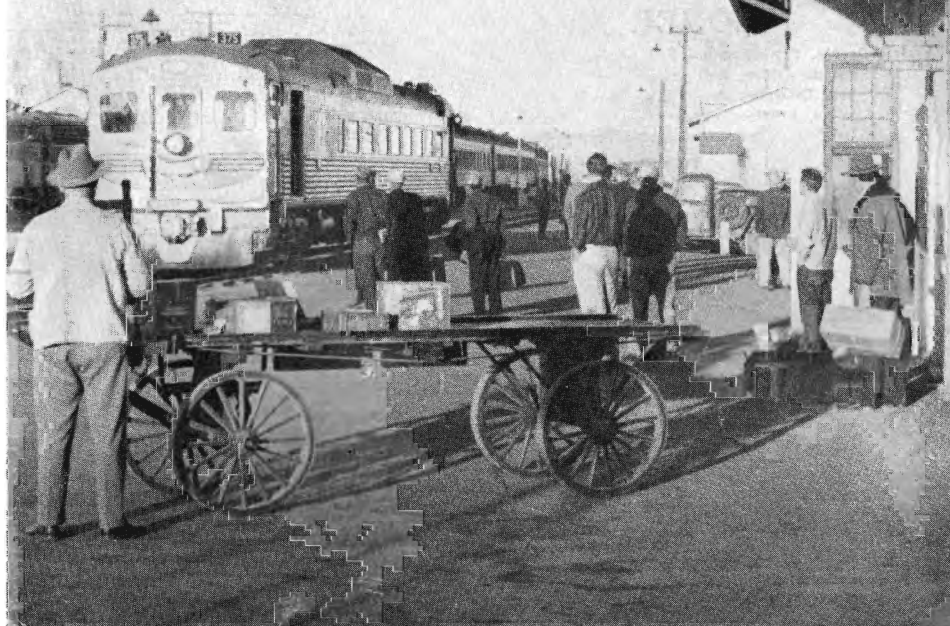


WESTERN PACIFIC
Mileposts

JANUARY 1956

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WESTERN PACIFIC *Mileposts*



Vol. VII, No. 6

JANUARY, 1956

*Milepost No. 78

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

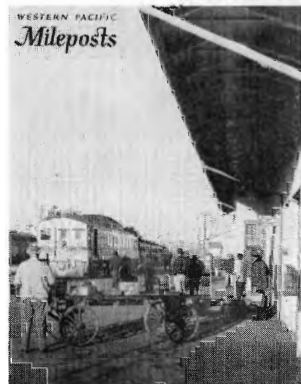
Member

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

* Milepost No. 78: About one-half mile to the east, the main line passes by a State of California Dual Vocational Institution, a rehabilitation center for juvenile and adult delinquents.

COVER

Train No. 1, westbound *Zephyrette*, pulls into Winnemucca, Nev., on its run between Salt Lake City and Oakland. Agent C. C. Duck is ready to put on baggage and express as passengers walk out to board the self-propelled car.



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MILEPOSTS

Bob Vose photos, from *Black Star*



What Are These People Looking At? . . .



See Next Page . . .

AN ACCIDENT!

It happened quickly! Moments before, the man lying on the floor had, as usual, been busy at his work. That he might be suddenly involved in an accident was probably the last thought in his mind. Why, for years he had been doing the same work in the same way, day in and day out. He knew his job well, he knew the tools of his trade, and he had never in all those years received so much as a scratch.

Why, then, this accident? How did it happen? Who was to blame? Just such questions as these are being asked nearly every day in industries throughout the country. Something went wrong. Someone was injured—perhaps near death. Undue suffering is felt not only by the injured person but by his family and loved ones. They expected to see him return home from

It may be quicker to climb up over the end of a car but it's a lot safer to use steps provided for that purpose, as demonstrated by R. C. Furtney, carman at Western Pacific's Oakland yard.



work, perhaps tired from his daily chores, but nevertheless hale and hearty.

Fortunately, this person was not a Western Pacific employee. However, too many WP railroaders were injured during 1955 and in years previously, despite the precautions taken to lower the number of injuries as we would all like. According to a National Safety Council report, Western Pacific ranked as high as sixth place among Group "C" (8 million to 20 million man-hours) of Class I line-haul railroads in 1923; in 1954 (latest available report) WP ranked 20th out of 22



railroads. Among all the 125 Class I line-haul railroads in the United States WP was at the bottom of the barrel—105th place!

Because MILEPOSTS is your railroaders' magazine, it is deeply concerned over these mounting injuries to its friends and readers, and it believes these increasing numbers of injuries can be greatly reduced, if not entirely liquidated, if everyone working on the railroad makes up his or her mind that above all else they will go through the year 1956 without suffering a personal injury.

How do we go about this? First, why do injuries occur? Not because railroaders enjoy being injured. Not because railroad work is any more hazardous than that in a good many other industries. And certainly not because railroad workers are any less intelligent than workers in any other industry. In fact, the intelligence quotient among railroaders is apt

There is no excuse for ever operating a grinding wheel without goggles to protect the eyes. Harold Field, blacksmith at Oakland yard, demonstrates the wrong and right way on this job.



to be considerably higher than that found in a great many large industries.

The facts are that personal injuries occur only because of human or mechanical failure. Human failure is nothing less than—

Carelessness—performing work in a haphazard manner.

Inattention—failure to pay attention to the work being done.

Negligence—failure to abide by safety rules.

Unwillingness—refusal to cooperate with fellow workers.

There is no good excuse for being careless. If a job is worth doing at all, it is worth doing carefully.

There is no good excuse for inattention. There's a time and a place for everything, and only one thing at a time can hold your full attention.

(Continued on Page 6)





Slippery floors are hazardous. Oil or grease should be wiped up immediately as Charles Gonzales, sheet metal worker, is doing here.

An Accident . . .

There is no good excuse for negligence. If you don't believe in rules or safety programs tell your supervisor so before you begin work.

There is certainly no good excuse for unwillingness.

Mechanical failure is nothing less than—

Faulty equipment—equipment in need of repair, or in need of replacement.

If you know of any unsafe conditions or equipment, tell your supervisor so before work is begun so that it may be corrected.

The records show that in every instance when a Western Pacific railroader has been injured, it was because

Never expose your eyes to an acetylene torch. Charles Gonzales flinches in the picture below, but with his goggles on his eyes are protected.



of one of the above reasons. Not once would any of the injuries have occurred if the person involved had been careful, attentive, mindful of safety rules and willing; or if mechanical failures had been predetermined and corrected.

MILEPOSTS knows that Western Pacific management is just as much concerned in the safety and good health of its employees as it is in the operation of its trains and the future of the

railroad. The company will make every practicable effort to assist in the reduction of personal injuries and it is not too much to ask each and every railroader to do likewise. It is up to you whether or not you will avoid injury during 1956. MILEPOSTS would like nothing better than to be able to report next January that Western Pacific Railroaders worked through an entire year without a single injury. You can make that possible!

PROMOTIONS

AND

TRANSFERS



L. J. Gosney



R. E. Larson

Two new vice presidents were elected by Western Pacific directors at a special meeting held in San Francisco on December 14. They are Leo J. Gosney who will become vice president and comptroller, and Roy E. Larson who will have the title of vice president and treasurer.

Gosney is a native of Lyonsville in Tehama County. He entered railroad service in 1923 as an office boy for the Sacramento Northern and worked up through various accounting positions to be taken into the parent company in 1931. He has been comptroller and general auditor for Western Pacific since September, 1950.

Gosney married the former Alice Couture and they make their home in San Francisco. He is a member of Fairmont Lodge, No. 435, F&AM, the

California Bodies Scottish Rite, and the Islam Shrine, is presently a director of the Transportation Club, and is a member of the Commercial Club and the Comptrollers' Institute.

Besides fishing, boating and golf, Lee is a whiz at dominoes. He will collect any sort of "gadget," which he loves to take apart to see how it works, and now has his eye on photography as a hobby.

* * *

Larson is a native of San Francisco who joined Western Pacific in 1917 as a clerk. He advanced through various financial positions and was made assistant treasurer in 1943 and treasurer in 1948. Larson has been instrumental in the two recent refinancing operations that have given Western Pacific a much improved capital structure.

Roy lives in San Francisco with his wife, Ruth, and they have one daughter, Mrs. Barbara Sheffield of Sacramento, and a granddaughter, Gail, nearly one.

He is a member of the Transportation Club, Commercial Club, and the Financial Officers—San Francisco Bay Area. His work has been his main hobby, although when time permits he enjoys an opportunity to fish or golf, at which he professes to be no expert. He can usually be seen with a camera when traveling and a fine collection of color slides is now being enlarged, with pictures of his granddaughter.

* * *

Joseph G. Wheeler, passenger traffic manager since 1949, is appointed passenger traffic consultant, effective January 1. He has been head of the passenger traffic department since 1938 when he was made general passenger agent, but because of recent ill health he asked to be relieved of a major portion of his duties.

* * *

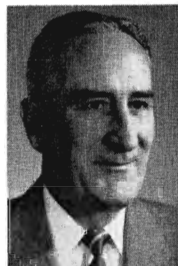
James J. Hickey succeeds Wheeler as passenger traffic manager.

