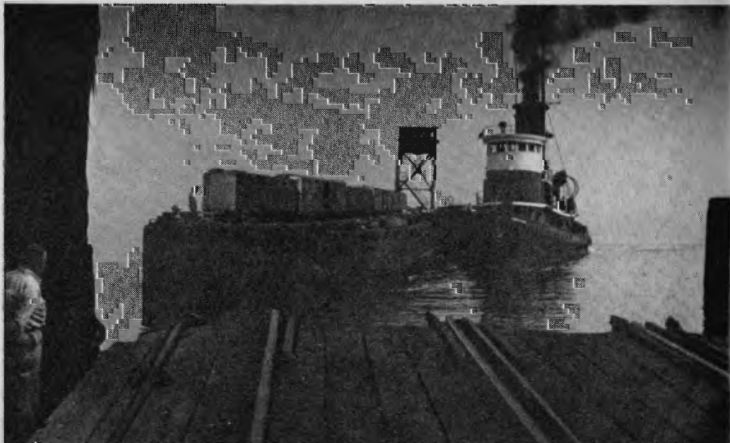
Left: A view of the control panel in the engine room of the ferry. Note the framed instructions, upper right, to be followed by the crew in case of an atomic attack.



Below: A view of a portion of the *Las Plumas* engine room. The \$1,300,000, 2,255-gross-ton ferry is powered by direct diesel propulsion of three main screws at the stern. Her three 700-h.p. Enterprise diesels and one 225-h.p. Murray & Tregurtha "Harbormaster" will provide a speed of twelve knots when loaded.



Another view of the engine room in the aft part of the ship.



Former service was provided by two tugs, the *Humaconna* and the *Hercules*, and three barges.

"Cooks' Tour"

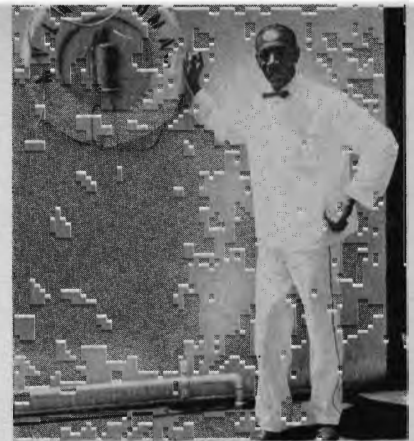
By Lovelder Draper

"Riding the *Las Plumas* from Portland, Oregon, to San Francisco was a wonderful experience, but a lot different from working on the railroad. But, we turned out to be pretty good sailors and I guess we are the first crew ever to work in dining cars on the Pacific.

"It was awful rough crossing the bar on the Columbia River. Water came up over the bow and washed along deck and we did a little worryin'. It was raining, too, but the captain took us through. We headed out about 20 miles before turning south and then we had smooth sailing. Our foghorn was blowing every few minutes and we met quite a few ships.

"We gave progress reports to WP officials over the radio-telephone aboard, and a San Francisco radio

Waiter Al Green, Cook James Douglas, Waiters Lovelder Draper and Pete Bellamy, Cook Leroy Taylor. Club car and business cars in rear.

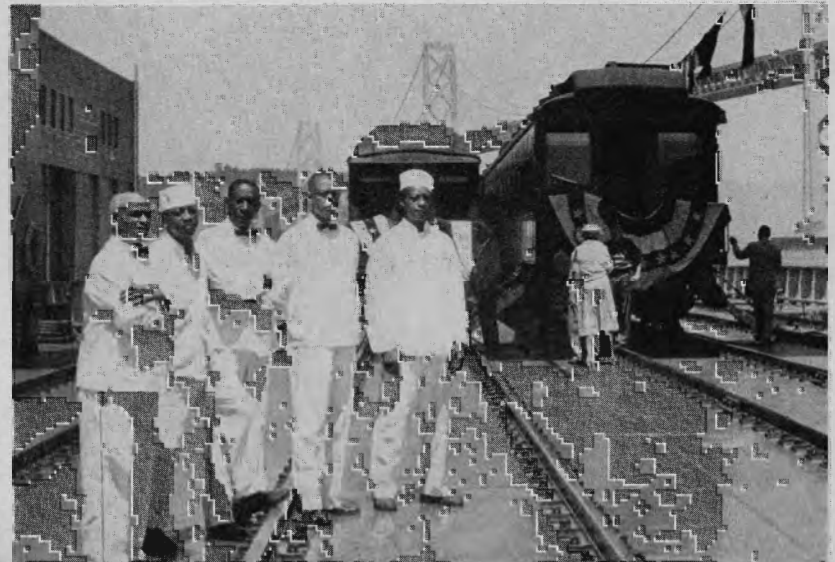


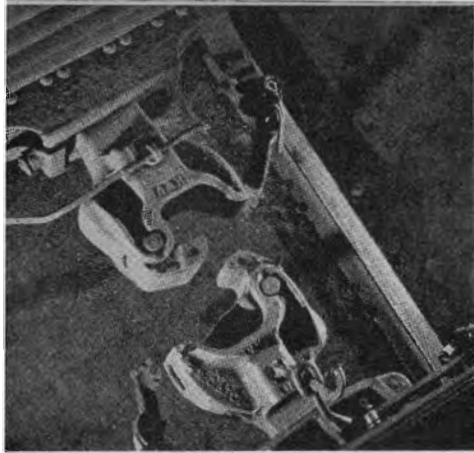
The author

station picked us up and interviewed us the next day. It was my first experience on the radio.

"We passed under the Golden Gate Bridge at 11:40 p. m., July 10, and all the lights around the Bay made a beautiful sight.

"It was a wonderful experience but it's not like working on the train and I was glad to go out on the *California Zephyr* again that weekend."





The Steel HANDSHAKE

aid to Perfect Shipping

WHEN freight-car couplers lock together as firmly and gently as a handshake between old friends, no railroad customer need ever wonder how his freight inside is riding.

Damage-free freight service—the kind that wins friends and influences shippers—gets a big lift from something as basically simple as this handshake. Firm and easy does the trick.

Many skills play a part in preventing damage to freight. Railroaders know them well and apply them the year 'round. The pace is set with a well-planned "Perfect Shipping Month" campaign each year in April.

Safe freight starts with expert packaging and crating. Freight shipments tend to ride more safely when they are stowed tightly, blocked and braced, and when hard, heavy freight is separated from light, easily crushed packages. Crates and cartons should be handled gently and loaded with care.

One of the critical moments in freight handling comes when freight cars carrying the railroad's (and the employees') "bread and butter" are switched together into trains. Suppose this important meeting starts not with

a friendly handshake but with a sizzling right to the chin. Figuratively speaking, that's exactly what happens when carelessness on anybody's part allows one freight car to slam into another at more than 4 miles per hour, which has been proved to be the maximum safe-coupling speed.

Couplers are designed to absorb a certain amount of impact, but after that they "go solid." Overspeed impact shocks are transmitted directly to the freight inside the cars. Freight securely blocked and braced will ride through a minor impact with little or no effect. But if the impact is great enough, it can tear out even a braced-in bulkhead and throw heavy freight against light cartons. The resulting damage is expensive—in more ways than one. Western Pacific cushion-underframe and damage-free freight cars absorb even more shock than the standard type of freight cars, and our compartmentizer cars with adjustable steel bulkheads have helped to considerably reduce damage to freight in transit.

