

WESTERN PACIFIC  
*Mileposts*  
NOVEMBER 1956



# Mileposts

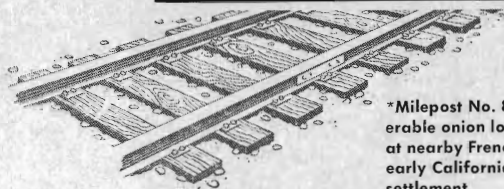
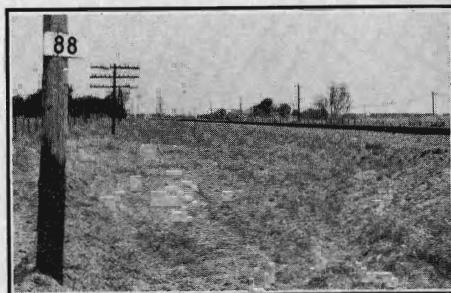
WESTERN PACIFIC

Vol. VIII, No. 4

NOVEMBER, 1956

\*Milepost No. 88

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. 88: Considerable onion loading done at nearby French Camp, early California French settlement.

## FEATURES

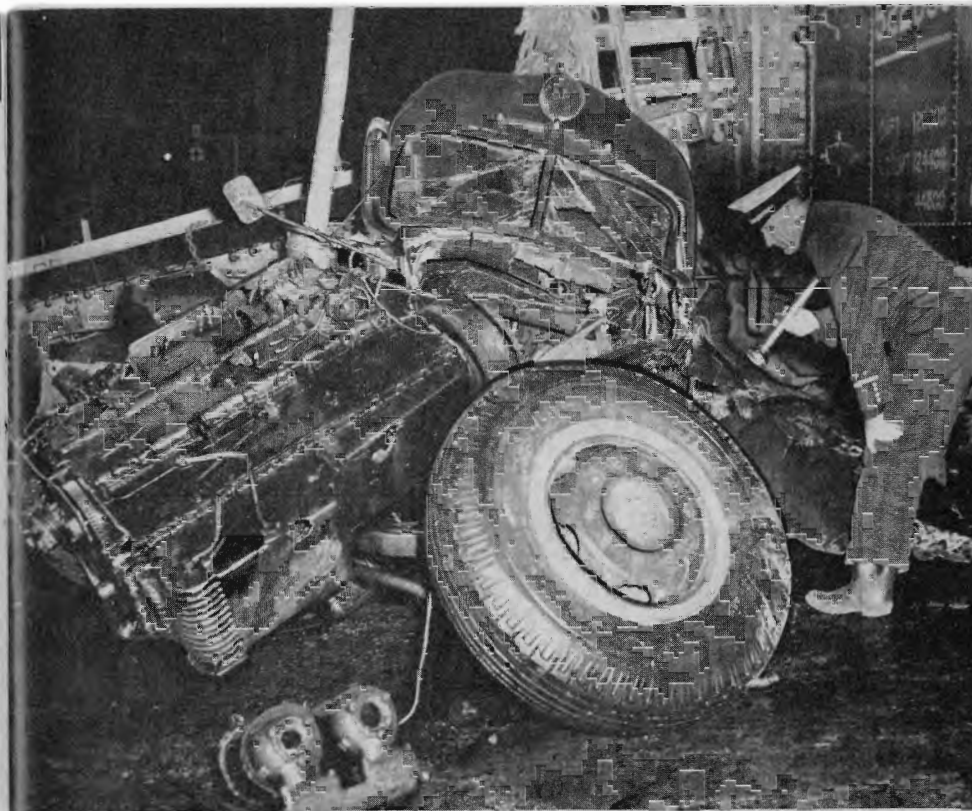
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COVER: "Our crossing signals save many lives when motorists heed their warnings," says Frank T. Kelly, signal maintainer with 33 years service. Behind Frank on CTC signal is Foreman Anderson and section crew.



MILEPOSTS



—Oakland Tribune photo.

## Is It Worth It?

### For the Time That Might Be Saved...



## Foolish Games for Foolish People

### Russian Roulette:

You put one shell in a six-shooter, flip the cylinder a few times, point the muzzle at your head and pull the trigger. If you're as lucky as you are foolish, you keep on living!

### American Roulette:

You drive your car hell-bent toward a grade crossing, don't stop, look or listen, and hope there'll be no train. If you're as lucky as you are foolish, you keep on living!

No figures are available from behind the Iron Curtain on the number of losing "winners" who gamble away their lives against a one-to-six chance with a revolver. But figures are available on the number of foolish Americans who have lost out in trying to race a train over a crossing.

You're playing for mighty high stakes when you gamble your life against a possible delay of a minute or two, and in a "grade-crossing game" the odds are all against the motorist.

Ask any Western Pacific locomotive engineer or fireman.

A study of grade-crossing accidents over the past 20 years reveals that the motorist literally, and figuratively, rolls "box cars" every time he tries to beat a freight train over a crossing. In the first seven months of 1956 highway grade-crossing accidents resulted in 719 fatalities and 2,054 personal injuries. Compared with the same period during 1955, 682 fatalities and 1,987 personal injuries occurred, which



Risky business! And far too close for comfort, especially when that tank trailer could be filled with highly inflammable gasoline.



These unposed pictures show the intensity with which Fireman H. E. Munger and Engineer Leonard Tadson were watching for "foolish drivers" when approaching highway crossings.

means that more instead of fewer foolish Americans are trying their luck, and their chances aren't good.

Trains cannot stop quickly, nor can they swerve around obstacles on the track. A motor vehicle can, and that puts the odds way down against the motorist unless he practices sensible rules of safety. Most of the deaths and injuries caused by drivers crashing into trains could have been prevented had those drivers used simple precautions. They could have stopped, but didn't.

It's hard to understand why a motorist will crash into the middle of a long-passing freight. Yet they do. A railroad train is a good-sized object and usually is easy to see, even at night. The tracks on which the trains run are also usually easy enough to see, as are certainly the warning devices which guard the crossings. Particularly those that wig-wag back and forth and are supplemented by loud bells and flashing red lights. In addition, engineers

sound their whistles at all grade crossings as an additional warning to the motorist who doesn't believe in signs. An inspection of most any locomotive cab will reveal that the whistle cord is much discolored from constant use, ample proof that the whistles are in regular use.

During a recent run of the *California Zephyr*, Engineer Leonard Tadson and Fireman H. E. Munger witnessed no less than a half-dozen close calls between the time they left Oakland and arrived at Stockton, just 90 miles away. Some drivers stopped, others stopped, then sped across the tracks, while others never stopped, looked or listened. "Trying to beat the train over the crossing," said Engineer Tadson, "makes about as much sense as jumping off the Empire State building because the elevators are too slow." Most any engineer or fireman can tell you that many times they can almost reach out and pull the rear license plate from the car of some foolish driver.