Jim was born at Park City, Utah, on June 13, 1901. He was educated in the San Francisco schools and first became employed as bookkeeper for Associated Terminals. He later became secretary to R. B. Crowder of the Los Angeles Steamship Company, a former general agent for Western Pacific, and advanced through their passenger department to the position of district passenger agent. When that company merged with Matson Navigation Company in 1932, Hickey became city passenger agent.

He joined Western Pacific on June 1, 1934, as city passenger agent, became



J. G. Wheeler



J. J. Hickey



E. Gommer



C. P. Hoctor

general agent in January, 1938, and was made general passenger agent in 1946.

Jim lives in Palo Alto with his wife, the former Ann Bossio, who was also a passenger department employee until her marriage. The couple have one son, Thomas Anthony, seven months, and Jim has a son, James, 28, and a daughter, Mrs. Claire Postel, 25, a WP employee, by previous marriage.

Hickey is a former All City High School basketball star and later played for the Olympic Club, YMI, YMHA, and other teams. He later refereed for several years. In addition to being a member of the Olympic Club, he is a past president of the Northern California Passenger Association and will next May become "King" of the "Rinky

Dinks," a social group of freight and passenger traffic men. He has served as co-chairman for WP golf tournaments and became a member of the "Hole-In-One Club" by sinking his drive during the WP tournament last fall. Jim is an expert in barbecuing and enjoys gardening.

Among the many VIP's with whom he has traveled are the former President Truman, and President Eisenhower at the time he was president of Columbia University. He is very happy with his WP associates and looks forward to a good year during 1956.

* * *

Ernst Gommer, assistant to passenger traffic manager, is appointed general passenger agent, succeeding Hickey.

Ernie was born in Amsterdam, The Netherlands, on November 14, 1899. He came to Oakland at the age of 10, where he received his schooling, after which he joined Southern Pacific on June 15, 1915, in their passenger traffic department.

Gommer came to Western Pacific as a clerk in the passenger traffic department on July 1, 1928. He later became rate clerk, chief clerk, and assistant general passenger agent.

Ernie married the former Emma DeMartini in 1927 and they make their home in San Francisco. Possessed with a fine gift of wit, Ernie's many friends find it hard to understand his rather quiet and unassuming manner. He enjoys woodworking and being a "jack of all trades" around his home and, while the opposite is probably true, Ernie confesses that "The things I fix may not work when I get finished, but I sure have a lot of fun."

C. P. Hoctor, passenger traffic representative, is appointed assistant general passenger agent, effective January 1.

Hoctor was born at San Francisco on August 20, 1916. After completing a business course at Heald's Business College he entered the employ of the American Express Company in 1936 as a clerk. He left that firm in 1939 as a salesman to join Western Pacific's passenger department in August, 1939. From clerk he advanced to city ticket agent in 1941, then became passenger traffic representative in 1945.

Al lives in San Carlos with his wife, the former Shirley Samms, and they have four children, Michael, 14, Susan, 12, Alan, 3, and Kerry, 1½. He is a past president of the Northern California Passenger Association, is secretary for the "Rinky Dinks," a social group of freight and passenger traffic men, and is a member of San Francisco Lodge, No. 3, B.P.O.E.

He likes to golf and bowl whenever a man with four children can find the time to do so.

* * *

Newest member of WP's research department is Peter H. Van Gorp, who joined the staff October 16 as assistant transportation engineer. He will be assigned to research projects of economic, financial or corporate nature.

Peter was born at Pella, Iowa, on March 2, 1928. During high school there he was a member of the student council for two years, Junior class president, a member of the honor society, a two-year letterman in football, a three-year letterman in basketball, and sang with the glee club for four years. Upon graduation in 1946 he entered Purdue University, graduating in 1951 in the upper three per



P. H. Van Gorp



F. D. Ugrin, Jr.

cent which earned him a highest distinction award and a BS degree. A major in air transportation economics, he served as a member of the Air Freight Board (air freight research), and as an assistant to professors of economics and business and aviation law. In the spring of 1951 he added to his education by studying economics research during graduate work at Denver University.

After serving in the regular Army from September, 1946, until March, 1948, which included service in Japan, Van Gorp became administrative assistant for Trans World Airlines at Kansas City in August, 1951. He went to Washington, D. C., as senior analyst for that airline in February, 1953, and in January, 1955, became analyst for Pan American World Airways.

While in college he married the former June Klyn, and the couple have one son, Kyle.

His hobbies include mountaineering, hiking, tennis, and golf.

* * *

Frank D. Ugrin, Jr., is appointed to the position of assistant general car foreman with headquarters at Sacramento.

Frank was born at Billings, Montana, on August 12, 1919. From school he

entered the U. S. Army Medical Administration Corps in April, 1941, and was honorably discharged as captain in July, 1946.

Ugrin came to Western Pacific in April, 1948, as boilermaker helper. He transferred to the position of carman helper on August 23 of that year, and was promoted to carman on February 14, 1950.

* * *

Paul E. Rutherford is appointed assistant trainmaster at Sacramento, effective December 16.

Rutherford was born at Winnemucca, Nevada, on November 25, 1909. He became a crew caller for Western Pacific on July 26, 1922, continuing his education at night school. From 1926 to 1929 Paul worked in the warehouse at the Winnemucca freight office and entered train service as a brakeman on August 3, 1929. He was promoted to conductor on June 9, 1939, and has worked both in passenger and freight service.

Paul married the former Evelyn Laca, of Winnemucca, on April 18, 1931. They have three children, Paul R., 22, Georgina, 19, and Florence, 17. He is a member of Winnemucca Lodge, No. 19, F&AM, and is a past patron of the Silver State Chapter, No. 6, Order of the Eastern Star. He is also a member of the Order of Railway Conductors and Brakemen.

In addition to hunting and fishing Paul enjoys refinishing furniture, and has turned out several coffee tables from old dining room and other tables.

His picture was not available at press time but will appear next month.

Marriage teaches a man thrift, regularity, abstinence, and many other splendid virtues he wouldn't need if he stayed single.

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:

George O. Benepe, lineman, San Francisco.

Albert R. Curtzwiler, marine engineer, Oakland.

Robert L. Gregory, machinist, Sacramento.

John Larsen, marine mate, Oakland.

Clyde F. Mead, locomotive engineer, Eastern division.

John J. O'Brien, boilermaker, Sacramento.

Leon C. Organilla, marine fireman, Oakland.

Fred Wall, switchman, Eastern division.

Joseph W. Wilkinson, section foreman, Hayward.

* * *

"Will you kindly extend, through MILEPOSTS, my most sincere thanks and appreciation to my many friends in the Western Pacific for their well wishes and the beautiful TV record player combination at the time of my retirement. It was such a lovely party. I am sorry all could not have been there to enjoy it with me."

These words were expressed by Mrs. Anne H. Crowder, who retired as secretary of the medical department and hospital association on November 30 after a service of nearly 32 years.

MILEPOSTS promised not to reveal her age, but Anne said she was born



Anne Crowder takes time out from her work on the day of her retirement to look over the route she will take on her voyage during 1956.

at San Francisco "far too many years ago." After graduation from Oakland High School she came to work for WP the day following Christmas of 1923 as secretary to General Attorney James Moore. She became secretary for the medical and claims department in 1930, working for Dr. Kilgore and W. R. Groom, retired chief surgeon and chief special agent. When those departments were divorced in 1941, Anne remained with the medical department as secretary of the hospital association, which position she held at the time of her retirement. Anne was happy in her work, and says that were the opportunity possible she would do the same thing all over again.

Anne is quite proud of the fact that she was selected to serve as the first

secretary-treasurer of the Association of Railroad Medical Service Executives (all Western railroads) in 1949 and served for five years.

Mrs. Crowder lives at 635 Sutter Street in San Francisco, and loves housework. She would welcome visits from any of her WP friends, but suggests that they "bring along some digestive tablets, as I don't claim to be an outstanding cook."

Her present plans are to make a three or four months' trip to South America some time during 1956.

* * *

A railroad career of 45 years ended on November 30 for William A. Wilkinson, coach foreman at Oakland, which included twelve and one-half years with Western Pacific.

Born at Idaho Falls, Idaho, in 1892, Bill started out as a crew caller with the D&RG at Helper, Utah, in 1910. He spent another year in the same position with that company at Ogden and then hired out with the SP in the fall of 1912. He left the SP in 1917 to serve overseas with the 316th Engineers, 91st Division, participating in

Bill Wilkinson stretches out in his office during his last day on the job, perhaps recalling his many years with Western Pacific.



battles at St. Mihiel, Argonne Forest, and Flanders. Recalling those days, Bill remembers having been kissed on both cheeks when he was decorated with the Belgian War Cross by King Albert.

After mustering out, Wilkinson returned to railroading, this time with the Union Pacific at Salt Lake City. He remained there until the strike of 1922, then returned to the D&RG as coach yard foreman. Bill came west in 1943 to work for the WP as carman at Stockton. He was promoted to coach foreman at Oakland in the fall of that year, in which position he completed his career with Western Pacific.