In today's highly competitive field of

(Continued on Page 13)

How We're Doing

Sacramento Northern will soon receive three 1,500-h.p. diesel electric locomotives for the Sacramento-Pittsburg turn; have ordered 20 drop-bottom 70-ton gondola cars for delivery in March, 1958, and two additional cabooses to go into service this summer. . . .

Standard Register Company of Dayton, Ohio, purchased 18 acres along San Miguel Road and the SN tracks in Sacramento Northern's new 110-acre industrial tract at Concord. Expect to construct a large plant within the next two or three years. Area is known as Concord-Diablo Industrial Park. . . .

Representatives of the Brotherhood of Locomotive Engineers and the nation's railroad on July 1 agreed on a package wage settlement covering a three-year period. . . .

Gross operating revenues for the month of June, 1957, showed an increase of 5.22 per cent, compared with the same month a year ago. Gross operating revenues for the first six months of 1957 increased 2.81 per cent over the same period in 1956. . . .

California Zephyr load averaged 95.1 per cent of capacity in June, 1957, compared with average load of 93.5 per cent during the same month last year. . . .

During July, 182 passengers aboard Western Pacific's 14-car "Cariboo Special" were the first ever to ride over Canada's pioneer Pacific Great Eastern railroad to Prince George in a through train from the States.

PERFECT SHIPPING . . .

freight transportation, damage to customers' shipments is a handicap that railroads simply cannot afford.

Money paid in settling claims can't buy back the feeling of confidence that would have made a shipper say "send it by rail" next time. In the long run, it is that feeling on which railroad revenues and railroad jobs depend.

Most people realize that railroading as a mass transportation business involving large tonnages calls for skill and care in all phases of the physical handling and movement. They know,

too, that railway people as a group take professional pride in seeing freight through safely and on time. But when a customer loses or finds damaged some shipment that he needed badly, it isn't easy for him to excuse the error that has affected him personally.

So the "steel handshake" is an idea worth remembering. It simply means that as far as railroaders are concerned all shipments and freight cars are marked "handle with care."

The good will of our customers is riding in every car!

MILEPOSTS



IN GOLD

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

40-YEAR PINS		
Glazier H. Baker.....	Chief Clerk, Purchasing Department.....	San Francisco
James J. Bettannini.....	Boilermaker.....	Mechanical Dept. San Francisco
Paul H. Jenner.....	Assistant to General Manager.....	San Francisco
Robert McIlveen.....	Road Foreman of Engines.....	Western Division
Fred J. Seale.....	Locomotive Engineer.....	Western Division
William J. Smith.....	Inspector, Freight Claim Department.....	San Francisco
35-YEAR PINS		
Joseph H. Burt.....	Locomotive Engineer.....	Western Division
Francis K. Bytne.....	Yard Clerk.....	Eastern Division
Oscar Mattson.....	Locomotive Engineer.....	Eastern Division
Ernest S. Moyes.....	Clerk.....	Western Division
Agostino Sei.....	Section Foreman.....	Eastern Division
30-YEAR PINS		
Lawrence Contri.....	Power Coordinator.....	Sacramento
John E. Corven.....	Valuation Clerk, Accounting Department.....	San Francisco
Reino H. Erickson.....	Conductor.....	Western Division
Rancolo Granados.....	Hostler Helper.....	Mechanical Dept. Western Division
John D. Hardy.....	Locomotive Engineer.....	Western Division
Orval F. Hays.....	Conductor.....	Eastern Division
George Lichti.....	Head Carpenter, B&B Department.....	Western Division
George M. Lorenz.....	Trainmaster.....	Portland
Edwin D. McKinley.....	Locomotive Engineer.....	Western Division
John P. Moran.....	Marine Deck Officer.....	Western Division
Don F. Segur.....	Conductor.....	Western Division
20-YEAR PINS		
Marshall E. Boyd.....	Freight Traffic Manager.....	San Francisco
William Chess.....	Switchman.....	Western Division
Harvey Gantt.....	Walter.....	Dining-Car Dept. Western Division
Bernard B. Harding.....	Clerk.....	Western Division
Milton E. McCann.....	Conductor.....	Western Division
George McDearmid.....	Chief Rate Analyst, Traffic Department.....	San Francisco
Chris Niceler.....	Hostler Helper.....	Mechanical Dept.
William Niceler.....	Laborer.....	Mechanical Dept.
Joseph S. Wilson.....	B&B Foreman.....	Western Division
15-YEAR PINS		
Kenneth L. Bedraul.....	Brakeman.....	Western Division
Eugene M. Brockett.....	Carman.....	Mechanical Dept. Western Division
Harold R. Carles.....	Locomotive Fireman.....	Western Division
Fred B. Elwell.....	Locomotive Engineer.....	Eastern Division
Ernie B. Huesby.....	Asst. Chief Clerk, Engineering Dept.....	San Francisco
Robert A. Keck.....	Clerk.....	Western Division
Virgil D. Kerns.....	Assistant Roadmaster.....	Elko
James E. Lynch.....	Locomotive Fireman.....	Western Division
Joseph J. Mariante.....	Clerk.....	Western Division
John L. Murphy.....	Clerk.....	Eastern Division
Evan L. Nielson.....	Telegrapher.....	Eastern Division
Daniel C. Pitts.....	Carman.....	Mechanical Dept. Eastern Division
DeRoy W. Picklesimer.....	Conductor.....	Eastern Division
Dennis B. Rickman.....	Clerk.....	Western Division
Marion A. Stanchfield.....	Locomotive Fireman.....	Western Division
Claude H. Strahan.....	Brakeman.....	Western Division
Pleas T. Thomas.....	Machinist Helper.....	Mechanical Dept.
Doris West.....	Clerk, Traffic Department.....	Los Angeles

(Continued on Page 15)

Employees Lose Most When Traffic Is Diverted

When those who represent railway management fight for equal rights and equal opportunities for the railroads in the competitive race, just whom are they fighting for—railway employees, stockholders, bondholders, patrons, or the general public? The answer is that they are fighting for all five groups. They are fighting for the rightful place of the railroads in the nation's economy.

But of one thing there can be no question—none of these groups has a greater stake in the welfare, prosperity, and the future of the railroads than railway employees.

This is made crystal-clear by a study of what becomes of the railroad total income dollar. In 1956, out of every dollar the railroads received from the public, 46.9 cents went to pay for wages and salaries of railroad employees, and 3.1 cents went to pay for railroad retirement and unemployment insurance benefits for railroad employees. That's a total of 50 cents out of every railroad dollar of income.