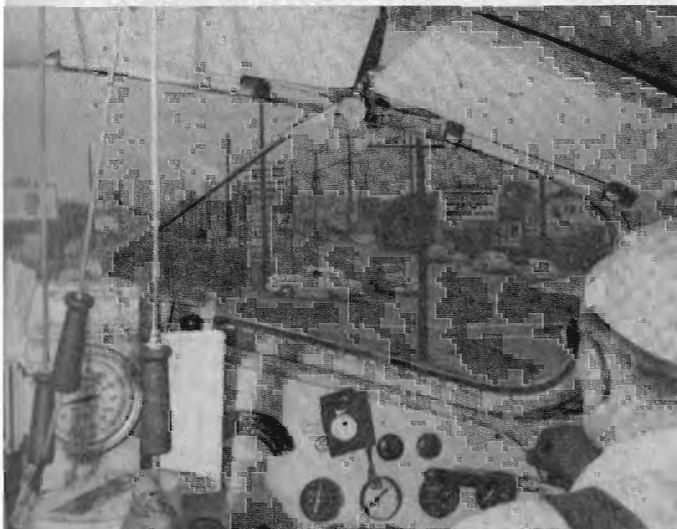


**W**HAT causes this foolish loss of life in grade-crossing accidents? Do drivers become so familiar with local crossings that they become nonchalant and careless when using them? Do they think they become so familiar with train schedules that they know for sure when a certain train is due at the crossing they frequently use? Do they underestimate the speed of trains and try to beat them over the crossing? Those who lose their lives can't answer those questions. But those who are still living should realize that nonchalance and carelessness don't belong in the driver's seat. They would also do well to remember that trains can't always keep on schedule, and that sometimes a fast freight is slipped in between the schedules of regularly scheduled trains. Rather than underestimate the speed of a train, the motorist can play it safe simply by ob-

servicing the oldest of all railroad safety rules—STOP, LOOK and LISTEN!

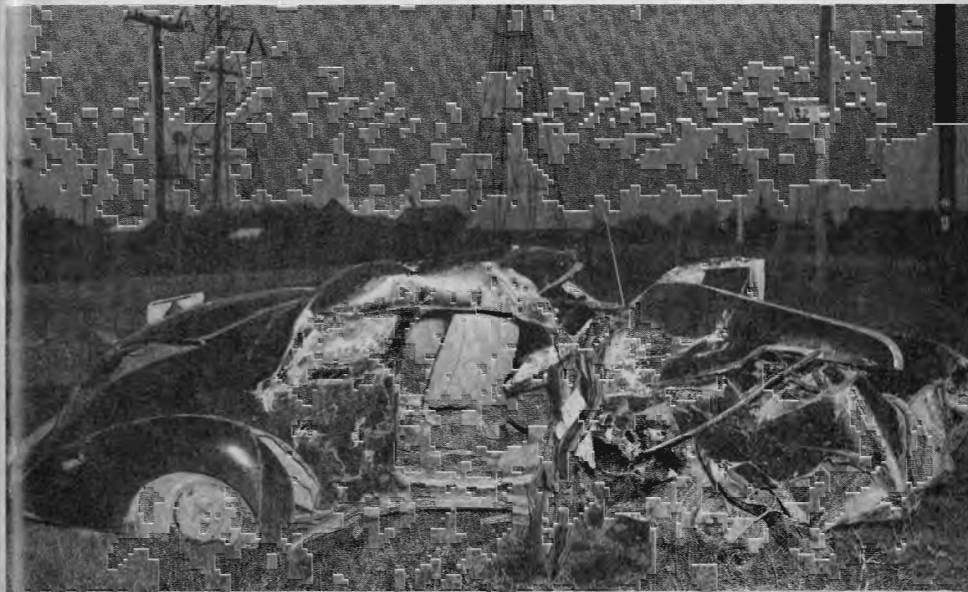
Just what would each of those 719 persons who were killed in grade-crossing accidents during the first seven months of this year have lost had they heeded the warning signs and waited? A minute or two. For the benefit of their survivors and other living motorists, it might be interesting to learn that it takes the 12-car *California Zephyr* and its three diesel units, traveling at 60 miles per hour, just a little less than 15 seconds to cross a 50-foot road!

"How about those long freights, though?" asks an over-anxious motorist, chomping at the throttle. He'll be surprised, no doubt to learn that for an average-length freight of 75 cars with four diesel units, he would have to wait only two minutes and 44 seconds while that freight crossed a 50-foot



This motorist had a hard time in making up his mind whether to cross or stop. He finally used good judgment, stopped, and let his car roll back from the tracks.

## Careful Driving Will Avoid This



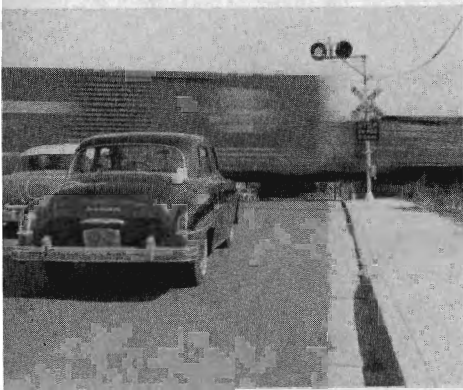
The only good thing about such "front page" pictures as this is the hope that if enough drivers see them they will realize how foolish it is to try to beat a train over a crossing. If you drive—please drive carefully. Whenever you can, urge others to do the same.

road at a speed—which is unusual—of only 15 miles per hour! Traveling at 40 miles an hour, or more, as freights generally do, that motorist would have lost not more than 62 seconds and then been safely on his way. Not a very good gamble, is it, Mr. Motorist? Just a minute or two against your life.

Western Pacific has installed crossing signals of one kind or another at over 200 road crossings open for public use just to provide warning of approaching trains to all motorists using those crossings. The installation and cost to maintain these crossings are no

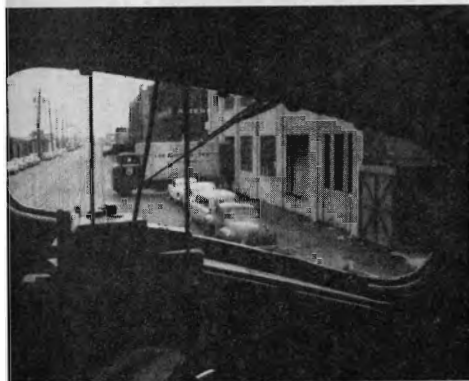
small expense for the railroad. Depending upon the type of signal, speed of trains, and other variable factors, installation of one flashing light crossing signal costs between \$6,000 and \$10,000. The average cost to maintain and operate such a signal on the Western Pacific exceeds \$350 a year.

Someone recently asked how much it would cost to separate all highway-railway grade crossings in the United States. At current wages and material prices it costs all the way from \$100,000 to 2½ million to eliminate a highway-railway grade crossing by the



Either one of these two motorists could have "stepped on the gas" and beat this freight over the signal-protected crossing. Many others have taken this chance, become panicky, or lost control of their car, and didn't get across. These drivers waited about 40 seconds and then proceeded on their way unharmed.

The train was moving slowly and control brought it to a stop for lack of clearance. We know truckers have to make deliveries, but they will avoid possible damage from collision or injury to themselves by careful parking of their trucks. Merchants who receive their deliveries usually know when trains are due to pass.



construction of an overhead bridge or subway. This cost depends upon area development, width of highway or street, number of railway tracks, length of approaches, and other factors. According to a Federal report there were 227,110 highway-railway grade crossings in the United States at the beginning of 1954. Assuming an average cost of \$300,000 each, the aggregate cost of a nation-wide grade crossing elimination program would be in excess of \$68 billion, or more than twice the total investment in all railway property in this country.

So slow down, Mr. Motorist! Heed those railroad warning signals and remember: even if you're as lucky as you are foolish and keep on living after beating a train over a crossing, those two minutes you saved won't mean much in what all railroaders hope will be for you a long, long life ahead!

### A SIGN OF LIFE!



These crossings are for your protection, Mr. Motorist, but it's up to you to take advantage. It's better to stop and wait and, besides, we think you will have enjoyed seeing the *California Zephyr* go by!