Bill has purchased a home at Upland, California, where he plans to spend his retirement with his wife, who excels in painting with oils. He also likes the idea of being near one of his daughters and two granddaughters who will live nearby. Another daughter and two grandsons live at Norfolk, Virginia.

Bill is a member of American Legion Post No. 5, Oakland, and he served as president of the Oakland Western Pacific Bowling League in 1952. He has a fine collection of trophies to support his bowling record and also likes hunting and fishing.

* * *

E. H. Scrivner retired from service as a brakeman at Stockton on November 30 with a WP service of a little more than 15 years.

During his railroad career he worked for fourteen railroads from the Northern Pacific in the North, the Houston Belt Line in the South, the Florida East Coast in the East and the Western Pacific in the West. It all

began in 1904 when Scrivner hired out as a call boy for the Rock Island. He came to the Western Pacific in August, 1942. Of all the railroads on which he has worked he likes the WP and its employees the best.

Not all his traveling was done while working on the railroads, as he plans

to stay at home in the winter and travel during the summer.

Better known by his friends as "Willie Greene," Scrivner wrote MILEPOSTS that he wishes all his friends the best of luck and "If I leave any enemies I wish them good luck, too!"

(Continued on Page 15)



On behalf of all employees of Western Pacific and its affiliated companies, MILEPOSTS extends sincerest sympathy to the loved ones of the following whose death has been reported:

Edgar E. Bell, retired telegrapher, October 4.

Russell Gould, retired Sacramento Northern superintendent of power, November 17.

Edward J. Grady, retired boiler-maker, September 8.

Cedion K. Hanson, fireman, November 24.

George J. Macklin, retired special agent, September 4.

Enrique M. Murquia, laborer, November 10.

G. C. Neighbours, locomotive engineer, December 14.

Katar Singh, retired boilermaker helper, November 30.

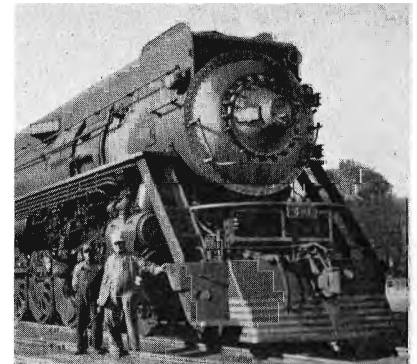
Adolph Vogel, fireman, November 29.

Edward M. Waltemeyer, retired locomotive engineer, November 25.

Charley Warren, brakeman, November 12.

Rufus R. Webb, laborer, November 6.
Fred W. Wells, fireman, October 25.

Rudolf F. Williams, retired track laborer, November 8.



Mrs. Helen D. Hadley sent in this picture of her father, Edward M. Waltemeyer, shown standing with his fireman beside their engine at Salt Lake City. Waltemeyer retired on December 31, 1944, shortly later, after more than 40 years' service. He received a 50-year pin as a B. of L. E. member and enjoyed nearly 11 contented years of retirement before passing away the day after Thanksgiving. It brought to a close three generations of railroaders in the Waltemeyer family, as both his father and grandfather were railroad engineers.



Retirement Party Show

Story on Page 15



Left to right: J. J. O'Brien, boilermaker, Sacramento; Peter Grivetto, carman, Stockton; and L. Elsholz, carman, Elko; attended the retirement dinner at Sacramento on December 8.

500 Years' Service Honored

Twenty-five mechanical and store department railroaders, who began their retirement during 1955 after a combined service of about 500 years, were honored at a dinner party held on December 8 at Sacramento.

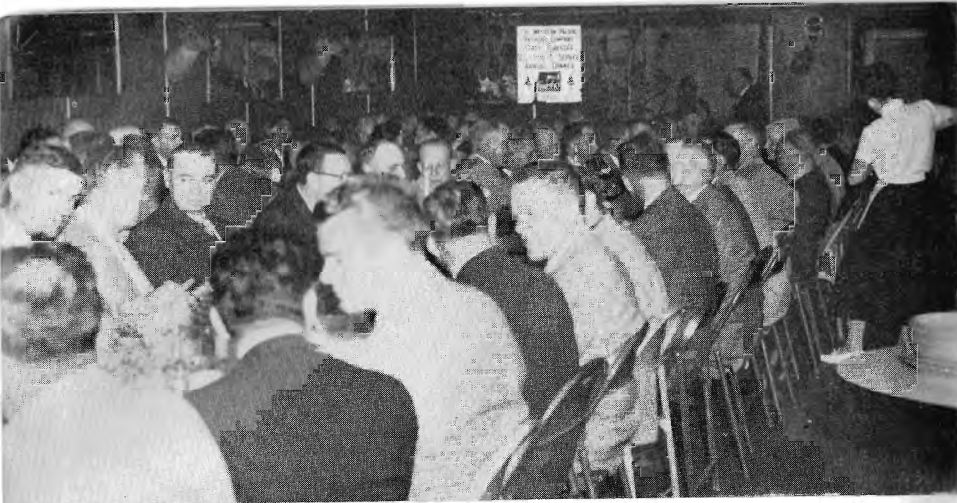
Of the 25, only three could attend. The others, many of whom retired during the first half of the year, were unable to attend because they had moved to distant locations, were traveling, or were ill.

J. A. McHenry, store laborer, was the only representative from the store department to be honored this year. The mechanical department employees were: W. R. Brown, boilermaker helper; H. O. Carlsen, E. J. Coon, L. Elsholz, Peter Grivetto, F. C. Hillgrove, N. F. Stenovich, O. P. Stoddard, S. F. Snodgrass, and C. N. Koutoulas,

carmen; T. E. Claypool and A. E. Sweeney, machinist helpers; E. W. Danforth and Glen Binbey, electricians; H. J. Enders, R. L. Gregory, L. B. Martin, and A. M. Smith, machinists; J. B. Egan, roundhouse foreman; J. J. O'Brien and E. T. Torgersen, boilermakers; S. O. Ostby, laborer; H. O'Kelly, head AAR clerk; and R. H. Woolverton, hostler helper.

After refreshments and a buffet dinner, a short program followed with E. T. Cuyler as chairman of the program. Herman Schultze, sheet metal worker, addressed the honored guests in behalf of the various shops' crafts, and W. C. Brunberg and I. M. Ferguson spoke in behalf of the store and mechanical departments.

The program was followed by several acts of amateur entertainment.



The MEN Who Came to Dinner

Monte Woolley, one-time star of the Broadway play, "The Man Who Came to Dinner," has nothing on E. L. McCann, division agent and claim agent of Oroville. Mac is rightfully earning a reputation of his own.

This was Mac's twelfth season as host to the members of the U. S. and State Forestry Services, members of the State Highway Service and other peace officers in the Feather River



Canyon. The occasion this year took place on November 4 at the Log Cabin Cafe in Portola, attended by about 100 guardians of the forests, the highways and the Western Pacific Railroad.

After rounding off a healthy chunk of thick steak, garnished with appetizers and refreshments to which only men can do justice, the boys had a time for themselves. Their voices may not be good, but they were loud when it came time for community singing, and

their laughs could be heard up and down the canyon whenever someone got off a good story—particularly when the laugh was on the "rails."

As in the past, a highlight of the evening was the presentation of the annual awards, given only to those who have contributed to the improvement of their respective duties in the worst possible way.

As McCann said, "the only trouble was there weren't enough awards to go around!" But, Mac got his.

Portola Hospital Grant

Western Pacific's hospital at Portola was among the Northern California educational institutions and hospitals that will receive grants from a record-breaking \$8 million "give-away" by the Ford Foundation. The sum, which will be almost equally divided between the two groups, according to tentative figures released by the Foundation, amounts to \$3,854,700 for the hospitals, and \$3,952,800 to private schools, colleges and universities. The educational grants are to be used to increase teachers' salaries.

From the hospitals' share, Portola Hospital is to receive \$11,300, the first half of which is expected to be received during the first half of July, 1956, and the second half within a period of 18 months.

The money is to be used only for expanding present facilities and services, according to the announcement from the Ford Foundation headquarters issued on December 13. No part of the money is to be used for operating expenses or services the hospital now provides.

Portola Hospital has no facilities for

postgraduate training of internes or residents, and the the hospital does not contemplate at this time setting up a research program. According to Dr. G. F. Cushman, chief surgeon, the \$11,300 will be used to improve the facilities, provide better care for patients, provision for a new delivery room, new beds, and operating room equipment.