The remaining 50 cents were paid out as follows: fuel for locomotives, 4.1 cents; materials and supplies and

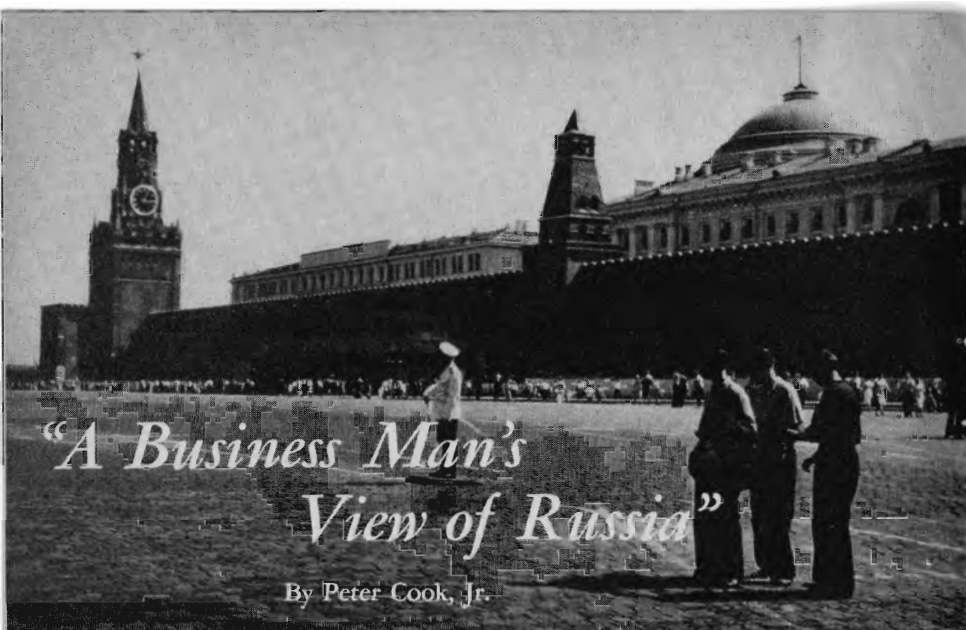
miscellaneous, 16.3 cents; loss and damage, injuries to persons, 2.7 cents; depreciation and retirements of property and equipment, 5.3 cents; federal, state and local taxes, 7.3 cents; hire of equipment and joint facility net rentals, 2.3 cents; interest and rents for leased properties, 3.8 cents; dividends to stockholders, 4.1 cents; balance available for additions and betterments, 4.1 cents.

KEY TO THE RAILROADS' FUTURE



MILEPOSTS IN GOLD . . .

10-YEAR PINS		
Walter Bastedo.....	Rate and Division Clerk, Sr., Auditor of Rev. Dept.....	San Francisco
Albert D. Hughes.....	CTC, Main tainer.....	Signal Dept.
E. T. Knart.....	Relief Man.....	Store Dept.
Florencio L. Maestas.....	Carman.....	Mechanical Dept.
Frederick D. Messenger.....	Switchman.....	Eastern Division
Charles M. Roberts.....	Brakeman.....	Western Division
Paul G. Schaepe.....	Janitor.....	Oakland
Robert H. Swecker.....	Switchman.....	Eastern Division
Clifford E. Warner.....	Asst. Gen. Auditor.....	San Francisco
Robert J. Wickham.....	Switchman.....	Western Division



"A Business Man's View of Russia"

By Peter Cook, Jr.

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

PERHAPS a word or two about agriculture might be interesting to you. There are two types of farms in Russia: the state and the collective, and incidentally, the farms in Russia are like farms in America; they are getting bigger rather than smaller. Five years ago, there were about a quarter of a million state farms and collective farms; today there are only about ninety farms, so they have grown larger.

"Perhaps you know the difference between state and collective. For those who do not, a state farm is one in which the state hires the manager and all the

workers are paid by the state. A collective farm might be a group of people, as many as here in this room tonight, who decide that they would like to operate collectively. They will have a drawing account from the government but they will have an interest in the end result of the farm at the end of the year.

"It's rather interesting that all work in Russia that can be reduced to the piece-work basis has been reduced, even in farming. If you happen to hoe two rows of corn, but I only hoe one, your check would be better than mine. We think it sounds rather like a capi-

talistic system. Indeed, a plant manager or a farm manager, if he gives a good account of himself and exceeds the norms that are set up by government, will get a bonus and the bonus could be more than a year's salary.

"The Russian Government has spent a great deal of effort in improving the educational system. You need not worry who pays the bill for Johnny or Suzie to go to school. The government will pay for it and subsidize your son or daughter as long as necessary and as long as they progress. The sky is the limit if they can absorb it and profit by it, so there's a great upgrading of people in Russia through educational standards. The new University of Moscow looks somewhat like a junior Rockefeller Center; 22,000 students are in this one group of buildings. I am told that there are over two million students in schools of higher learning.

The youngsters don't go to college to have a very good time; they have to work. Their work is seventy-two hours and six days a week.

"Well, I could go on and tell you many more incidents and observations but perhaps I will allow a few minutes for questions that I may be able to answer—I don't have the entire encyclopedia of Russia at my command. But, in closing, I would say that I have seen nothing or heard nothing in Russia that would indicate that we as a nation should drop our guard.

"As to the future, it looks as though cold wars will continue. A hot war could start; I hope it doesn't; I don't think it will. Perhaps the war of the

National Cash Register officials lunch on a Collective Farm. What is shown here represents the first course. There were many more courses and innumerable toasts, which added up to an expression of Uzbek hospitality. The host, the Farm Chairman, is on the right.





The tower of the University of Moscow in Lenin Hills is an imposing sight. It is the first structure the visitor sees in the Soviet capital when driving in from the airport. This main building is 32 stories high. There are 27 major buildings and 23,000 students enrolled.

future will be an economic war, waged with their great resources and the manufacturing abilities that they are increasing every day. Incidentally, the people they have taken from Germany have contributed much to their mechanical know-how and maintenance and development during the last ten years. That's how the next conflict may come, because they are going to be in a position to increase production tremendously. I am sure, in five years, if they would lessen their effort on heavy goods and go into the more refined implements for agriculture, they could be as modern as we are except for their ability to manufacture fertilizers. That will come with time, and when it does, they will have a great production area.

"I think I have covered not nearly all of it but enough to maybe warrant some questioning from the audience."

* * *

The remaining portion of this series of articles consists of questions asked

of Mr. Cook by members of the Pacific Railway Club following his talk, and the answers he gave in reply.

Question: "Is the 'Voice of America' actually penetrating areas of Russia?"

Mr. Cook: "That's a question I can't answer from any information I was able to get. I think if it was, it would not be admitted to an American on the outside."

Question: "Do they have good cattle?"

Mr. Cook: "Yes, but not according to the standard we are used to. Their dairy business is confined to the steppe type of cattle—a large Durham type of animal. Their dairies are in some instances quite modern, but they actually neglect to put screens on and thus undo a lot of the things they have done. No pasteurization, but they do have T. B. testing."

Question: "How did the public react to the downgrading of Stalin?"

Mr. Cook: "That was a question I was interested in as a traveler. The first opportunity I had to ask it was in Leningrad. I had a young man as a guide who was very much interested in the arts; he wasn't too well informed on industry or agriculture, but every man to his field. I said, 'I would like to ask you a question. I do not want to be embarrassing, but if I prove to be embarrassing, forgive me. How do you explain the downgrading of the Stalin story? How do you feel about it?' He said, 'Well, we thought a great deal of Stalin. He accomplished a great deal for Russia. He was not a God; he was not infallible; he did make mistakes.'

"In the early days of our organization, we were a democracy. Democracies move slowly because of debat-

ing arguments. We needed a dictator who was strong. Every land was aiding and abetting Germany, war was starting and we needed to progress more rapidly. So we made him a dictator and he did great things. Many of us thought after the war was over and the tension was eased a bit that he should give up some of his dictatorial power, but Stalin thought otherwise. Until his death he remained a dictator. After his death, we are now a democracy.' I reserved comment."

Question: "What is the educational or school system?"

Mr. Cook: "Children are taken from the home around the age of five or six years and from that time on they are practically under government guidance. There are even nurseries at farm or factory where they are cared for during the day while their parents are at work. Under the system of education, those who have the ability to progress and absorb are given great advantages and those who don't are given a certain number of years of school, and at the age of 18 are sent back to the farm or factory where apprentice schools or labor battalions give practical training in motor wiring or assembly or other jobs."