## How We're Doing

August gross operating revenues down \$153,800; 3.25 per cent under last year.

Financing for construction of Western Pacific's new \$1,300,000 self-propelled diesel train ferry, the *Las Plumas*, approved. Albina Engine and Machine Works, Portland, Ore., low bidder, will build the new vessel which will carry freight cars between San Francisco and Oakland.

A new freight station is to be constructed at 54th Avenue and San Leandro Street, Oakland, to serve rapidly growing industrial district. It will replace the present antiquated and congested facilities at Fruitvale.

At a special meeting held October 16, the Board of Directors voted the regular quarterly dividend of 75c per share on the common stock, payable November 15 to shareholders of record November 1.

The 1957 roadway and equipment improvement and modernization budget amounting to \$5 million was also approved. Major items include \$2 million for new rail renewals on the system and \$834,000 for concrete lining of additional main line tunnels presently timber lined.

*California Zephyr's* load averaged 88.1 per cent for September, 1956, compared with average load of 83.45 per cent for September, 1955.

Western Pacific diesels operating over Inside Gateway Route as far north as Bend, Ore., on Great Northern tracks, to save time in train operation and avoid the longer layover at Klamath Falls. GN engines used on WP lines south of Bieber in short turnaround or local service.

### Christmas Cards

This Christmas, once again, railroaders and rail fans can realize something of the warm spirit of Christmas in the railroad cards painted by John Rogers and published by the American Artists Group.

Mr. Rogers has two new cards this year. One card is a view from a church belfry looking down into a snow-covered town with a train just pulling into the small station. The other is a gay depiction of a train winding its

way up a hill, with the Christmas-decked caboose in the foreground. (Editor's Note: A sample of each card was received and the cards are very colorful and attractive and have the appearance of water colors.)

These cards may be purchased in most large department stores. Information as to where they may be purchased elsewhere in your locality can be obtained from the American Artists Group, 106 Seventh Avenue, New York City.



## How Public Relations Can Be a Family Affair

An incident which happened earlier this year was recently brought to the attention of MILEPOSTS. Although seemingly unimportant at the time, it meant a great deal to the person involved, a passenger aboard the *California Zephyr*. Perhaps you'd like to read his letter.

"I am the man for whom you phoned about the glasses. It was a very kind deed and I am glad that I am able to write and thank you. I know your name only because I was fortunate enough to meet and become acquainted with your husband on the train. You will probably like to know that my plan to get my spare glasses, and in which you played the leading part, worked perfectly and they were here for my use on Monday. By now the other pair of glasses is also repaired so I feel quite safe.

"I travel more than most people and am happy to recount the warmth and gratitude that I have enjoyed in meeting people like yourself who stand ready to lend a helping hand when one is in need. I thank you sincerely."

The letter was received by Mrs. Frank J. Catuzzo, wife of a Western Pacific rate clerk. The writer, Mr. Irving Palmer, broke one glass in his eye glasses while en route from San Francisco to catch the *Zephyr* at Oakland. Arriving at the 3rd and Washington station in Oakland, he stepped off the train and approached Mrs. Catuzzo and her daughters who came down to see their husband and father off on the train. Mr. Palmer asked Mrs. Catuzzo if she would be kind enough to phone his office in San Francisco and have

them forward a new pair of glasses to reach him on arrival at Peoria, Ill.

After reboarding the train Mr. Palmer, by coincidence, began conversation with Frank and in telling what had occurred mentioned the woman with the three daughters. It was then that Mr. Palmer learned that the man he was talking with was the husband of Mrs. Catuzzo.

There are many such incidents frequently happening along the railroad when WP railroaders, and even their families, can extend such out-of-the-ordinary services with little effort on their part. Such little acts of kindness can be most important to those who ride or ship on our trains. They may be our best customers.

Frank has been with Western Pacific since January 25, 1937.

### Did You Know?

In portraits George Washington is never shown smiling because he had false teeth made of rhinoceros ivory, and he had a hard time keeping them in place.

Of all the Presidents who have died Wilson is the only one who is buried in Washington, D. C.

Two Presidents, Theodore Roosevelt in 1905 and Woodrow Wilson in 1920, were recipients of Nobel Peace Prizes.

John Adams and John Quincy Adams are the only father and son who became Presidents. John Adams, incidentally, lived for 25 years after completing his term of office.

The only child born to a President in the White House was Esther, daughter of President Cleveland, in 1893.

James Madison was 5 feet 4 inches tall and weighed less than 100 pounds.

## A Time for Giving Thanks



In mid-July, 1621, members of the Plymouth Colony joined in prayer for rain. William Bradford

wrote in his diary that no rain had fallen since May and "the corn began to wither away... began to languish sore." But after prayer, it came on to rain, "sweet and gentle showers, without any wind or thunder or any violence, and in such abundance that the earth was thoroughly wet and soaked therewith."

It was then that the governor decreed that a day be set apart for thanksgiving "at time convenient." The convenient time came after harvest. Edward Winslow wrote, five years later:

"Instead of famine we had plenty

and the face of things was changed to the joy of our hearts. Nor has there been any want of food among us since that day."

Besides cornmeal for hoe cakes, ash cakes, biscuits and puddings, the colonists had turkeys, geese, ducks, venison, lobsters, fish, oysters, clams, grapes, plums and gooseberries.



"Plenty" was measured by the Pilgrims in terms of food. Now "plenty" is measured less gustatively

and more prosaically in dollars. Gross national income, government estimates say, will be 408½ billion dollars in 1956—meaningless to most of us. Our "plenty" in this time of thanksgiving can be measured, like colonial plenty, in the products of field or forest and of the sea, and also, in the products of our hands, our shops, our mills, our factories, and our railroads.

We, too, have turkeys, geese, ducks and venison. We have biscuits, cakes, puddings and pies. We have fresh fruits in kinds and quantities that the Pilgrims could never imagine. And with all this plenty of the table, we have the ease and comforts provided by central heating, air conditioning, modern plumbing, the miracles wrought by electricity, by transportation, by medical science.

Things have changed "to the joy of our hearts." Thanksgiving Day, 1956, should be a time of real thanksgiving.

The best things in life are not free—the best things in life are worth working for!

### BRINGING AMERICA'S BEST





## Dear Editor:

### Portola's Paint Spreading

I usually sneak a peek at MILEPOSTS which passes through our hands to one of your subscribers. I used to see copies regularly at a firm where I (formerly) worked and have always enjoyed it as one of the better house organs and also because of my interest in railroads and my travels on the WP.

What prompts my writing now, though, is the article on the Portola "Operation Cleanup." After the story on Tiburon a few months back in one of the home magazines, some of us have been trying to work up interest in a similar project for Mendocino. Would it be possible for me to have a copy of MILEPOSTS, No. 86, to show around and get our local paper interested? Could you help further by giving me the name of someone to write to in Portola for more details? We will appreciate your help very much.

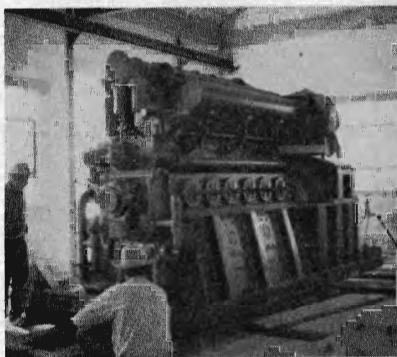
Don Burleson  
Postmaster  
Mendocino, Calif.