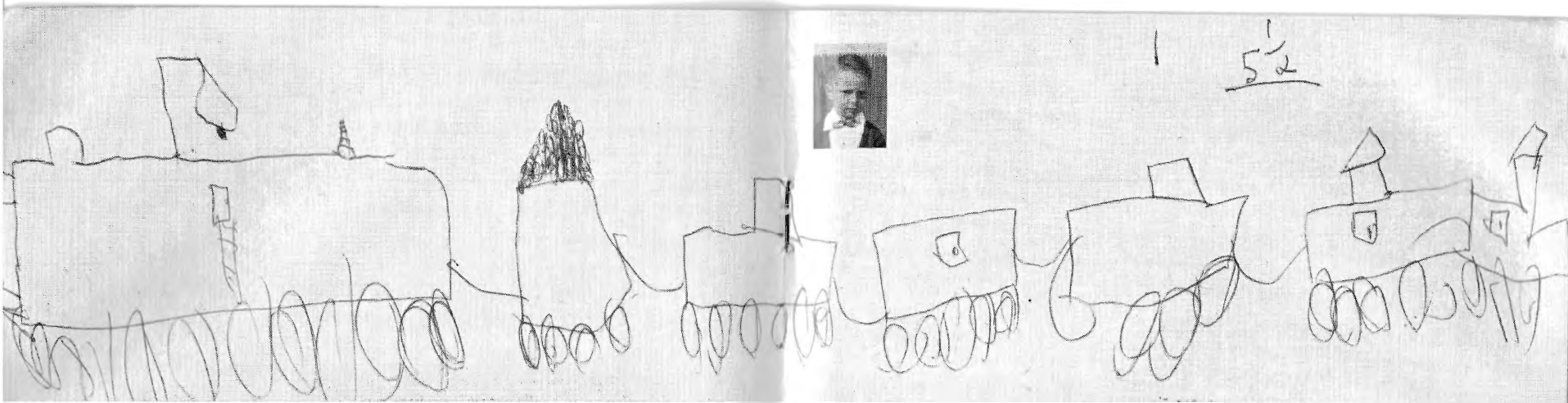
Portola Hospital is a community hospital and was first established in 1914. An addition was added a few years later and in 1950 the building was rehabilitated at a cost of approximately \$25,000.

The staff is headed by Dr. Roy Peter, division surgeon, who is assisted by Dr. Charles W. Brown, assistant division surgeon, and Dr. Willard Bross, local surgeon.

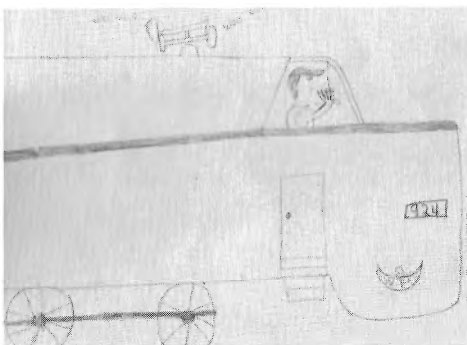
Doctor: "Now, madam, your husband has to have more rest—more quiet. So I am giving you these sleeping pills."

Wife: "All right, and when do I give them to him?"

Doctor: "You don't give them to him. You take them yourself!"



Tony DuBrutz, 5½, lives in Stockton. His daddy, E. M. DuBrutz, is an engineer.

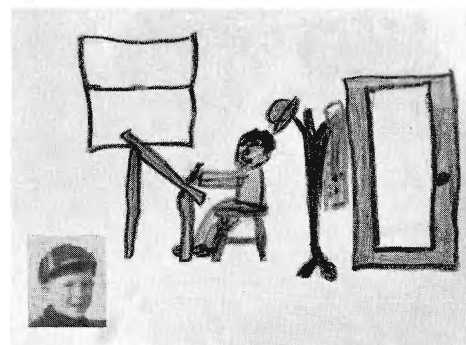


Lynne Rowland, 9, forgot to send in her picture. Her daddy is a fireman and works in the Oroville roundhouse.

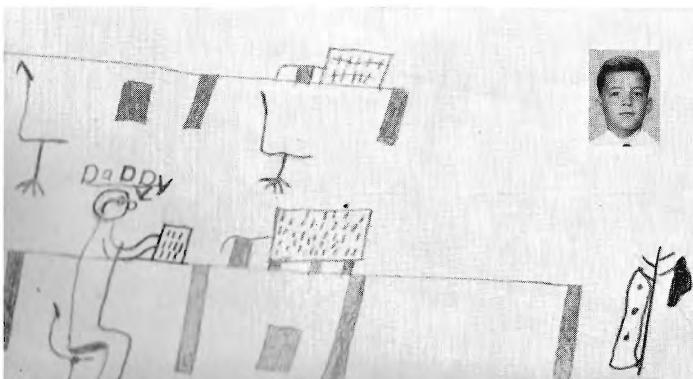
What Daddy Does

So many drawings have recently been received from children of Western Pacific railroaders that, because of space needed for other material, no further drawings can be accepted. New one-dollar bills have been sent to those children whose pictures appear on these two pages and to those children whose drawings have been received but which we will unfortunately be unable to use.

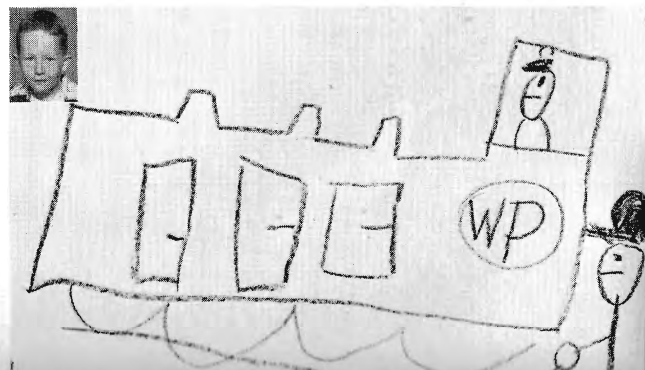
MILEPOSTS wishes to thank all the children for their interesting drawings.



Craig Schriefer's daddy is shop engineer at Sacramento. Craig is 8 years old.



Douglas Cassell, 8, says his daddy works in the telegraph office at San Francisco.



Glen Hanway, 6, lives in Stockton. His daddy is a brakeman for the railroad.

MILEPOSTS



IN GOLD

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

45-YEAR PINS

| | | |
|-------------------------|--------------------------|------------------|
| John W. Roberts..... | Locomotive Engineer..... | Western Division |
| Laurie W. Whitaker..... | Switchman..... | Western Division |

35-YEAR PINS

| | | |
|-----------------------|--------------------------|------------------|
| Thomas F. Reed..... | Locomotive Engineer..... | Western Division |
| Arthur W. Taylor..... | Conductor..... | Western Division |
| George C. Vedder..... | General Bookkeeper..... | San Francisco |

30-YEAR PINS

| | | |
|--------------------------|--------------------------|------------------|
| Herbert A. Berg..... | Locomotive Engineer..... | Western Division |
| Arthur V. Clays..... | Switchman..... | Western Division |
| Clarence C. Kennedy..... | Locomotive Engineer..... | Western Division |
| Herbert R. McGinnis..... | Conductor..... | Western Division |
| William Miller..... | Locomotive Engineer..... | Western Division |
| Fred E. Peters..... | Clerk..... | Western Division |

25-YEAR PINS

| | | |
|------------------------|-----------------------------------|------------------|
| Howard Carlisle..... | Machinist Helper..... | Mechanical Dept. |
| Lawrence Contri..... | Power Coordinator..... | Western Division |
| Bruce L. McNeill..... | Retired Roadmaster..... | Western Division |
| Norman T. Moulton..... | Locomotive Engineer..... | Western Division |
| Harry Perrine..... | Chief Clerk, Signal Dept..... | San Francisco |
| Joseph B. Price..... | Conductor..... | Eastern Division |
| Don Richmond..... | Clerk..... | Western Division |
| Boyd C. Sells..... | Secretary to Frt. Traff. Mgr..... | San Francisco |

20-YEAR PINS

| | | |
|-------------------------|--------------------|------------------|
| Harold A. Holsclaw..... | Conductor..... | Western Division |
| John D. Hughes..... | Carman..... | Mechanical Dept. |
| John P. McKenzie..... | General Agent..... | St. Louis, Mo. |
| Alvin Miles..... | Conductor..... | Western Division |
| Jack M. Schenk..... | Carman..... | Mechanical Dept. |
| Lloyd B. Spencer..... | Conductor..... | Western Division |

15-YEAR PINS

| | | |
|--------------------------|--|------------------|
| James Alexander..... | Carman..... | Mechanical Dept. |
| Clarence S. Bromell..... | Sheet Metal Worker..... | Mechanical Dept. |
| George Clark..... | International Vice-President, Switchmen's Union of North America..... | Western Division |
| Thomas E. Clifton..... | Carman..... | Mechanical Dept. |
| James T. Connelly..... | Machinist..... | Mechanical Dept. |
| Jesse R. Dabbs..... | Machinist Helper..... | Mechanical Dept. |
| Campbell W. Daniell..... | Telegrapher..... | Western Division |
| Adrian E. Drummond..... | Machinist..... | Mechanical Dept. |
| Harry C. Fleenor..... | Painter..... | Mechanical Dept. |
| Charles W. Fosha..... | Boilermaker..... | Mechanical Dept. |
| Ira B. Gibson..... | Machinist Helper..... | Mechanical Dept. |
| Harvey O. Hansen..... | Clerk (on Military Leave)..... | Western Division |
| Ruhen Jones..... | Sheet Metal Worker..... | Mechanical Dept. |
| Frank G. Lindee..... | Traffic Representative..... | Stockton |
| Charles F. Lynch..... | Carman..... | Mechanical Dept. |
| Harold V. Meyers..... | Painter..... | Mechanical Dept. |
| Andres Molina..... | Carman..... | Mechanical Dept. |
| William J. Nicholas..... | Painter..... | Mechanical Dept. |
| John L. Strawn..... | Machinist..... | Mechanical Dept. |
| Edgar E. Sullivan..... | Conductor..... | Eastern Division |
| Guadalupe Vargas..... | Section Laborer..... | Eastern Division |
| John D. Work..... | Switchman..... | Western Division |