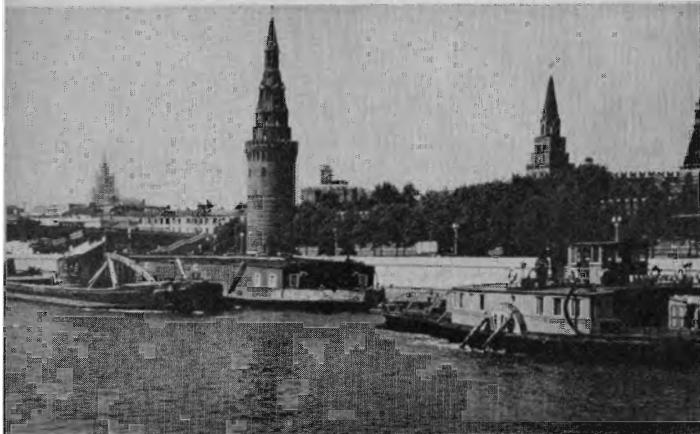
Question: "Did you have an opportunity to visit any individual homes to observe the conveniences that they enjoy?"

Mr. Cook: "No, I did not have an opportunity to visit, but I did have an invitation and I would have had to stay another week to accomplish it. Ambassador Bolin doesn't have that privilege, either. There is just no exchange of fellowship between Americans and Russians to that extent. I talked to Mr. Davis in the Embassy and I spent about five hours with him to try to orient myself to see if my observations or findings were fact or fiction. He corroborated very closely my observations on agriculture. I said to him, 'Have you ever been in a Russian home?' He said, 'Once in several years. They will come to your public parties, Fourth of July and so on at the Embassy, otherwise they don't come.'

"Perhaps as a tourist I had a little more liberty in Russia than an American in official capacity, because I could change my transportation from rail to air and vice versa, while a resident has to get his clearance from 'Intourist' if he wants to take a trip. He must apply in advance and may not know for sure until two hours before

Looking across the Neva River in Leningrad from a point in front of the Hermitage. The pillared building in the background is the former Stock Exchange. Since there is now no more need for a stock exchange than for a palace, it too has been converted into a museum.





Barges on the Moscow River handle a varied and substantial volume of cargo. A canal gives access to the Volga.

train hour or plane departure if he is going. Sometimes the Russians will say a week from Thursday is better."

Question: *Aren't the Russians afraid of the Chinese now?"*

Mr. Cook: "I wasn't in a position to get any opinion from the Russians as to whether they are afraid of the Chinese. They are catering to the Chinese very extensively, and the Chinese I saw in Russia were rather fine-looking and intelligent people."

Question: *"Can you give us a brief description of the outside of the homes in Russia?"*

Mr. Cook: "The Russian lives in an apartment house, even to the extent of apartment houses on farms, in many instances. I might have mentioned living costs are very high, clothes are very high, rents are cheap, but you don't get much for your rent, that is, in my opinion. A 12 by 14 room would house a man and wife and two or three children. There would be a community kitchen down the hall and lavatory facilities down the hall used by every-

one in that apartment. I was in many of them in an uncompleted building. If the room happened to be a large one there would just be a curtain put across and that would divide the room and it would be shared by two families. Some of the new apartment houses are very respectable looking on the inside as well as on the outside, and their standard of plumbing does not match ours. They do have plumbing in all the new areas.

"Of course, when you get off the main track out of Moscow where some of our people travel (the Department of Agriculture, for instance), there will be a hotel accommodation, but there will be no running water in the hotels in many country places! Curiously enough, 'Intourist' would probably put that out of bounds for American travelers because they don't want to show you that they have areas without modern plumbing and sanitation. By the same token, most of the cities of Russia are very clean. There's a basket for papers on the sidewalk."

(To be continued)

Watch Blind-Deaf Spot On Highway Freighters

If you have to drive here's a safety tip!

Big truck-trailer combinations have both a blind and a deaf spot, the American Automobile Association revealed last month in a press release issued as a warning to motorists. Drivers of passenger cars are urged to give an extra safety toot on their horns as they overtake the huge freighters on the highway.

"The blind spot is caused by the high placement of many rear-view mirrors," Harry I. Kirk, AAA president, said. "When the mirror is seven or eight feet above the roadway—about three feet higher than the top of a modern passenger car—and focused far back, the truck driver cannot see an automobile traveling close beside his truck," he explained.

"The deaf spot on the larger trucks is directly to the rear," the AAA official stated. "It is created by the partial vacuum which exists for a length of fifty or sixty feet behind a moving truck. An automobile horn blown within that area is not likely to be heard by the truck driver above other noises."

Mr. Kirk claimed that both the situations can be overcome by the motorist, if he develops the habit of tooting his horn just as he comes abreast of the rear of the truck.

The motor club officer suggested the following procedure for safe overtaking of highway freighters:

1. Stay well back of the truck before attempting a passing maneuver—

about one car length for each ten miles per hour of your speed.

2. Signal for a left turn, check your own rear-view mirror and sound your horn or flash the headlights.

3. As you draw abreast of the rear of the truck, sound your horn or flash your lights again.

4. When you are well ahead of the truck, signal for a right turn and pull back into the right lane.

New Panther spur will eliminate trucking

Panther crossing, five miles north of Reno, will soon have a 2,200-foot spur from Western Pacific tracks to provide a closer point of delivery for construction materials destined for the 645-home building project at Stead Air Force Base.

The new spur will eliminate having to unload materials in Reno and trucking them to the Stead housing site and cut out five miles of adverse truck grade between Reno and Panther crossing.

Over 30 acres of land adjoining the spur is being cleared and leveled, and to improve unloading facilities 1,700 feet of spur will have a graded ramp on one side at car-door level and ground level on the other side.

Future plans call for an industrial development at Panther crossing, utilizing the spur track, well water, and power and telephone facilities available there.

Sorry, Martin

In my farewell letter as a retired telegrapher in the June issue of MILEPOSTS, I noticed that a typographical error was made in that sentence reading: "I hope no one will ever give me a rotting chair . . .", which in the magazine read "trotting" chair, giving a vague meaning.

Kindly publish this as a correction. Thanking you,

Martin C. Miller,
Winnemucca, Nevada

* * *

Too hot to handle

Once in a while we get a good one, but I believe this train order is worthy of top honors. I dare you to print it: "One car on east end siding Ellison and must not be moved account car burned to ground."

J. L. Collins
Winnemucca, Nevada

* * *

Tip for all railroads

Having just returned from a month's sojourn in California I would just like to make a comparison between the good old Western Pacific and a competitor road. I have traveled on the *Zephyr* a number of times and have always enjoyed the trip, but I've never had such a rough ride as I did on another road. My wife and I went to the diner and as our meal was brought to us I didn't know whether our soup was going to land in my lap or on my wife's new hat. I've seen lots of juggling on the stage, but nothing any funnier than watching our waiter do a fandango in that diner. I'll never make another trip over that road.

We went to the Coast to visit our

son, Fred R. Hewitt, a former WP fireman and brakeman, who fired for me on the last trip I made on the old Deep Creek. He is now a watchmaker but still has a warm spot in his heart for the WP and the old iron horse. I send him my MILEPOSTS and when he has finished reading them, he returns them



to me so I can forward them on to England to old rails with whom I worked when a fireman on the British railroads. My old MILEPOSTS do a lot of traveling!