*Postmaster Burleson's requests were answered by letter.*

\* \* \*

### 15 Tons

Am enclosing a clipping from the Wells Progress of September 14 regarding the unloading of a generator for Wells Power Co. In order to unload this, a rig with a power winch had to be ordered from Reno. The car was set out on the house track and the flat rack truck was backed up to the end of the flatcar, and with rollers and the



A Polaroid picture from the Wells Progress.

power winch the generator was slowly moved from the flatcar onto the truck. As the power house is a very short distance from the depot, a place was dug by tractor in front of the power house so the truck was level with the floor and then with the winch the generator was pulled into position in the new Wells power house. Thought you might be interested in this project as it involved the WP.

Fred L. McElroy  
Agent, Wells

\* \* \*

### Black Sheep

The cars pictured on inside cover of your September issue, MILEPOSTS, No. 86, are not waiting for sheep loading at Carbona as stated. They consist mostly of written-out cars waiting for wrecking in Stockton yard. The stock chute at Carbona has been torn out for

about ten years. Someone must be dreaming of the long ago.

Noel G. Pendergraph  
Conductor, Stockton

*No use trying to pull the wool over the eyes of WP railroaders!*

\* \* \*

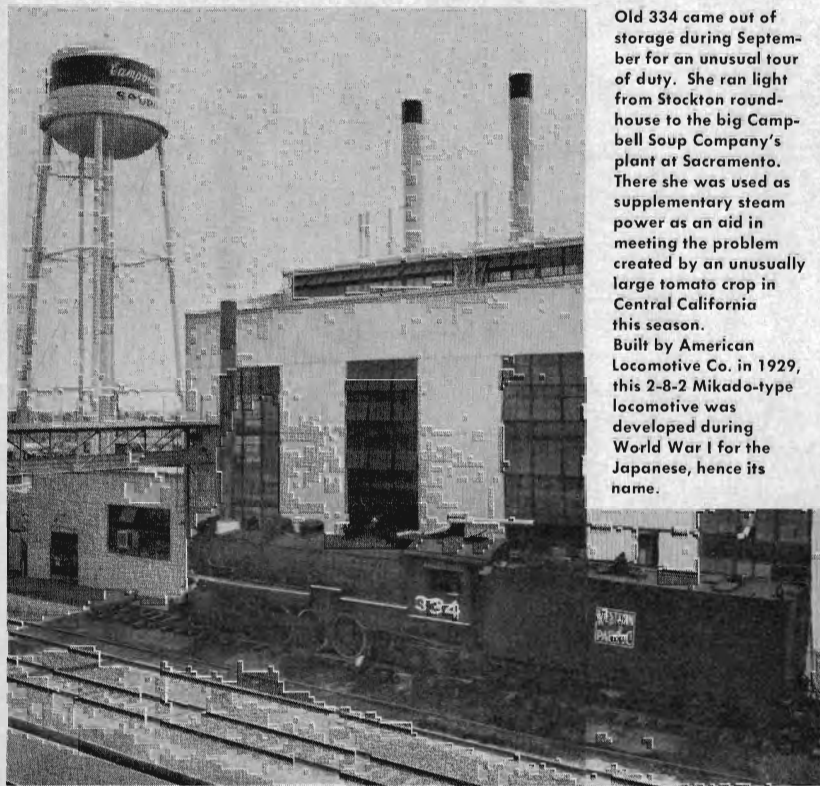
### Getting Around

Having wonderful vacation. After delightful ocean voyage we enjoyed the fine people and magnificent scenery of

Norway, Sweden, Denmark, and now Germany. We pick up a Mercedes here and drive south to Munich, Vienna, Rome, etc. Bill Curtiss (retired assistant freight traffic manager) and Florence join us in sending kindest regards to you and Hazel.

John and Ramona Coupin  
(Retired assistant to vice president-traffic)  
Hamburg, Germany

## Back in Good Use



Old 334 came out of storage during September for an unusual tour of duty. She ran light from Stockton roundhouse to the big Campbell Soup Company's plant at Sacramento. There she was used as supplementary steam power as an aid in meeting the problem created by an unusually large tomato crop in Central California this season. Built by American Locomotive Co. in 1929, this 2-8-2 Mikado-type locomotive was developed during World War I for the Japanese, hence its name.

# MILEPOSTS



# IN GOLD

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

<b>40-YEAR PIN</b>		
Cornelius R. Thomas.....	Conductor.....	Eastern Division
<b>35-YEAR PINS</b>		
Patrick G. Lorenzana.....	Machinist Helper.....	Mechanical Dept.
Harriet P. Tyler, Mrs.....	General Solicitor, Law Dept.....	San Francisco
<b>30-YEAR PIN</b>		
John W. Gavey.....	Project Engineer, Signal Dept.....	San Francisco
<b>25-YEAR PINS</b>		
N. G. Anderson.....	Section Foreman.....	Western Division
James A. Boblett.....	Telegrapher.....	Western Division
Charles K. Paye.....	Freight Traffic Manager.....	San Francisco
Earl L. Ferguson.....	Conductor.....	Western Division
Vance A. Garwood.....	Telegrapher.....	Western Division
Karl W. Johnson.....	Section Foreman.....	Eastern Division
Walter E. Moss.....	Conductor.....	Western Division
Herbert L. Nash.....	Section Foreman.....	Western Division
Raymond O. Swartfager.....	Agent-Telegrapher.....	Western Division
<b>20-YEAR PINS</b>		
Frank King.....	Yardmaster.....	Western Division
J. A. McNamara.....	Chief Clerk, Industrial Dept.....	San Francisco
Paul L. Schultze.....	Sheet Metal Worker.....	Mechanical Dept.
<b>15-YEAR PINS</b>		
Benjamin L. Battles.....	Agent.....	Eastern Division
Joseph S. Bettencourt.....	Clerk.....	Western Division
Joseph E. Bramse.....	Fireman.....	Western Division
John W. Cook.....	Carman.....	Mechanical Dept.
Wendell C. Earley.....	Water Service Maintainer.....	Western Division
Joseph S. Gillies.....	Fireman.....	Eastern Division
Murray W. Haynie.....	Switchman.....	Western Division
William A. Hoxsey.....	Brakeman.....	Eastern Division
Nelson G. Jones.....	Brakeman.....	Western Division
Elmer C. Lynn.....	Switchman.....	Western Division
Thad Mauldin.....	Brakeman.....	Western Division
John R. Meinig.....	Switchman.....	Western Division
Mildred Nielson.....	Clerk, Aud. of Rev.....	San Francisco
Hyrum A. O'Rullian.....	Chief Clerk.....	Mechanical Dept.
Edward F. Reedy.....	Brakeman.....	Western Division
Harold L. Seimens.....	Fireman.....	Western Division
William D. Taber.....	Fireman.....	Western Division
Arthur M. Teixera.....	Janitor.....	Mechanical Dept.
John C. Wright.....	Fireman.....	Western Division
<b>10-YEAR PINS</b>		
Rex Brooks.....	Dispatcher.....	Eastern Division
Jean Bruce.....	Waybill Tracer, Aud. of Rev.....	San Francisco
Joseph E. Chavez.....	Krane Kar Operator.....	Store Dept.
Claude A. Crain.....	Krane Kar Operator.....	Store Dept.
Indiana Denton.....	Interline Clerk, Aud. of Rev.....	San Francisco
Vincente Espinosa.....	Laborer.....	Mechanical Dept.
John F. Graser.....	Accountant, Signal Dept.....	San Francisco

## "Corky" Was a "Rail"

"Corky" was born on a sheep ranch near Golconda, Nevada, in 1939. His love for railroading began at an early age and before long he became a "member" of WP's signal department. His favorite "job" was riding on a motor car, and during his career he traveled thousands of miles with his "boss," John E. Williams, signal maintainer now retired.