10-YEAR PINS

| | | |
|-------------------------------|----------------------------------|----------------------|
| Allen J. Albright..... | Interline Recheck Clerk..... | San Francisco |
| Carl R. Bauman..... | Telegrapher..... | Western Division |
| Clarisse M. Doherty, Mrs..... | Secretary to Superintendent..... | Western Division |
| Marvin W. Fields..... | Signalman..... | Communications Dept. |
| June Fleishman, Mrs..... | Interline Clerk..... | San Francisco |
| Guy S. Heaney..... | AFE Accountant..... | Mechanical Dept. |
| Jack H. Jones..... | Foreman..... | Western Division |
| Sotirios Karamanos..... | Carman..... | Mechanical Dept. |
| Vaughn G. Main..... | Livestock Agent..... | Eastern Division |
| Chester E. Maxwell..... | Roundhouse Clerk..... | Oakland |
| Wayne R. Orton..... | Carman..... | Mechanical Dept. |
| Keith A. Peterson..... | Assistant Cashier..... | Eastern Division |
| Coleman Pettit..... | Yardman..... | Eastern Division |
| George Riolo..... | Carman..... | Mechanical Dept. |
| Ramon Robles..... | Assistant Foreman..... | Western Division |
| Harold A. Ruyle..... | Locomotive Fireman..... | Western Division |
| Gilberto Ybarra..... | Laborer..... | Stockton |

Christmas Gave Them Hope

What might have been a cheerless Christmas for one needy family in San Francisco was magically transformed into a day bright and cheery, thanks to employees in the offices of the general auditor, auditor of revenues, and auditor of equipment service accounts. This transformation has continued each year since 1946 when contributions to needy families were first made by the auditor of revenues department.

For a woman and her four children, ranging in age from six to thirteen, it was a Christmas ever to be remembered. Her name is not important. Suffice it to say this family was recommended this year by a local San Francisco church that was aware of this woman's need for clothing for her children, and something to give them hope and courage during the days to follow.

A committee of three, George Bowers, Doris Doherty, and Helen Powers (one from each of the three departments), made a personal call at the dreary home. From the mother they obtained sizes for the clothing her children needed, what kind of clothing

was most urgently needed; and they discovered, too, that the home was without a stove. All cooking was being prepared on a simple hot-plate burner.

Collections from the employees ranged from \$140 for the purchase of clothing, food of many varieties, as well as toys. Packages were all gift wrapped by the employees during their lunch hour and relief periods and all was delivered by the committee on Friday, December 23. Helen Powers, auditor of equipment service accounts department, even prepared a big turkey which was delivered on Christmas Day together with all the trimmings that go to make up a festive dinner.

Yes, Christmas Day, 1955, is a day that will long be remembered.

At a small party the other night we overheard a lady admonish her husband. "Joe, that's the fourth time you've gone back for more food. Doesn't it embarrass you?"

"Why?" asked her spouse. "I tell them I'm getting it for you."



Caboosing

GLADYS RUSE, trainmaster's clerk, succeeds PHYLLIS LAUGHLIN, PBX operator, as correspondent at Portola. Phyllis, who has been correspondent since nearly the first issue of MILEPOSTS, has been in ill health and is on a year's leave of absence and now living in Elko. We wish her the very best of health for the future.

PORTOLA

Gladys Ruse

Our most sincere sympathy to NADINE VOGEL who lost her mother on November 11, and then her father, ADOLPH VOGEL, fireman, November 29.

Yardmaster and Mrs. C. M. BEEM, and Trainmaster's Clerk GLADYS RUSE spent their vacations in Illinois, where they attended the Golden Wedding Anniversary for Mrs. Beem's sister and her husband, George C. Kirkman.

Among those in Portola Hospital at the time of this writing are J. H. "Puss" PARKS, car inspector, and, recovering from injuries, Brakemen K. R. STEVENS and R. M. MARTIN.

Sincere condolences to the family of KATAR SINGH, retired boilermaker helper, who passed away November 30.

Welcome back to Trainmaster VIRGIL H. EDWARDS who had a siege in St. Joseph's Hospital and then a short vacation.

Brakeman G. A. CLOUD and WALTER ANDERSON, their wives and Walter's small daughter, recently returned from a trip to Minden, La., where they were called because of the illness of Mr. Cloud's father.

Brakeman-Conductor M. E. BAUST spent Thanksgiving with his daughter, Mrs. E. F. Traverse, and family in Eureka. While there he received the news that a grandson had been born to his other daughter, Mrs. James Lukens, at Bridgeport, Connecticut, on November 23.

STOCKTON

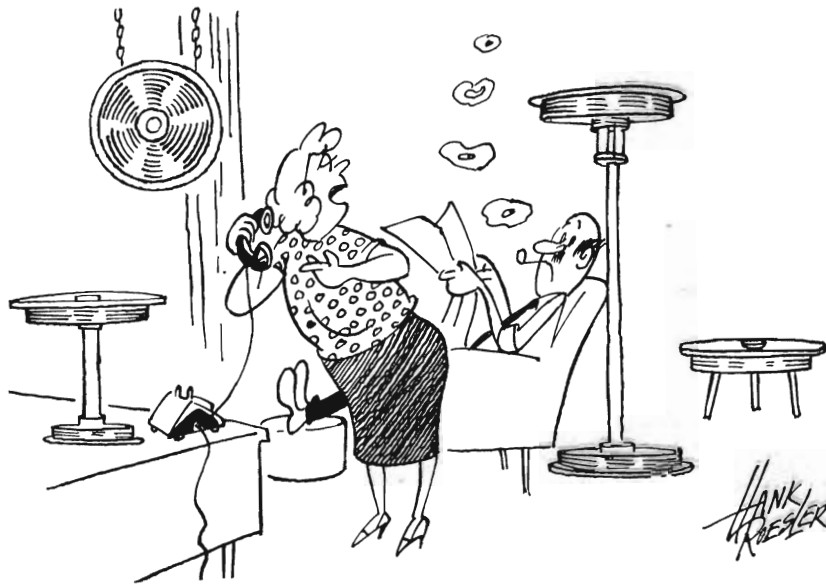
Elaine Obenshain

Clerk and Mrs. CHARLES R. MITCHELL are the proud parents of their first child, Charles Bennett, born November 4.

Our deepest sympathy to the family of Brakeman CHARLIE WARREN who passed away November 12 after a short illness.

The wife of Fireman R. R. WILLIAMS recently underwent a major operation, and the wife of Fireman L. D. WAKEFIELD was injured in an auto accident. We wish them a very speedy recovery.

The best of luck to Clerk IVAN E. McATEE, who was inducted into the U. S. Navy on November 14 and is now taking his boot training at San Diego. Ivan is the son of Chief Clerk and Mrs. L. I. McATEE.



"It's the wheel shop. They'd like a word with you."

HANK
KROESER

We wish many long years of happiness for Brakeman ERNEST H. "WILLIE" SCRIVNER, who retired on November 30. He came to work for WP on August 31, 1942.

We are happy to see Brakeman J. P. HELMICK back to work after an extended illness. Also, Brakeman W. J. TIEHM, who has returned to work after being injured in an auto accident.

Conductor and Mrs. N. G. PENDERGRAFT had no better luck than most of us when they spent part of their vacation at Las Vegas.

Trainmaster's Clerk ELAINE OBENSHAIN and son, John, spent a weekend at Mountain City, Nevada, getting acquainted with the new nephew, Edward Bruce McKenzie.

WENDOVER

Esther A. Witt

Cathy Lee arrived in Berlin, Okla., on November 21 to join Judith Ann as daughters of Mr. and Mrs. DANIEL F. MATTHEWS. Mrs. Matthews is the former Patricia Waters of Wendover. The happy grandparents are Agent and Mrs. LEO P. WATERS.

Those from Wendover who boarded the "Nosebag Special" on November 4 to attend the Operation Nosebag III dinner at Salt Lake City were: Cashier PRESTON A. NUFFER, Linerider ALFRED CALLISTER, Section Foreman CHARLES G. CLONTZ, EDWARD S. RENFRO, Relief Section Foreman H. A. GIBSON, Roadmaster M. "LES" KIZER, and their wives; Telegrapher Mrs. ANNA BELLE AL-

BRECHT, and Grading Foreman R. W. MERRILL. Those driving in for the dinner were Hotel Manager WALTER H. PARKS, Yardmaster HARLAN C. FORD and Roadmaster Clerk VICTOR C. LOPEZ and their wives. Yard Clerk FRANCIS K. BYRNE attended the dinner in Elko on November 3.

Switchman VAUN SHELTON has an unusual and unique way of getting to work on time for the afternoon switch engine. On a recent Sunday, after Vaun had helped to service the various beacon lights on the mountains surrounding Wendover, helicopter service dropped him off at the depot right on time for the 3:59 p. m. "goat."