Percy T. Hewitt
Wendover, Utah

MILEPOSTS ran this letter, not to boast of WP's service nor to criticize any other railroad, but only to bring attention to all railroads and to all railroad employees the fact that customers do note poor service and discomfort. Fortunately, such occurrences are few, but just one disappointment can mean the difference between a repeat customer or losing a patron. No railroad can afford to lose a customer.

* * *

Job well done

I received the following letter from President Charles Randolph, Oroville Chamber of Commerce:

"In behalf of the officers, directors

and members of the Oroville Chamber of Commerce, I wish to extend our sincere thanks to you and the men who operated the Special Train to our recent Groundbreaking Ceremony (at the site of the new Oroville Dam).

"Governor and Mrs. Knight, as well as our visitors, were extremely com-

erates, particularly the Eastern Division.

It is with deepest sorrow that I advise you of the passing of my father, Odie I. Scofield, on May 23, 1957. My mother, Mrs. Odie I. Scofield, is now residing with my wife and me at 440 S. Pinellas Avenue, Tarpon Springs, Florida. We all would enjoy continuing to receive your publication and hope this can be arranged.

E. P. Scofield
Tarpon Springs, Florida

* * *

Dear Editor:

WP crews commended

The following three letters were received by W. F. Boebert, chief special agent and general claim agent, following the unavoidable derailment of Train No. 18 on May 18:

May I commend you most highly on your train crew. They were admirable and displayed every evidence of discipline, training, efficiency and, certainly, not the least of all, humor, kindness and consideration for their passengers.

A. B. Smith
Washington, D. C.

G. W. Curtis
Sacramento

* * *

Odie I. Scofield

For several years I have had the pleasure of reading your publication, MILEPOSTS, which has always been given to me by my father, Odie I. Scofield, who went to work for Western Pacific on March 15, 1909, and retired from service on November 24, 1938. As a young man I sort of grew up with Western Pacific and, of course, knew many of the old-time employees and am very familiar with most of the towns through which the railroad op-

I would like to take this opportunity to commend your Company and the train personnel for their efficiency and courteousness under the strain of the emergency.

Mrs. Antoine Bovet
Portola Valley, Calif.

The crew's and passengers' conduct was extremely courteous and with no panic. The crew should be commended.

Robert Q. Madson
McLean, Virginia

The June, 1957, issue of **MILEPOSTS** was probably the first industrial magazine ever to be carried to the top of Mt. Whitney. The "milepost sign" which Pete is holding shows the altitude of the famous mountain—not mileage along the WP.



"MILEPOSTS" ON TOP

Reaches all-time high during June

Thanks to Peter H. Van Gorp, assistant transportation engineer in WP's research department, Western Pacific's employee magazine reached a new high on June 24.

Shortly after noon on that day, Pete carried a copy of the June issue to the summit of Mt. Whitney, highest peak in the United States. Accompanying Pete and **MILEPOSTS** was a cardboard replica of a Western Pacific milepost sign bearing the figures 14,495, official height of the mountain.

Pete, a pint-sized bundle of stamina, was accompanied on the climb by his brother-in-law, Dr. V. M. Burkman. The climbers drove to Whitney Portal, about 14 miles west of Lone Pine on Highway 395, from where they began their climb about seven on the morning of June 23. Camp was made the first night above Consultation Lake at an altitude of about 12,000 feet. On the

trail again at seven the next morning, the pair reached the summit of the famous mountain shortly after noon that day. It was then, after signing the "climbers' register" and eating lunch, that Dr. Burkman took the picture of Pete, **MILEPOSTS**, and the sign, overlooking a view obscured by no other object.

"Coming down was much easier than going up," claims Pete, "although the afternoon sun had softened the snow so that at times we were plunging down through depths well above our knees. Neither did we have to stop so often to catch our breaths during the descent, which occurs frequently on the ascent at those altitudes."

"We made it back to our previous night's camp about three that afternoon," Pete recalls, "and after breaking camp next morning we made it back to Whitney Portal in about three hours. The 26-mile climb up and back can be made in one day, but we were in no hurry."



Starting up the trail from Whitney Portal.

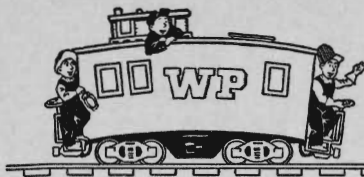
For the benefit of anyone who might like to try this adventure, Pete advises that the climb is not difficult and requires no special equipment. Their packs were limited to 25 pounds each. However, another five pounds were added at an elevation of about 11,000 feet, as firewood had to be carried above timberline.

No special clothing was taken along other than heavy boots and socks. Their food supplies consisted of dehydrated soup and beef stew, cheese, crackers, chocolate bars, instant pudding, powdered milk and coffee, and eggs which had been hard-boiled at home. Sleeping bags were of the "mummy" type for better warmth.

The weather was ideal, with a daytime air temperature of about 65, which dropped to around 35 at night. "The first climb to the summit this year was made just a week prior," Pete remarks, "and before the season ends this fall about 2,000 persons will probably have made the climb."

About four miles below the summit, Pete takes a rest to look out over Consultation Lake still covered with winter snow.





Caboosing

ELKO

John G. Ford

Engineer E. A. WILLIAMS and his wife, Mary, sustained painful injuries in an automobile accident, June 11, on the Lamoille Valley Road. Both have since been released from the hospital and we are all glad to see them in circulation again.

Sadness has found its way into the home of Engineer H. W. STEINERT, due to the passing of his wife, Anna, at home on June 16. We extend our sympathies.

KARL WRAGG, assistant manager of labor relations, was seen having a good time getting in some real fishing in his old stomping grounds—Elko County. We have reliable information to the effect that Karl, from San Francisco, was using a non-resident license this time and that he and Conservation Officer Earl Dudley were in harmony again insofar as the law is concerned.

A well-dressed man was seen walking back and forth along the tracks at Milepost 666.50 on June 27. Upon investigation it was found to be none other than Engineer Ed SCOTT wearing a puckered expression on his face. Further investigation explained his presence. It seems that on the day before Ed was handling his light engine when a sudden desire to sneeze caught Ed unawares and consequently his uppers took off into the wild blue

yonder. Seeing Ed's plight, Roadmaster R. F. HOBBS, section foreman, and Foreman C. L. HIGLEY, from Carlin, and their crews took up the search. Said teeth were found in the middle of some tie-removal operations and not damaged in the least. Ed immediately substituted his milk-toast diet for something more substantial and his grin has greatly improved.

STOCKTON

Elaine Obenshain

We wish to extend belated congratulations to Brakeman BOB WHEATON and his wife, Pat, who were married on May 11.

Congratulations and best wishes to Clerks W. H. HARRIS and CHARLIE GRINROD, who have retired. Also, to Switchman F. W. DENTNER and Conductor W. E. REYNOLDS, who retired during the month of June.

Congratulations and best wishes to Clerk MERLE W. REIGNER, former chief clerk at the freight house. Merle has been promoted to chief clerk in the general agent's office at New York City, and departed June 28.

We were most sorry to learn of the death of retired Brakeman FRANK E. WINSTEAD on June 28 after an extended illness. Our deepest sympathy to his family.

PBX Operator MARY A. CRAVEN returned from her leave of absence a



Welders Leonard Holt and C. W. Wilkins, with hoods, stopped long enough from making track repairs at Weber Avenue and Union Street for this photo by Lineman Brooks. In rear are Helpers J. T. Chavez, R. S. Gonzales, and (back to camera) Section Foreman R. Warren.

proud grandmother. Ted Bristow, Jr., was born to her daughter and son-in-law on March 21, at Fairbanks, Alaska.