According to John, "Corky" had a fine sense of hearing. "Many times I could hear a train miles away and I know 'Corky' heard it, too," recalls John. "I'd speak sharply to him and say, 'listen!' He would cock his head, act nervous, and I then knew he had heard the train, too. When 'Corky' acted normal I took it for granted there was no train in the vicinity. Not once during all his travels did he ever let me down. I have waited many times for trains that I could not hear because of his actions, and sure enough, within minutes a light engine or short train would appear."

"Corky" also loved a big gang of men. When John later worked out of Oroville it didn't take "Corky" long to recognize the foreman of an extra gang who came along to change out rail, and "Corky" would follow the foreman up and down the line of workmen. This was a "Red Letter Day" for "Corky."

He was also a favorite with the ladies, and many a time he would slip into the Oroville ticket office to greet



Mrs. Peterson, telegrapher, Mrs. Small, ticket clerk, Barbara Ramsey and Billie Woods.

When "Corky" passed away on August 9 he left behind many friends and acquaintances. He was only 17 at the time of his death, for you see "Corky" was half collie and half shepherd. But, according to the *Journal of the American Veterinary Medical Association*, computing his age against that of man, he lived to a ripe old age of 84.

A host of friends wish you goodbye, "Corky," and hope that all your lights will be green!

### Mileposts in Gold...

Joseph R. LaMalfa.....	Lead Draftsman.....	Mechanical Dept.
Patricia McDaniel.....	Disbursement Clerk, Accounting.....	San Francisco
George Mesch.....	Chief Clerk, Interline Divisions.....	San Francisco
Raymond E. Schrieter.....	Shop Engineer.....	Mechanical Dept.
R. F. Stenovich.....	Dist. Special Agent-Claim Agent.....	Elko



## 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:

*Dwight L. Bellows*, section foreman, Rich Bar, California.

*Harry W. Brown*, carman, Stockton.

*Arthur V. Clays*, switchman, Oakland.

*Hans H. Evers*, carman, Sacramento.

*Roy E. Falquist*, section stockman, Sacramento.

*Jose R. Gonzales*, section laborer, Carlin, Nevada.

*Gail W. Minich*, telegrapher, Greenville, California.

*Rudolph L. Muckleroy*, waiter, Oakland.

*Carlos F. Munoz*, track laborer, Extra Gang No. 5.

*Roy Peterson*, switchman, Oroville.

*George Potter*, switchman, Stockton.

*Charles E. Salisbury*, patrolman, San Francisco.

*William St. Jeor*, Tidewater Southern roadmaster, Modesto.

### George F. Street

George F. Street accepted his lunch bucket from his wife, Ada, for the last time on July 31 as he prepared to leave for his last day of work.

George's railroad career began in 1917 with the Missouri Pacific, where

he worked steadily until 1942. That year he came West and hired out with the Western Pacific. A car inspector at Oroville, George has 14 years of continuous service with the company.

George was honored with a party, just before he retired, at the home of O. P. Sondree in Thermalito. Members of his union, the Brotherhood of Railway Carmen of America, Local 679, Oroville, presented him with a watch honoring his nearly 40 years of railroading.

The Streets plan to do some traveling and George will devote some of his spare time to his hobbies, the principal one of which is collecting miniature horses. Some of his collection is shown on the shelves behind George. "I'll probably do a little loafing around and try some fishing and hunting, too," said George.

—Oroville Mercury Register photo.

### Seymour J. Harper

Engineer S. J. Harper moved from Idaho to Shafter, Nevada, in February, 1915, to farm with his father, the late A. L. Harper, who was section foreman at Elko for many years prior to his retirement.

Seymour entered WP service as section laborer at Shafter in April, 1916, became pumper there in June and was made relief section foreman the following year. He began firing on the eastern division on July 31, 1917, and was promoted to engineer on May 5, 1924.

Harper was engineer on the first *California Zephyr* between Elko and Salt Lake City when that train went into service, and at the time of his retirement was engineer on that train between Elko and Gerlach, Nevada.

Since his retirement he has moved with his family to 6609 East 12th St., Tucson, Arizona.



Photo by A. D. Hachquet, Elko

### Credit Union Director

Edward E. Evers, carman at Sacramento Shops, was recently elected director for a three-year term in the California State Credit Union League. He is junior past president of the Sacramento Valley Chapter of Credit Unions, which position he held for 20 months and is now chairman of the Supervisory Committee in the WP Sacramento Employees Federal Credit Union. He also served for three years as chairman of their Credit Committee.

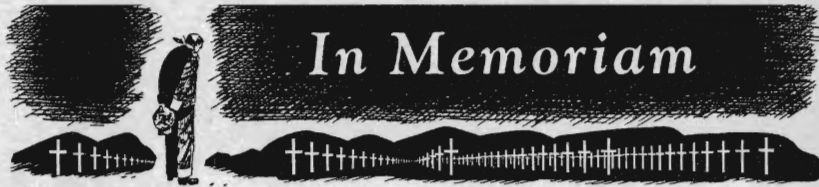
Ed was also active in organizing the Oroville Credit Union and during the past few months organized the Painters Credit Union with a potential membership of 1,500 and the Spreckels Sugar Company Credit Union of Woodland with a membership of about

200. He hopes to have two more unions to his credit in the near future.

Glenn King, president of the California State Credit Unions, recently presented Evers with his Founders Pin, given to one who has organized a Credit Union. Through his efforts at the Credit Union Convention held in Los Angeles last year, Sacramento will host the State Convention in November of 1958.

### A Thin Dime

After deducting operating expenses and taxes from gross revenues, the American railroads, in the first six months of 1956, had left only 10¢ of each dollar of operating revenue. From this 10¢ they had to pay interest on their funded debt, finance their capital improvement programs, set aside something for the inevitable "rainy day," and, finally, hope to pay the stockholders a dividend on their investment.



## In Memoriam

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

*Grover F. Barnard*, retired locomotive engineer, September 5.

*James M. Blackmore*, retired locomotive engineer, September 1.

*Albert E. Brandon*, Sacramento Northern drawbridge tender, August 9.

*Joseph H. Bunker*, retired traffic representative, September 14.

*William T. Dugan*, retired telegrapher, June 27.

*Juan P. Garcia*, Sacramento Northern section laborer, August 1.

*Thomas Gilbraith*, retired brakeman, September 27.

*Tilden H. James*, retired locomotive engineer, June 26.

*John J. Keane*, boilermaker, August 1.

*Gordon S. McKay*, retired road foreman of engines, September 22.

*Patrick J. McKenna*, retired locomotive engineer, July 11.

*Adrian C. Miller*, retired brakeman, July 16.

*Arthur R. Moran*, retired employee, July 14.

*Lucius D. Reaves*, retired section stockman, August 3.

*James P. Sullivan*, retired Alameda Belt Line switchman, July 10.

*Frances T. Wood*, retired locomotive engineer, September 19.

### Frank H. Nott

Frank H. Nott, 59, commercial agent at Sacramento for the past 18 years, died of a heart attack at his home on September 16. He collapsed while having a cup of coffee. A city fire department resuscitator squad and two physicians failed to revive him after working for more than 30 minutes.