Our deepest sympathy to Water Service Maintainer and Mrs. VARIAN ANDERSON on the death of Mrs. Anderson's mother, Mrs. Emma Johnson of Grantsville, on November 3. Mrs. Johnson celebrated her 90th birthday on August 15.

Section Foreman and Mrs. CHARLES G. CLONTZ toured the scenic spots of the West and visited with their children while on a month's vacation.

Yardmaster HARLAN C. FORD spent his vacation with his family in Salt Lake City. Pheasant season being on, he was able to enjoy this sport.

Telegrapher SHIRLEY F. LEE is making rapid recovery from her bout with major surgery and hopes to be able to return to work the first of the new year.

We're all wondering if Sacramento will entice our Mechanical Foreman ROBERT COLVIN this year on his vacation; or if he will again have to borrow the city and move it to Wendover. At least we hope he gets there this year.

Roadmaster and Mrs. M. L. "LES" KIZER spent part of their vacation

visiting around Palo Alto and San Francisco, enjoying a Stanford football game while there.

We were glad to have with us during Roadmaster Kizer's vacation, Assistant Roadmaster and Mrs. MARK CHILTON, of Portola.

Section Foreman and Mrs. EDWARD S. RENFRO and son, "Butch," are happily ensconced in their new home which they purchased in Salt Lake City. We sincerely hope that they enjoy their new location.

KEDDIE

Elsie Hagen

Before beginning this new year, I would like to thank Yardmaster JOE CLINTON who has been so helpful in furnishing me with news of our Keddie people.

Yardmaster BEN NOAH and Brake-man HUGH AUSMUS were late vacationers and both stayed close to home.

JOHN MOORE, JR., finished his machinist training at the Great Lakes Naval Training Center and spent a couple of weeks' leave at home before reporting to San Diego.

ELSIE HAGEN took her little granddaughter to Provo, Utah, for a short visit recently.

Train Desk Clerk NETTIE FOX spent several days in Stockton with her daughter, Mrs. James Burrows and family. Brake-man L. C. GILBERT and his wife spent Thanksgiving in Stockton with one of their daughters and stopped off at Sacramento for a visit with their other daughter. Engineer and Mrs. J. B. RADCLIFF were also Stockton visitors.

Mrs. Evelyn Dycus, of Burbank, California, spent Thanksgiving with her brother and family, Train Desk Clerk Cy BATES.

Train Desk Clerk WALT HALLSTEAD and his wife are moving back to Keddies from Oroville where he had been doing temporary work.

Engineer and Mrs. BOB SMALL have moved to Reno where they will make their home for the next year while Bob is on leave of absence.

Two of our boys who have been overseas in Service, and will be home for Christmas, are Robert Hanley, son of Agent and Mrs. PETE HANLEY, and Gilbert Krause, son of Brake-man and Mrs. JACK KRAUSE. What could be a nicer Christmas for these families?

After a quick trip to San Francisco, Yardmaster JOE CLINTON left to spend Christmas and New Year's with relatives and friends in Council Bluffs, Iowa, and Chicago and vicinity.

ELKO

Henry Wallock

We would like to introduce and welcome the following new employees in the Elko superintendent's office: KENNETH HOLT, statistician, from Salt Lake City; WILLARD WEAVER, assistant MW&S timekeeper, Lamaille; MASSEY McDUFFEY, assistant accountant, Abilene, Texas; MRS. HELEN SEIFERT, T&E stenographer, Sparks; MRS. LOIS BOLZ, relief stenographer, Reno; and JAMES H. HUNT, assistant accountant, Dallas. Welcome to Western Pacific.

Fireman AL WHEAT has been admitted to Elko Hospital for a serious operation and at last report we heard he was getting along quite well.

Engineer H. W. STEINERT and his wife, Ann, spent their vacation in sunny California. You timed it just right, Holley, because those you left behind here at Elko were shoveling coal into the furnaces.

JACKIE REDANT, wife of Machinist



Lt. Robert M. Lynch, son of Superintendent and Mrs. James F. Lynch, of Elko, will be navigator aboard one of the US Navy's planes which will accompany Rear Adm. Richard E. Byrd to the South Pole. Lt. Lynch says he expects to return to the United States about April or May.

—Elko Daily Free Press photo.

LEO REDANT, and stenographer in the chief dispatcher's office, fortunately was unhurt when her car turned over recently. With her at the time were her mother, her two daughters and some of her neighbors' children.

Engineer C. E. HART has blossomed out with a 1956 Plymouth which, with the new push-button gear shift, he claims is just like playing your radio.

Although he has always remarked that he was a confirmed bachelor, JACK FORD, ticket clerk, recently became a married man. Our very best congratulations to you and your bride, Jack!

Elko residents are again proud of one of their ball teams, this time the Elko High School football team, oper-

ating this year under a new coach, Willard Sullivan, and a new single-wing offense. While the team, according to early reports, was not expected to win many games, they went on to beat Reno and win the "AA" division in the northern division championship but losing the State Championship to Boulder City. Chief Timekeeper ALAN THORPE's son, Don, played tailback and was one of the outstanding players on the team and a top student of his class. Jim Wallock, son of Roundhouse Clerk HENRY WALLOCK, played blocking quarterback and also did a bang-up job along with the rest of the team. Elko is proud of its boys.

Clerk TONY PRIMEAUX, on a year's leave of absence, was appointed Postmaster at Elko. Congratulations, Tony!

MECHANICAL DEPARTMENT

Rod Rodriguez

Chief Accountant B. W. JONES lost a valuable employee when MARION EBBERT, assistant accountant, left WP service for employment with the Sacramento Union. A quiet but warm farewell and best wishes were offered by his many friends who presented him with a merchandise order on one of the leading Sacramento stores.

The drafting room is back to normal again with the return of M. W. BROWN, head draftsman, who had been absent for a few weeks undergoing a delicate operation.

Nothing but trouble has this sudden winter fog brought to our Janitor A. M. TEIXEIRA. His usually bright, brown eyes are now strained and bleary from driving along that river road fogged in from all directions.

Statistical Clerk PETER DEL MORO is having a little trouble with the bridge



"Got into an argument at the yards over where to hang the safety poster."

tender in Sacramento in regard to fishing rights. But Pete informs us that far be it from him to argue with this gentleman because that bridge might just by accident be raised while Pete is on his way across.

We were all sorry to learn that the parents of DONNA J. MACIAS, secretary to E. T. CUYLER, chief mechanical officer, were involved in a serious auto accident during the Thanksgiving holiday. We can only reiterate our sincere wishes for a prompt and complete recovery.

JUNE BELEW, stenographer to Chief Clerk HY O'RULLIAN, has been burning up the road between Sacramento and Las Vegas, but not to see Cadillacs and mink coats. You see, her mother lives in Las Vegas!

A warm and hearty welcome is extended to F. UGRIN, who is now part of the staff of officers of the Mechanical Department, having been assigned to the position of assistant general car foreman.

CHICAGO

Daniel Dutkiewicz

BILL McGRATH has been appointed a director of the newly formed Ridge Manor Home Owners Improvement Association. He wants his San Francisco "pals," who visited him the past year via bobsled, helicopter, and canoe, to know that he now has streets, running water and electricity!

We learned by carrier pigeon that Bill's 5-year-old son, Billy Mike, was caught by Bill's better-half, Rita, working diligently a few weeks ago with his "old man's" saw, hammer and other tools, pieces of two-by-four, sheathing, and dismantled baby buggy wheels. Upon inquiry of "What's up, Doc?" Billy's reply was: "Making a hot-rod, Mommy." For Sale, slightly mutilated tools. Cheap.

PATTI SULLIVAN, assistant export clerk, is now Mrs. Patti Sullivan Mil-lot. The event occurred on November 26 and she was presented with a nice wedding present by the staff along with their best wishes.

Vacation time came pretty late for JAKE EPHRAIM, but believe you me he sure took advantage. He and the Mrs. soaked up some of that Florida sunshine for a couple of weeks, which wouldn't we like to have here! Fifteen carloads should do. Jake will probably return as brown as a potato and we're real happy for him.

The Chicago staff extends best wishes for a Happy New Year to all WP workers everywhere, and to all those grand people who are our patrons. We are grateful for your faith in us and hope that each and everyone of you have an abundance of good health, happiness and prosperity throughout the year.

SACRAMENTO STORE

Irene Burton

The Welfare Committee, accompanied by some of the members of the Railway Business Women's Association, made a trip to the DeWitt Home for mental patients at Auburn to present gifts to the children. Those making the trip were ROSEMARIE OTWELL, chairman; MINNIE PERRY of the SP; EDNA SPRATT, committee member; SHIRLEY BICE, president; PEARL COOK and MARCELLA SCHULTZE. The association also presented gifts to the Tubercular Ward at the County Hospital to be used in their therapy work.

EDWARD EVERS, president of the Sacramento Valley Chapter of Credit Unions, attended the Credit Union Convention in Los Angeles recently. J. A. ANDERSON, president, E. L. TOMLINSON, vice president, and FRANK O'LEARY, treasurer, were also in attendance. Through the efforts of Ed Evers and the Board of Governors of this district, the 1958 convention will



"I'm the guy who was in last week that you tried to sell safety shoes. NOW, I'll take 'em!"

be held in Sacramento. Ed also presided at a reception held in honor of Glenn King, State Employees Credit Union's newly elected State President Reg Davies was master of ceremonies.