An honored visitor to Stockton Yard on June 6 was Yonk Shik Lee of the Korean National Railroad.

A prize catch of trout was displayed to employees at the yard office by Brakeman W. H. DAVIS. No doubt he's keeping his fishin' hole a secret as he and his family together hooked 58 fish, all about 15 inches in length.

WINNEMUCCA

Ruth G. Smith

Patricia June Doyle and Switchman LEE D. LOCKE were married at the Community Methodist Church in Winnemucca on June 1. We all wish them health, wealth and happiness.

Day Yard Clerk THEL LEWIS is confined to Humboldt County Hospital, but we hope he will soon be fully

recovered. His position is being filled by ED MOORE, son of Engineer and Mrs. RAY MOORE.

Engineer and Mrs. W. M. SHOLL became grandparents for the first time when their daughter, Mrs. William (Carolyn) Harmon gave birth to a son on June 20. Congratulations to the parents and the grandparents.

Private SAMUEL SEALS, son of Brakeman SAM F. SEALS, recently was graduated from the liquid oxygen generation course at the Army's Engineer School at Fort Belvoir, Virginia. Sammy was employed as a fireman before entering the Army.

Congratulations to ROY R. GIFFORD on his assignment to the position of assistant signal supervisor, effective July 1. His headquarters will be at Winnemucca. Roy's former title, acting assistant signal supervisor, is superseded by his new title.

Agent CECIL DUCK has been receiving congratulations since his installation as first vice-president of the Lions at ceremonies held at Water Canyon on June 30.

KEDDIE

Elsie Hagen

Brakeman and Mrs. W. R. IHLER are parents of a daughter, born June 12 in Quincy Hospital. Congratulations! The Ihlers are now making their home in Keddie.

Brakeman and Mrs. JIM WOODS have moved from Oroville to Keddie and we welcome them to our community.

Larry Fisher, son of Section Foreman LAUREL FISHER, is home on a 30-day leave. Larry has been stationed in Mississippi for the past year and after his leave will be sent to Germany.



"Yes, but to what yard limit does your ticket read?"

WENDOVER

Esther A. Witt

Patricia Nuffer, daughter of Cashier and Mrs. PRESTON A. NUFFER, was sponsored by the Wendover Legion Auxiliary Unit 40 at Girls' State, which was held on the campus of the Utah State University at Logan.

The girls chosen to represent the different cities and towns are rated as to character and scholastic standing. The objective of these meetings is to pave the way to better citizenship by learning the true functioning of the city, county and state governments. Elections are held in which girls campaign for various offices and vote the same as in primary elections. This is followed by a general election followed by an inaugural reception.

After attendance at such meetings the girls realize how much work, time and effort go into the election of officers to our various governments and the problems confronted in each.



Engineer Clyde Hart took this picture of Switchman Coleman "Bill" Pettit being served a refreshment by Betty Espinosa in snack bar.

SACRAMENTO STORE

Irene Burton

Welcome to HELEN SPENCER, a former MP&C department stenographer, who is working with us while EVELYN RICHARDSON is away on vacation with her family in Oklahoma.

At the installation of officers for the ensuing year of Railway Business Women's Association activities, the following were appointed from Western Pacific: EDNA SPRATT, vice-president; IRENE E. BURTON, corresponding secretary; LEE WILLIS, editor of the *Camellia City Silver Rails*; MARCELLA SCHULTZE, by-laws and legislative; and JEAN SMITH, transportation.

On June 28 JULIUS FRICK was honored at a retirement luncheon, held in our new conference room, and was presented with a bridle and bit and a small portable radio. "Fricky" completed a little over 37 years of WP service. As he expects to spend considerable time in the mountains above



Henry Madison, general storekeeper, presents award plaque to Julius Frick, center. Purchasing Agent J. C. Marchand attended the luncheon.

Volcano, without benefit of electricity, we hope "Fricky" will get a lot of enjoyment from his radio. ED HAWKINS was master of ceremonies.

At a recent meeting of the Board of Governors of the Sacramento Valley Chapter of Credit Unions, ED EVERS was appointed vice-chairman and will be in charge of business displays, wives' activities, and entertainment. IRENE BURTON was appointed vice-chairman of the program committee and will be in charge of the table decorations for the Convention of Credit Unions to be held in Sacramento in November, 1958.

DALE ROBERTSON has returned from his vacation which was spent with the National Guard at Camp Roberts.

Congratulations and best wishes to VERNE NELSON and Ardell Steele, who were married in a garden ceremony at the home of Mr. and Mrs. Glenn Kemper on San Francisco Boulevard. Following a honeymoon spent in Salt Lake City, the newlyweds are now making their home at 3090 24th Street.

LAVOY WILSON and Marie Diggs were

married at a double-wedding ceremony in Carson City recently, with Lavoy's sister, Marlene Wilson, who became the bride of Kenneth Sammons. Lavoy and Marie are making their home at 2441 15th Avenue, and we wish them every bit of happiness.

CHICAGO

Dan Dutkiewicz

We extend a hearty welcome to CHARLES J. HUDGINS, who replaced CHARLES E. BARTON as traffic representative. "Chuck" began his Western Pacific service as a stenographer-clerk in the New York office, was transferred to serve as chief clerk at Cincinnati, and then went to Detroit as traffic representative.

We received word through good authority that our former railroader, KEN RANK, now knee-deep in traffic statistics at San Francisco, managed to find enough time to finish his patio at his home on the peninsula. For our benefit, Ken reports that the patio includes first-class California redwood logs which we in Chicago would really envy. He also claims the patio is so level he has not once fallen when taking his Sunday naps on a chaise-longue. While Ken admits he was worried about all the footprints left in the cement work, it now causes him no concern since he learned how famous these bits of handiwork made Grauman's Chinese Theater in Hollywood. We'll pass on the information to Ken's inquiring friend.

"My girl friend is a twin."
 "Is it difficult to tell them apart?"
 "Not particularly. Her brother is two inches taller than she is."

* * *

A burlesque show is where the actresses assume everybody is from Missouri.

SACRAMENTO SHOPS

Marcella G. Schultze

It's beginning to look like "old times" around the shops again, now that the younger fellows have banded together to form the WPAC Baseball Team. It's a little risky to attempt crossing the parking lot at noon since the team then does some of their practicing. However, though the boys have not won many games yet, we don't mind the flying baseballs as they are shaping up and should finish the season in fine style.

Train Desk Clerk DICK RICHARDS (yard office) and Mrs. Richards are happily entertaining their daughter and son-in-law, Major and Mrs. George R. Albright, who have just returned from four years' duty in Germany. Besides their two young sons, the Albrights arrived with an adopted German daughter, just ten months old. Major Albright will be assigned to Ogden, Utah, after completing his leave.



"That's Jones, the steam engineer. They keep him around for emergencies."

One of our newest employees, Electrician Apprentice MICHAEL G. MACIAS, is also one of our newest bridegrooms. He and Alice Cardoza of Sacramento were wed June 8 in Our Lady of Guadalupe Church. Gayle Macias, young daughter of DONNA MACIAS, secretary to E. T. CUYLER, chief mechanical officer, was flower girl, and the big excitement of her day was wearing her first long dress. Donna reports, though, that Gayle carried out her part of the ceremony beautifully.