Nott was born in Sacramento, the son of the late Harry and Cecilia Nott. His father was a native Sacramentan and a Western Pacific blacksmith.

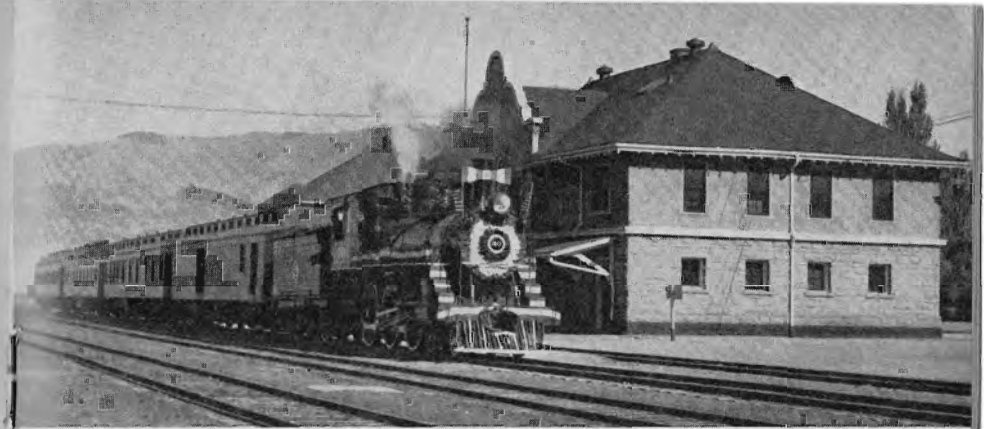
Frank was graduated from the Christian Brothers School and was a member of their baseball team. He

later played semi-professional ball.

He joined WP as a clerk 38 years ago. For 20 years he was traffic representative for Sacramento Northern.

Frank was a past president of the West Sacramento Rotary Club and the Sacramento Valley Transportation Club, a past president and life member of the Sacramento 20-30 Club and a member of the West Sacramento District Chamber of Commerce.

He is survived by his widow, Irene; a son, Frank L., of Sacramento; and a sister, Mrs. Eileen Peterson, also of Sacramento.



—Photo by Jack Gibson.

## Nevada Northern Anniversary

Nevada Northern Railway, last short line in Nevada, celebrated its 50th anniversary on September 29. Free train rides were given the children of Ely and surrounding communities, following a program with all the pomp and pageantry of a Hollywood production. The N.N.'s old 10-wheeler, No. 40, bedecked in flags and bunting, hauled the railroad's only remaining passen-

ger equipment, a baggage car and coach, and two rented coaches. 6,149 children and parents received half-hour rides between Ely and East Ely. Railfans from Colorado, Utah and California were also on hand. Nevada Northern is an important connection with WP at Shafter. WP placed a large display ad in the *Ely Times* congratulating the Nevada Northern.

### James L. Scott

James L. Scott, 78, former general passenger agent, died at his home in Felton, California, on August 25.

Scott was born in Elizabeth, N. J., on August 19, 1878, and worked for the Pennsylvania Railroad before coming to Western Pacific on August 11, 1910, eleven days before the first WP passenger train arrived in Oakland. He was first depot ticket agent at Salt Lake City, later served in the same position at Sacramento and Stockton. When the government took over the railroads during World War I, Scott's

position was abolished and he transferred to the operating department, serving as assistant trainmaster at Stockton. He returned to passenger service in 1920 as general agent at Salt Lake City and became general agent at San Francisco the next year. He was appointed general passenger agent in the mid-1920's and retired from that position on December 31, 1937.

Scott was a member of the Felton Presbyterian Church, Woodmen of the World, Kiwanis Club and American Association of Traffic Managers.



# Glee Club Christmas Concert Available on Records

Western Pacific's Glee Club, well known for its Yuletide carols at the Oakland station, as well as for many other appearances in the Bay area, will sing in many homes this Holiday Season.

A "Christmas Concert" has been recorded, embracing almost a half-hour of carols and other appropriate songs, on a double-face, long-playing, ten-inch record. Unbreakable Vinylite pressings of this record in a colorful jacket bearing a photograph of the Glee Club, will be available immediately after Thanksgiving.

The record, featuring Rita Connolly as one of the soloists, and with the full Glee Club under the direction of Eugene Fulton, includes such favorites as "Down by the Station," "White Christmas," "Angels We Have Heard on High," "Adeste Fideles," "The First Noel," and "O Holy Night." Others are "Sleep, My Jesus Sleep," "Sleep, Judea Fair," "Jesus, Thou Dear Babe," "Winter Wonderland," and "Silent Night."

In addition to entertaining *California Zephyr* passengers and employees at general office during Christmas week the Glee Club during the past four years has entertained Christmas shoppers at the Emporium in San Francisco, given special performances at the Shriners' Children's Hospital, sung for veterans at Letterman General Hospital, cheered the aged at Laguna Honda Home, and entertained diners at Rickey's in Stonestown. Many have been repeat performances. They will appear next month on Mel Venter's Breakfast Gang program over Mutual Broadcasting System.

The record will add much to your Christmas enjoyment and will make a fine gift for many of those on your Christmas list.

The records will sell for \$1.25 each (cost of pressing), which includes sales tax and cost of mailing. Your order will be mailed upon receipt of the coupon below.

Department of Public Relations  
Western Pacific Railroad Co.  
526 Mission Street  
San Francisco 5, California

Please mail to me at the following address \_\_\_\_\_ Christmas Concert  
(quantity)  
record(s) sung by Western Pacific's Glee Club. Payment is enclosed (\$1.25 each.)  
(Please print)  
Name \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_ Zone \_\_\_\_\_ State \_\_\_\_\_



## STOCKTON

Elaine Obenshain

Nine WP railroaders attended a joint meeting and luncheon given for WP, SFe, and SP by the Diamond Walnut Growers, Inc., on September 18. After the operating problems of the industry and railroads were discussed, those attending "Railroad Day at the Nut House" were given a very interesting lecture covering the history of the walnut and its introduction to California. This was supplemented by a word-picture of the handling of this nut from tree to customer. Following luncheon, the party was escorted through the plant to see the machinery used in the walnut processing routine.

Welcome back to Clerk R. S. PENDERGRAFT, who was stationed in Alaska; and to Clerk J. O. BURRIS, who formerly worked at Oroville, after military service.

We lose and wish the best of luck to Clerk RICHARD V. VAN NATTER, son of Conductor V. VAN NATTER, who has enlisted in the Air Force.

Mrs. T. R. Bristow, daughter of PBX-Operator MARY CRAVEN, flew to Fairbanks, Alaska, to join her husband, who is stationed there with the U. S. Army.

Our deepest sympathy to the family of retired Engineer JAMES BLACKMORE, who passed away in September.

Champion "fisherwoman" VELMA PRENTISS caught two limits of trout in

# Caboosing

two days while her son, Mike, 5, and daughter, Pat, 3, each caught 12. Velma, former trainmaster's clerk, is the wife of Brakeman O. K. PRENTISS.

Port of Stockton Boaters, Inc., a recently formed club to promote good will between fishermen and water skiers, recently held a "Poker Run" on the San Joaquin. About 61 boats participated from Stockton, Tracy, San Andreas and other areas. Each boat stopped at five designated resorts and received a sealed card. These cards were opened at Lost Isle resort, the last stopping point, and the boat having the highest poker hand was awarded a prize. A family picnic was held on Lost Isle. Anyone interested in joining this fun club may obtain further information from JIM HIGHTOWER, Stockton roundhouse.