CARLOS PRIETO wanted to make a trip to Florida while on vacation but changed his plans and stayed in sunny California.

We had quite a birthday party last month. LAVON ROBINSON, WILBURTA DOYLE and ELINOR MILLER were the recipients, but Lavon had a bout with the flu, Wilburta had her difficulties following a number of visits to the dentist, so Elinor celebrated for the three.

ED HAWKINS and his wife, Julia, had a hurried trip to Mississippi due to the serious illness of their daughter. Although the purpose of their trip was serious, Ed said the traveling was wonderful due to perfect weather.

JASPER J. GUARENO, JR., won the recent WP Amusement Club striped bass derby, hook, line and sinker. In fact he brought in the only fish, the size and weight of which is unknown. Funny thing about these weekend fishing expeditions, we only hear — we never see.

SALT LAKE CITY

J. B. Price

We were doubly glad to see retired Engineers GEORGE A. LORENZ and OTTO J. KELLEY, and retired Conductors FRED WALSH and HARRY B. STEVENSON at the well-attended Operation Nosebag III dinner at Salt Lake City.

During his vacation, Fireman JOHN E. FISHER took in the scenic spots of the East and came home with a new 1/2-ton pickup truck which he bought on route.

Seeking to escape the blows of Old



Mrs. Richard J. Montgomery and her children, Richard, Jr., and Karen Lee, returned home from Guam for a visit before her husband, Capt. Montgomery, is reassigned to West Palm Beach, Fla., as flying instructor for MATS. Mrs. Montgomery is daughter of Conductor and Mrs. Hans Larsen.

Man Winter by being on the inside looking out, Brakemen DAN W. SULLIVAN and EUGENE H. BEITEL bid in turns on the *California Zephyr*. Conductor WILLIAM C. THOMPSON reversed the situation by returning to freight service after spending the summer months on the streamliner. Conductor HANS J. LARSEN is "skipper" on the Tooele Valley Local now and has as his engineer, HAROLD R. HARGROVE and "Hack," the gang welcomes you back.

Congratulations to Conductor CLARENCE F. MALSTROM who, on November 1 at the meeting of Olympus Lodge, No. 235, Brotherhood of Railroad Trainmen, was presented with a 20-year BRT membership pin.

Retired Engineer EDWARD M. WALTERMEYER passed away at his home in Salt Lake on November 25. Ed worked for WP from 1910 until his retirement in 1944. Our deepest and most sincere sympathy is extended to the bereaved family.

A year of improved health is our wish for Mary, wife of Conductor

WILLIAM C. THOMPSON. She was a recent patient in St. Mark's Hospital.

Welcome to Conductor MORGAN O. HOWELL, who has taken the Salt Lake extra board in order to be with wife, Beatrice, and daughter, Gay Ann.

JAMES L. TROLLINGER was the successful bidder on the *Zephyrette*, having bid in the turn formerly held by IRVING L. KILGORE who has transferred to the *California Zephyr*.

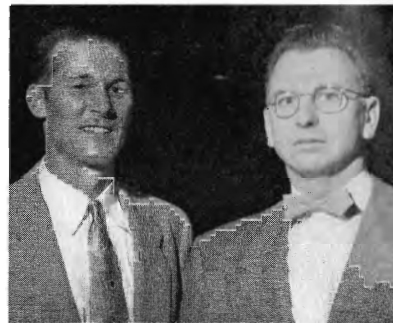
Retired Conductor and Mrs. HARRY GIBSON recently spent a two-week vacation in Bermuda with their son, Capt. Gerald E. Gibson and family. They went by train to New York and then flew to the islands where they had a most enjoyable visit and saw many interesting sights. All cars are of English make and are driven on the left-hand side of the street with the speed limited to 20 miles per hour. Beautiful hotels and beaches and colorful flowers are in abundance, the Gibsons report, but because no produce will grow on the island all foodstuffs are shipped in. Their trip was marred by the illness of their daughter-in-law, but she is recovering nicely from her operation. The Gibsons also made acquaintance with a grandson, born in July.

SACRAMENTO SHOPS

Marcella Schultze

Congratulations to Sheet Metal Worker HERMAN F. SCHULTZE and to Boilermaker Foreman TRUMAN N. FASSETT. Herman was installed in December as Master of Concord Lodge, No. 117, F&M; and Truman is being installed in January as Master of Kit Carson Lodge, No. 734, F&M.

It's a small world after all . . . while Carman HENRY EVERS was waiting between trains at the Dearborn Station



Herman F. Schultze and Truman N. Fassett.

in Chicago, he bumped into AL ALLISON, former WP employee. Harry extends the greetings Al sent to his many friends.

It was June in November in our car department. On the 11th, BOBBY DICK was married to the former Patricia Terry in a very lovely formal evening ceremony. The boys are anxious to meet your wife, Bobby, having remembered that she was "Miss West Sacramento of 1954!" Another surprise occurred on the 26th when FRANK MARTELLO (a confirmed bachelor, we thought) married the former Alice Baruto of Joliet, Illinois, at a lovely double-ring ceremony. Frank met Alice when she was here visiting friends. Our best wishes to both happy couples!

Painter Apprentice RICHARD SYBRANDY doesn't have to appear on quiz programs—he won an Oldsmobile Super 88 Holiday at a Mohawk Service Station drawing. Luck was with Richard for he arrived just 15 minutes before the car would have gone to the holder of the second number drawn! Boy, was that close!

Another happy winner was Painter HARVEY WILTSEY who won a portable

TV set on our baseball raffle. Whom do these painters know, we ask?



George Napoli and his 45-pound salmon.

Boilermaker GEORGE NAPOLI had the thrill of his lifetime when he got hold of a 45-pound salmon in the Sacramento River near Verona. This is as big a salmon as has been caught in this area.

Our wishes for speedy recoveries to Boilermaker W. RANKIN, Boilermaker

Helper M. L. TOOMEY, and Laborer HANS UTHAUG, who are all on leaves of absence due to illness.

We were happy to hear from former Electrician GLEN GINBEY. He is now residing in Phoenix, Arizona, enjoying retirement, and says "hello" to everyone.

Again, thanks to my "leg-men" for their help each month during 1955. I mean Blacksmith CLIFF BENNETT, Machinist MARION VELASICH, Laborer BERT PETTENGELL, and Sheet Metal Worker HERMAN SCHULTZE!

They and I, along with all the Shop employees, say "A Happy New Year to All!"

TIDEWATER SOUTHERN

Betty Rand

BOB THOMPSON, Manteca agent, and his brother really hit the jackpot on their recent hunting trip—five pheasants, six quail, one cottontail, and three turkeys. The turkeys were won at a "turkey shoot."

Sorry to hear that Conductor BILL DAWSON is off on sick leave and we hope he is able to return to work soon.

OSCAR CORREA, chief clerk at Modesto, after three years of unsuccessful salmon fishing, finally hooked one—a 14-pounder.

L. A. HUPP, Turlock agent, and family vacationed in Denver during December, and BRAKEMAN THORLA also enjoyed a late vacation.

It was nice to see JACK WRAGG at Modesto on his annual inventory pilgrimage. Hope everything was accounted for, Jack.

A man owes it to himself to become successful. Once successful, he owes it to the Bureau of Internal Revenue.

SACRAMENTO NORTHERN

Milton Ziehm



These retired SN railroaders attended a garden party at the home of R. Bell-Booth in October. Standing are A. H. Meier, O. H. Croissant, W. C. Smith, G. N. Beeny, I. E. Bolton, Ray Bearse, and John Norgren. Sitting: S. Perry, M. Pantoloni, F. D. Manuel, and R. Bell-Booth.

Received an interesting letter from Electrician R. BELL-BOOTH telling of his recent European travels.

"The trip still seems like a fairy tale," wrote Bell-Booth. "We went to England to attend the Baptist World Alliance which attracted 8,500 delegates from sixty different nations, nine being from behind the Iron Curtain. We were informed there were 500,000 Baptists in Russia, 4,000 of them in Moscow. After visiting the English countryside, including the William Shakespeare country, we went to Ireland where we missed seeing Pat Sheehan, a former SN employee. Scotland, Holland and Germany were on the itinerary and Switzerland was found to be no exception to the expectations we had for that country."

"We were amazed at the train speeds and it was a little hard to get accustomed to having our Pullman berths across the coach. Our coach was a private one attached to express trains so we had the best. There were 29 in our party. Pretty well saturated with culture by the time we completed our tour of Italy, nothing less than an original Michelangelo did much to impress. The food and fruit in Italy were most enjoyable. In France we visited cathedrals, museums, galleries and, of course, the Follies!"

OROVILLE

Helen R. Small

Retired Conductor NEAL CAMPBELL and his wife returned from an enjoyable trip. They visited relatives in Michigan before going on to Arlington, Va., to visit their grandson. While there they had an opportunity to visit many of America's famous historical sights.

Alfred Prentiss, father of Trainmaster P. F. PRENTISS, passed away at Hayward early in November. Burial was in Memorial Park, Oroville.