Boilermaker GEORGE NAPOLI gave his daughter Shirley's hand in marriage to Dean L. O'Hara, May 31, in the First Christian Church. Shirley and Dean left for a honeymoon trip in the East, and a visit with Dean's parents at Ligonier, Pennsylvania. Our best wishes to both newlyweds.

Condolences are extended to the families of retired Machinist JULIUS F. SOLSKI, who passed away June 4; retired Blacksmith Helper J. D. BROWN, June 6; and Boilermaker Helper K. SEEMAN, who passed away June 24 at Portola Hospital. Our sincere sympathies are also extended to the family of Carman FRANK J. PELZMAN whose father, JOHN PELZMAN, passed away on June 5. John, a retired carman, was well thought of by the men in the shops and there were many employees and retired friends attending his funeral services.

Another member of our grandfathers' club, with his first entry, is Boilermaker Foreman TRUMAN FASSETT, whose daughter, Mrs. Fred Herrmann, presented him with his first granddaughter.

Diesel Foreman LES CLAPHAM is combining his vacation with business and pleasure. En route to a visit with

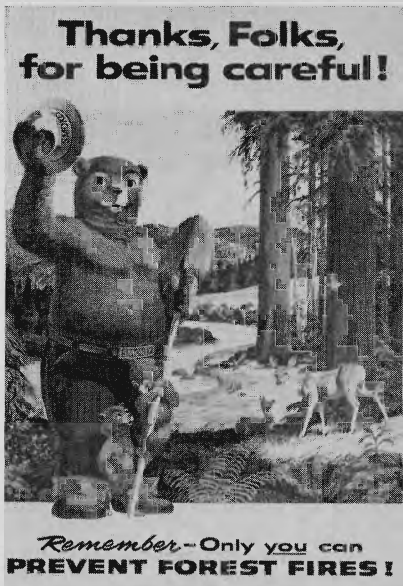
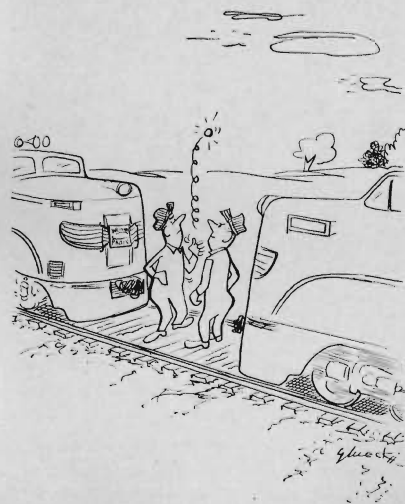
their families in Kansas, the Claphams will stop at the Electro-Motive plant in Salt Lake City, where Les is interested in watching the latest processes used in overhauling diesel engines; and Burnham Shops in Denver to inspect the locomotive facilities and shops in general.

After an absence of 44 years, Carman S. T. CROCCO will return to Italy for a visit with his sister. Sam's sister, now the only member of his family left, lives near Naples with her husband and seven children. Sam and Mrs. Crocco left the latter part of July on the Italian Liner *Giulio Cesare* and plan a three months' visit and a very happy family reunion.

SALT LAKE CITY

J. B. Price

Congratulations to WILLIAM A. BURNETT, A. H. ALBERS, and THOMAS FOX! At the 36th annual encampment of the Utah Department, United Spanish War



Veterans, they were installed as department commander, senior vice-commander, and junior vice-commander, respectively.

The ladies' auxiliary also held their 28th annual encampment at the same time and in their election of officers, Mrs. THOMAS FOX was installed as assistant conductor. All are Salt Lake City residents.

A few weeks ago, the 1,187 citizens of Scottsdale, Ariz., were flattered to read in the newspapers that the U. S. Department of Commerce had awarded them \$146,660 for improvements to the Scottsdale Municipal Airport. But they had to turn it down.

Scottsdale, they explained, doesn't even have an airport and doesn't plan to have one!

* * *

One small boy to another at a wide-screen movie: "Let me know if anything happens on your side."



PORTOLA WATER FESTIVAL

Sunbonneted Hazel Baldwin, wife of Mayor Ira Baldwin (WP icing supervisor) rode clean-up committee float with Joyce Mlakar, wife of perishable freight employee Rudy Mlakar.



Girls on WP Perishable Freight Department float are Diane Irwin, daughter of Electrician and Mrs. B. C. Irwin; and Lana Parrish, daughter of Yardmaster and Mrs. H. C. Parrish.

On ladder atop WP Hospital Auxiliary's float is Bobbie Esterby, wife of Conductor T. J. Esterby; Ethel Thrailkill, wife of Conductor W. H. Thrailkill, is at sewing machine; and with straw hat is Kathy Bross, Jr., Western Pacific surgeon.



PORTOLA

Gladys Ruse

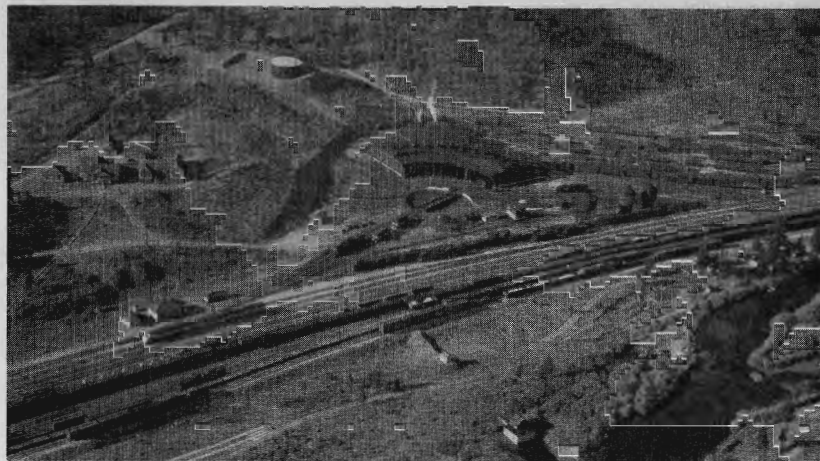
So successful was Portola's Water Festival, held in June, that before it was over there was talk of making it an annual affair. It opened on a Friday night with the Firemen's Carnival, included a parade which was generally declared the finest Portola has seen in a history of parades, and concluded on Sunday with a barbecue at which nearly 800 people were fed.

Mayor IRA BALDWIN, icing supervisor, was presented with a resolution by State Senator Stanley Arnold, unanimously adopted by the State Senate, commending Portola on its accomplishments in obtaining its ample water supply, building its community swimming pool, and for winning a national prize won by the cleanup committee.

Engineer A. C. DONNENWIRTH, chairman of the Plumas County Board of Supervisors, has been elected second vice-president of the County Supervisors Association of the state. The office normally leads to the presidency. Donnenwirth was also elected one of three delegates from California to the convention of the national association of county officials to be held in Atlanta, Georgia, July 14 to 17. He entered Western Pacific service on July 14, 1923, and was promoted on September 19, 1936.

Congratulations to the several new parents: A son, Russell, to Brakeman and Mrs. D. EARLE ELLSWORTH on May 17 (grandson of Engineer and Mrs. H. A. BERG); a daughter, Cathy Lynn, to Conductor and Mrs. BOB McNALLY on June 12 (granddaughter of Assistant Superintendent and Mrs. JOHN J. McNALLY, and also of Engineer and

MILEPOSTS



Portola Then and Now

An interesting comparison is shown in these two photos of Western Pacific's yard at Portola, taken from an identical location. The picture above was taken by Eastman's Studio while the roundhouse was still in existence, although two Alco diesel locomotives are shown.