We all wish Terminal Trainmaster LEE MICHELSON the best of luck on his new assignment at Oakland; and extend our best welcome to VIRGIL H. EDWARDS, who transferred from Portola to take over "Mike's" place.

We were happy to have a visit from retired Car Foreman C. L. DOANE recently. While here he told us that he and Mrs. Doane spent the summer building a cabin on Hat Creek in Shasta County. They will spend their summers there fishing, and hunting during the deer season.

Brakeman M. E. "LUCKY" McCANN was the winner here in the Grab Bag

Jamboree. But he almost missed out. At practically the last minute "Lucky" was all but steered into the trainmaster's office by Conductor J. M. KILGOUR to purchase a ticket from your correspondent. A friendly feud has now developed between these two, Kilgour claiming he should be given a portion of the winnings since he was instrumental in McCann's buying the winning ticket, while McCann claims he would have bought tickets anyway!

## CHICAGO

Dan Dutkiewicz

RAPHAEL SEHI, a newcomer to this office, took over the position of assistant export clerk, recently vacated by LEON PAUKSTA. "Ray" hails from Chitown's south side and is also a newly-



Mrs. and Mr. Ray Sehi.

wed of eight months, it was learned. Congratulations, "Ray," and welcome!

Our office files have been a little mixed up for the past few days, ever since the marriage of our File Clerk GLORIA STROM on October 6. She now goes by the name of Mrs. Gloria Jager. The "fatal day" and a honeymoon spent in Florida must have been too much for her. Our very best wishes to you, Gloria, and your husband.

Bossman ART LUND and the Mrs. took their annual trip to San Francisco. While there they visited with their daughter, Mrs. Lois Jeffords, who resides in San Carlos, California.

It was learned that SI CYBULSKI, secretary to A. H. LUND, is going to continue his management studies through the medium of a La Salle Extension University correspondence course. He formerly attended the Freight Traffic Institute (nights) for one year and also took another correspondence course with International Correspondence Schools in Scranton, Pa. In addition to this, and his connection with the American Legion, K.C.'s and other commitments, Si manages to maintain his own home on which he does quite a bit of work. The Cybulskis live on the south side and have two daughters, three and seven.

He is also quite a poet but hasn't offered any literature for some time. His song, entitled "I Don't Know What to Say," is up for sale to person or persons interested. Aside from all this, Si loves his job and says all our people are WP—Wonderful People.

"What does your wife say when you're out so late?" asked one bar-fly of another.

"Nothing," he replied, "I'm not married."

The first bar-fly pondered a bit, then asked: "Then why do you stay out this late?"

## PORTOLA

Louise Wilks

Engineer CLAIR DONNENWIRTH was unopposed for reelection for the office of Supervisor of Plumas County from Portola District. This will be Clair's third term. He is currently president of the Board of Supervisors of Plumas County and is a past president of the Northern California Supervisors' Association, and a member of the State Supervisors' Association Tax Committee and a director in the State Supervisors' Association. Clair also takes a very active part in the Water Resources hearings being held throughout the state. Clair was born in Plumas County where he has spent most of his life. He and his wife, Dorothy, have two married children, Ann (Mrs. Tommy Hardin) of Harlan, Ky., and Ray, a student at Chico State College working on his M.A. degree in Social Science, and one grandson, Mike Hardin.

Special Agent LOY HIBBS and family drove to Portland, Maine, during vacation to bring home their oldest son, Loy, Jr., who had spent the summer there with his grandparents.

The LEO SERVIAS have joined the long list of WP grandparents with the arrival of Warren Edward Kelly, to Brakeman and Mrs. GRANT KELLY.

June Marie Dalton and Donald C. Crane were married in Carson City recently and are making their home in Reno, following their honeymoon at Lake Tahoe. June is the daughter of General Ice Foreman and Mrs. REUBEN DALTON. June graduated from Carlin High School and the Reno Business College.

The Western Pacific station clerks gave a "pot luck dinner" for Train-



Mr. and Mrs. Donald C. Crane.

master and Mrs. VIRG EDWARDS before they left for their new home in Stockton. The Edwards were presented with gifts from the group.

Married recently at a very lovely fall wedding in the Portola Community Church were Edward "Buddy" Cooper, son of Conductor and Mrs. JACK COOPER, and Mary Ann Lauer, of Graeagle.

Our sincere condolences to the family of retired Engineer FRANCIS T. WOOD, who passed away after a long illness; and to the CLYDE FULCHER family, whose son, Stewart Fulcher, was killed in a logging accident.

Mama firefly to papa firefly: "Isn't Junior bright for his age?"



## MECHANICAL DEPARTMENT

Rod Rodriguez

Anyone who has not visited our new offices within the last five or six months is in for a surprise, as our building is being given a complete rejuvenation treatment. Walls have been removed and replaced in different locations so as to take full advantage of the available space and yet modernistic appearance has not been neglected. It is almost impossible to find any resemblance to the building of about six months back. Latest type air-conditioning units and a heating system have been installed, lighting facilities and fixtures have been carefully selected and planned so that maximum benefit can be derived. Telephones are of the latest models and adequately positioned so as to better serve the various department needs. Upon completion we're going to have a modern building in every sense of the word.

We expect MARY JO INGRAHAM, steno to master mechanic, will very soon be taking a leave of absence to ready that special room in her home for the arrival of a new and very special boarder.

The mechanical office staff is keenly aware of the vacancy created by the illness of our very popular and esteemed master mechanic. I am sure that he has proof of this fact by the continual inquiries regarding his health, and up to this date all such inquiries have been rewarded with definite reports of improvement. This is to be expected of anyone who enjoys and loves life as much as L. M. MORRIS. The entire mechanical department, and we're sure many other railroaders who know him, extend sincere wishes for a very prompt and complete recovery.



"Don't worry about a thing. I've installed an automatic block signal."

Chief Clerk HY O'RULLIAN and his able committee, consisting of R. L. KIMBALL, chief timekeeper; PETER DEL MORO, statistical clerk; and W. H. MITCHELL, CZ accountant, attended a dinner at the Capitol Inn to kick off the United Crusade campaign. Their efforts toward reaching their goal in this campaign were rewarded with full cooperation from the entire office force, enabling them to reach the 100 per cent mark only a few days after the kickoff date.

Our deepest sympathy to B. FINCHLEY, head AAR clerk, upon the passing away of his beloved mother.

## WINNEMUCCA

Ruth G. Smith

CARMAN JOHN DIGRAZIA has returned to his home in Winnemucca after major surgery in St. Joseph's Hospital in San Francisco. He has been away for five months and Ed FRANKLIN, from Elko, has been working in John's place.



"On the other hand what's the difference whether you give it to the Government or take it home?"

Fireman FRED ELLSWORTH and his wife have sold their home here and purchased one in Oroville. Fred has bid in as fireman at Portola and will commute from Oroville.

Retired Road Foreman of Engines GORDON S. MCKAY died in Sacramento on September 22. The McKays were residents here for several years prior to his retirement in 1946.

We're most happy to report that LESLIE NOBLE, water service maintainer, has returned to work after being away for over a year because of sickness.

## SACRAMENTO STORE

Irene Burton

Marian Madison, daughter of General Storekeeper H. J. MADISON, knows the power of advertising. She has been listening to the Lawrence Welk program so much she just couldn't put off any longer buying a new car—the one

Welk advertises, naturally. Jim Madison, H. J.'s son, recently enlisted in the Air Force and is now stationed at Lackland Air Force Base at San Antonio.