Fireman G. K. HANSEN passed away on November 24 at the age of 57. He had lived in the Oroville area for the past 14 years. As a native of Canada he served in their army during World War I.

Yard Clerk NORMAN L. KEITH returned from military service and will return to work after a few weeks at home.

Switchman FLOYD M. BARNES is spending his leave of absence with his parents in St. Regis, Montana. We also have a new switchman, CLAUDE R. "BOB" WILSON.

The Oroville WP Amusement Club held one of their usual good chicken dinners at El Medio Hall on November

26. Carmen STAN KISTER and "PAT" PATTISON did the cheffing for the 110 members and their families who attended. All enjoyed the games following the dinner.

The Oroville Ticket office and trainmaster's office have new communications equipment, recently installed by GIL WARE and FRANK SHIELDS.

Assistant Signal Supervisor I. T. ESLINGER is now traveling in his new "Hi Railer," an automobile which operates on either rails or highway.

Our very best wishes for another Happy New Year!

SACRAMENTO FREIGHT STATION

Nancy Di Riso

Agent V. V. SCOTT accompanied Stenographer-Clerk ELSIE GONSALVES, as her guest to the Railway Business Women's Association annual "Bosses' Night" at the University Club in Sacramento. We understand the event was enjoyed by all.

Welcome to JOE A. ANDERSON, former Assistant Division Accountant in the superintendent's office. He has taken over the job of demurrage clerk. We're happy to have you with us, Joe!

We extend birthday greetings to V. V. SCOTT, freight agent, January 10; CHARLES E. ECK, bill and rate clerk, January 13; ORTELL J. ANDERSON, yardmaster, January 19; and BOYD V. HONEA, car and interchange clerk, January 22.

Two Texas oilmen walked into a Cadillac showroom and one of them asked the cost of a de luxe model.

"Ten thousand dollars."

"I'll take it," said the Texan and peeled off thousand-dollar notes. His friend whipped out his wallet. "Oh, no you don't. After all, you bought lunch!"

SAN FRANCISCO

Rita Connolly, Molly Fagan, Lawrence Gerring, Gwen Monds, Carl Rath, Bill Royal, Frank Tufo.

News from fourth floor accounting is that JACK DUNNE recently announced his engagement to Miss Maureen Mc-Nevin of San Francisco. The wedding has been set for June, 1956.

LARRY SHAUGHNESSY recently brought to the office to show his co-workers an insurance broker's license he received last month from the Insurance Commission of the State of California.

Amazing what a bucket of paint can do, and the walls of our accounting department are now freshly coated in green. Just to the liking of our genial Irishman, EMMETT DILLON, assistant auditor payroll accounts.

DAVE SPOWART, auditor equipment service accounts, JOHN MURRAY, assistant to general auditor, BOB BREW, assistant transportation engineer, and J. C. COTTER, assistant superintendent communications, are back from the East where they made a



W. A. Tussey, assistant to general manager—labor relations, presents Mrs. Beth Engel, secretary, with her 15-year service pin.



survey of C&O and Erie procedures in handling train and other reports, by combination of IBM and teletype machines.

When AL TOWNE, freight traffic department, and MILEPOSTS correspondent, left the company November 30 he was headed for Fort Ord. Must have gone by boat because latest reports are that he is at San Diego for nine weeks' training with Uncle Sam's Navy!

SAM W. FORDYCE, executive assistant, took his son and daughter-in-law, from St. Louis, to the San Francisco Yacht Club's annual dinner last month. A highlight of the evening, particularly for young Fordyce, was to see his mother as one of the models during the fashion show entertainment. Sam is a director of the Club.

Hats off to RAY SANTIAGO, telegraph office, for his efforts in helping to curb juvenile delinquency. As leader of a church club, the St. Paul Franciscans, Ray arranges for and supervises dances, bowling and other social activities and edits a small bulletin for the members. He also encourages church attendance by first having members of the club meet as a group so they can sit together during services.

Newcomers to Western Pacific are STANLEY RAIFF, public relations assistant, and DOROTHY UNUM, stenographer-clerk, labor relations department. A native of Brooklyn, Stan is experienced in PR work, has written TV and radio programs, coached in Little Theater work and wrote TV and radio programs for the Mellon Foundation. Dorothy is experienced in legal work and was a member of the Waves and did service on Okinawa. Welcome to WP!

From THOMAS P. BROWN, retired publicity director, MILEPOSTS learned that a birthday party was given on December 4 by Mrs. Dorothy DeGraff Weaver to celebrate the 87th birthday of her father, DEANE C. DEGRAFF. Mr. DeGraff retired as general auditor on June 30, 1946, after a railroad career of 58 years, 38 of which were with Western Pacific. Mr. and Mrs. Brown were among the guests.

Happy New Year Wish to All

MILEPOSTS received the following letter from Louis R. Demson, retired machinist:

"This is to wish a Happy New Year to all of management and employees of the Western Pacific Railroad. I would like to hear from some of the old-timers that I once worked with and whom I read about in MILEPOSTS.

"If any of you motor through my part of Utah I would like to see them. I am located in Salem, Utah, 16 miles south of Provo.

"The pheasant shoot this year was very good down here.

"Wishing again a Happy New Year to all."

LOSS AND DAMAGE COST TO WP REDUCED AGAIN

July, August, September, 1955 . . . \$129,068.52
July, August, September, 1954 . . . \$155,902.56

Wealth

By Waldemar W. Argov

To have a sense of appreciation that some things are of more value than others lends a quiet, inward calm beside which other forms of pleasures and rewards are nothing.

To earn a little, to spend a little less than one earns . . .

To love and nurture a few living things . . . a plant in the window, or an affectionate dog . . .

To thrill at the sight of a morning sunbeam lacing itself through the dinginess of your room . . .

To own and often read a few favorite books until they grow as intimate as prayer . . .

To have a few understanding friends to whom you never need explain; and then to know how to keep that friendship in repair . . .

To know the quiet satisfaction of deeds done for themselves alone without any desire for reward or applause . . .

To be content with the things that are nearest . . . daily bread, daily loves, daily duties . . . so that you do not have to grasp at the stars for adventure;

then at eventide a simple prayer with the benediction of sound sleep, while the silent stars keep vigil overhead and you hold within you the childlike trust that God is behind all . . .

. . . Ah, this is to live with plenty, which is just enough to make life what it should be . . . an adventure in happiness where one finds those precious things that neither age nor misfortune can snatch away.

—Fireman's Fund Record.

Credit Union to Meet

All shareholders are urged to attend the second annual meeting of the Western Pacific San Francisco Employees Federal Credit Union. The meeting will be held at 5:10 p.m. at the general offices on Tuesday, January 24.

Members will have an opportunity to learn how their credit union is growing, take part in deciding on the amount of dividend to be declared, and take part in the election of directors and committee members for the coming year.



RBWA "Bosses' Night"

The Railway Business Women's Association of Sacramento held their second annual "Bosses' Night" dinner at the University Club on November 16. The program included entertainment by the members and a talk on television's progress by John Schacht, vice president and general manager of KBET-TV, Sacramento.

Seated at the head table decorated in an Autumn scene in the picture above are: G. W. Curtis, superintendent; Pat Marie, KBET-TV and former WP employee; John H. Schacht, guest speaker; President Shirley Bice; H. J. Mulford; Edna Spratt; and R. A. Miller, superintendent, SP, master of ceremonies.

Utah Railway Club

Trainmen in Utah organized their own Intermountain Diesel Club at a meeting held at the D&RGW Union Depot, Salt Lake City, in December.

Approximately 30 diesel specialists became members of the new Club, initiated by Warren Beynon of the D&RGW Provo depot, who was elected its first president. Stanley P. Wroblowski, assistant foreman, locomotive shop, Columbia-Geneva Steel Division, was elected vice-president, and S. S. Shaw, D&RGW electrician, became secretary-treasurer.

Purpose of the Club is to keep diesel men informed on the rapid developments within the field and monthly meetings will feature informative speeches by capacities in the diesel field.

The Club is to include all journeymen and officers of the different crafts of Western Pacific and all railroads represented in the area. January 9 has been scheduled for the next meeting at which John F. Kirkland, Pacific Coast manager of Baldwin-Lima-Hamilton Corp., will be the speaker.

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RAILROAD LINES



Erie installs first commercial application of a railroad-highway rubber grade crossing at West Salem, Ohio.

Fruehauf Trailer Company predicts railroads will buy up to 20 per cent of their production this year.

Norfolk & Western cuts full day in delivery to southern and midwestern points with new fast freight schedules between Cincinnati-Columbus and Petersburg, Va.

Orders and commitments already placed and made indicate near-record freight-car order backlog for 1956.

Chicago & North Western discussing extension of its line from Lander, Wyo. to Ogden, Utah for new east-west transcontinental connections with SP and WP.

With their order for 1,595 roller-bearing freight cars, Atlantic Coast Line will have about 5,000, the largest such fleet in the country.

New York Central thinks seriously of selling most of its passenger stations, renting back only facilities it actually needs.

Already ordered from Budd Company, three more RDC cars will give Boston & Maine a fleet of seventy.

Santa Fe's new \$7 million main line into Dallas opened on December 5.