The picture below, a Miller Photo, was taken on May 25, 1957, and shows the new diesel house which replaces the roundhouse, newly painted Portola Hospital atop the hill on the left, and a more modern-appearing yard. The photos were both sent in by Storekeeper Jack Miller.



AUGUST, 1957

Mrs. MYRL M. SNOW, JR.); a son, Philip Lewis, Jr., to Train Desk Clerk and Mrs. PHILIP OELS on June 18 (grandson of Greenville Agent and Mrs. C. A. OELS).

Loretta Martin, daughter of Roadmaster and Mrs. JOHN J. MARTIN, was installed as Worthy Advisor of the Portola Assembly of Rainbow for Girls on June 2. Our very best wishes, Loretta!

Congratulations and best wishes to Clerk WILLIAM HOLSCLAW on his marriage to Ann Dittmer in Winnemucca on June 8.

Our sincere sympathy to Engineer B. J. LINDLEY and Hospital Clerk NOLENE and their small daughter, Ann, on the death of their daughter and sister, Alexa, on June 10. Also, to the family of retired Brakeman DENNIS MCCARTHY, who passed away on June 26.

SAN FRANCISCO

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

LOREN OGBURN, who left Western Pacific a few months ago, returned and is again working in our freight claim department. "This time I'm going to stay," said Loren.

RON TOFANELLI, file clerk, auditor of revenues department, and Mary Koster were married at St. Ambrose Church in Berkeley on July 7. FRANK BROGDON, one of Ron's co-workers, was an usher at the wedding. A reception was held at the Cerrito City Club in El Cerrito. We wish the newlyweds much happiness.

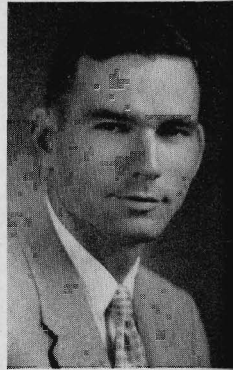
HARRY SARAFIAN, formerly stenographer-voucher writer in overcharge claims bureau, was recently promoted to junior traveling auditor. Congratulations!

Congratulations are due two employees in the comptometer bureau. MARY FENTON announced the birth of a son, Brooks William, on June 11, and MOLLY HANCOCK became the proud mother of twins, Carla Ann and Mark Jason, born on June 15.

Attorney Thomas P. Brown, Jr., son of retired Publicity Manager and Mrs. THOMAS P. BROWN, SR., became a "benedict" on June 21. His bride was Miss Robbin White-law, 21, who was born in London, and is a hostess on Pan American Airways. Tommy is perhaps more remembered for his performance on the tennis courts than in law courts, he having once won the doubles' championship at Wimbledon and having been a member of the U. S.

Davis Cup Team. He is still seeded as one of the top-ranking California tennis stars and continues to annex a tournament now and then in competition held around the country. Tommy's first long trip on the WP dates back to November, 1931, when he was one of the five boys who accompanied the press delegation from San Francisco to the Bieber spike-driving. The groom, now 34, is a graduate of the University of California, Class of '43, and of Boalt Hall of Law. He served as a mortar gunner in Europe with the 20th Armored Division in World War II and is president of the Toastmasters' Club of San Francisco.

BOB HULLMAN, secretary to vice-



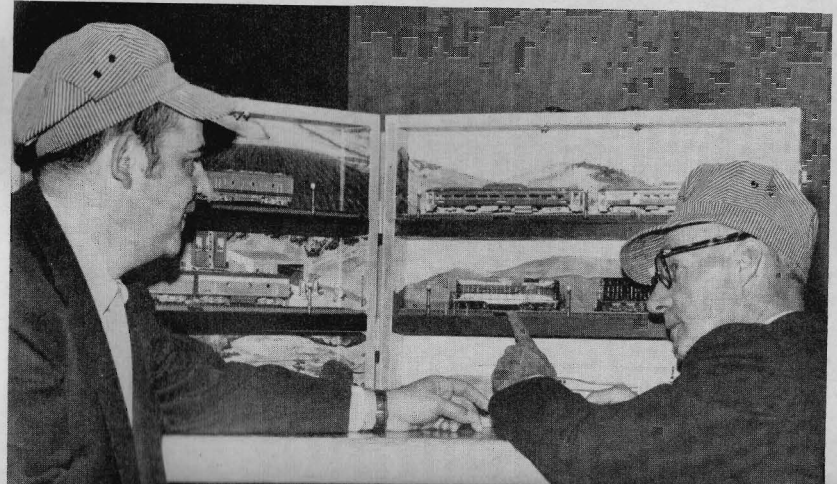
president H. C. MUNSON, is again hustling around, having been handicapped for the past month or so by a broken bone in a foot.

Congratulations to Assistant to General Auditor and Mrs. WILLIAM D. BREW on the arrival of a daughter, Nancy Elaine, on July 8. Also elated over their new sister are Caroline, 8, and Billie, 5. Since "father" is experienced in handling tax matters for the railroad, he has probably already found a way in which to include Nancy on this year's deductions.

Two engineering department employees were hospitalized last month. CHARLES E. ELLIOTT, engineer of track, for a hernia operation, and HARRY E. CARVER, right-of-way engineer, for an operation on a back ailment which kept him bedded down for a few weeks. Their co-workers hope to see them back on the job soon.

* * *

Assistant Superintendent Henry Stapp, right, represented Western Pacific May 16 on KPX's "Deputy Dave" program, a show for children. Henry is shown pointing out to "Deputy Dave" some interesting features about a model Western Pacific switch engine, one of several WP models which the TV personality has built.



FINANCIAL WORLD

Merit Award

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The Western Pacific Railroad Company

FOR DISTINGUISHED ACHIEVEMENT IN ANNUAL REPORTING AND IN RECOGNITION OF THE EXCELLENCE OF ITS 1956 ANNUAL REPORT TO SHAREHOLDERS.

THIS CITATION CERTIFIES THAT THE 1956 FINANCIAL STATEMENT OF THE ABOVE COMPANY WAS JUDGED AS AMONG THE MOST MODERN FROM THE STANDPOINT OF CONTENT, TYPOGRAPHY AND FORMAT OF THE 5000 ANNUAL REPORTS EXAMINED DURING 1957.

Richard J. Anderson
EDITOR AND PUBLISHER

JUNE 26, 1957

Once again Western Pacific's annual report earned a *Financial World* magazine citation. A Merit Award was issued for distinguished achievement and for being among the most modern from the standpoint of content, typography and format, in competition with 5,000 annual reports to shareholders for the year 1956.

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RAILROAD LINES



Northern Pacific and Shell Oil Company beginning joint exploration for oil and development of 15,000-acre new area in eastern Montana.

• • •

Burlington reports occupancy rate on slumbercoaches has been between 75 and 80 per cent.

• • •

Santa Fe's hi-level *Capitan* boosted passenger miles by 26 per cent in first month of operation.

• • •

Pennsylvania tests aluminum doors designed to replace steel units twice their weight for baggage cars.

• • •

Rio Grande's president forecasts another record earnings year for his railroad.

• • •

Chicago & North Western starts common-carrier piggy-back operation.

• • •

St. Louis Southwestern building its first electronic switching yard at Pine Bluff, Arkansas.

• • •

Chesapeake & Ohio's new Car Location Information Center (claimed to be a "first"), through which freight cars are located almost instantaneously, is served by a 24,000-mile network connecting 238 teletype installations.