Jose Chavez, Jr., son of JOSE CHAVEZ, SR., Krane Kar operator, also joined the Air Force and after boot training at Parks Air Force Base will be stationed at Biloxi, Miss., for about 14 months where he will study radar and electronics.

JULIUS FRICK recently purchased a new cow pony and his vacation was spent riding through the hills around Volcano where he has cattle pastured.

ROY FALQUIST is still on the sick list, but we were happy to hear that he was able to stop by the store department recently for a short visit with his co-workers. Mrs. Falquist drove him over.

LEE WILLIS, Mickey and Carol Lee, have owned a boat for over a year but it was only recently that they found Donner Lake calm enough to enjoy good boating.

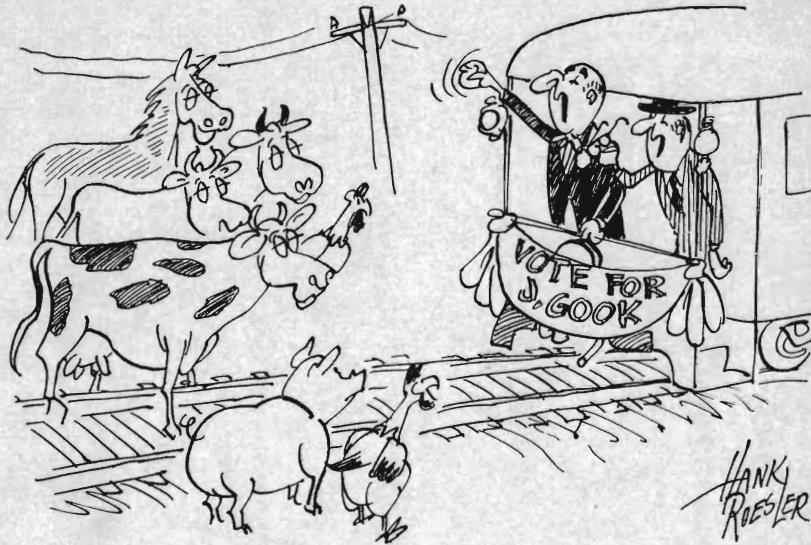
The office force presented JACKY McARTY with a gift when she left on leave of absence to prepare for the arrival of an addition to the family.

## NEW YORK CITY

Alan Hudson

ART POTVIN and BOB MORACE, and their wives, Flo and Helen, almost simultaneously added to our local population again recently. The Potvin entry was Dreux Thomas, born September 16; and the Morace addition was Darian Jane, born August 17. If it is true that like makes like, then these new young people must be nice, and we wish them a long life!

Things besides parenting are happening in twos out thisaway. JOE MA-



"Here are your glasses, Senator. This isn't a scheduled stop!"

son and wife, Marge, moved into their new manse in Mamaroneck, N. Y., on the same day the above-mentioned Darian was born, and about the time you will be reading this, BOB RITCHIE and Lorna will be moving into theirs in Stamford, Conn. Bob and Lorna have been living temporarily in Darien (not-to-be-confused-with-the-Morace-child), Connecticut.

We had a visit from an alumnus a while ago in the person of CHUCK HUDGINS, our erstwhile star steno, now traffic representative in Detroit. Chuck was seen in the company of PERL WHITE and BOB RITCHIE at the New York Traffic Club while here.

## TIDEWATER SOUTHERN

Jane Navarro

Our new roadmaster, HAROLD "SAM SPADE" GRIER, was on the job here last month. Harold found some scrap tie

plates stored at Turner Station missing the morning of September 20. After ascertaining the loss was about 500, he contacted E. H. CARLETON, assistant chief special agent, and L. P. RADCLIFF, special agent, Sacramento, and they set a trap for the thieves that night. Returning to Turner they staked out behind a crosstie pile and a mulberry tree near a storage pile of angle bars. About an hour and one-half later an auto approached and the lights went off as it stopped just off the road. Three men got out and one climbed the fence adjoining the right of way and proceeded to hand the angle bars to the others who carried them to the auto. Then . . . the agents closed in! The culprits just missed a grand theft charge and were lucky to get only 10 days each in the county jail.

BOB THOMSON, agent at Manteca, and his deer-hunting buddies, took off

to the wild mountain areas recently and bagged . . . a good-sized cold! No deer.

Section Foreman C. P. LINDMAN meanwhile didn't get any deer either, or a cold, while enjoying a trip to Ogden and Cheyenne.

## WENDOVER

Esther Witt

Once each year we catch up with the news of many WP railroaders who are retired and now reside in California. We recently had as a visitor retired Conductor and Mrs. GUS A. SNOWBERGER, of San Gabriel, and Gus gave us all the news so we could keep up on what the "youngsters" are doing. We wish each and every one of them many more happy years of retirement.

Sherry Nicholas, of Sacramento, spent a couple of days visiting her grandmother, Telegrapher ANNA BELLE ALBRECHT. This was a short stay for Sherry as she usually spends a part of each summer here with Anna Belle.

Retired Machinist and Mrs. JAMES CUPID, of Denver, who had visited their son in California where he is stationed in the Navy, and their second son who is employed in Nevada, stopped off here on their return home. They enjoyed a visit with retired Boilermaker and Mrs. JAMES A. MANAHAN.

We were doubly glad to see retired Engineer GEORGE A. LORENZ who was a recent visitor. George seems to be getting younger every year, which shows that retirement has brought him some of the best things of life.

Miss Shirley Lee, daughter of Switchman and Mrs. DAN W. LEE, is attending school in Grantsville, Utah, this year. She is residing at Warner in the home of her uncle, General Clerk HARVEY L. NAYLOR. "Cookie" has been

elected to the yearbook staff for her grade.

"The most wonderful vacation we have ever had," were the words of Switchman and Mrs. EUGENE T. LAVELLE on their return from a trip through Illinois, Ohio, New York and Pennsylvania. Scenic spots were visited all along the route.

Miss Patricia Shea, daughter of T&T Lineman and Mrs. THOMAS M. SHEA, has gone to Glenwood Springs, Colo., to attend school. She is residing with her grandmother and aunt there.

Our most sincere sympathy is extended to RAYMOND A. SARGENT and son, Allan, on their bereavement.

## KEDDIE

Elsie Hagen

Our deepest sympathy to Engineer JACK McCLURE on the loss of his stepson, Jimmy Tyler, 13, who was acci-



Schuffly

"I can't quite put my finger on it, but there's been a change in Kelly since he bought those two shares of stock."



dentally killed while out dove hunting with some friends. He lived in San Francisco but had been visiting with his aunt and other relatives in Quincy.

Welcome to **BOB REDUS**, of Milpitas, who replaced **BOB HENDERSON** as trainmaster here. The Hendersons have moved to San Jose, near Milpitas, where Bob is now trainmaster.

**WILMER CHAPMAN, JR.**, engineer, has been a patient in Industrial Hospital recovering from a siege of pneumonia and other complications, but is now at home and getting along fine.

Yardmaster **CHARLEY SELF** and his wife just returned home from a trip to Canada, and while in the Northwest he attended the 31st Railway Engineers of World War I convention at Tacoma, Wash. They stopped off in San Jose en route home to visit their daughter, Norma, and family, and to visit with their new granddaughter.

Roadmaster and Mrs. **CHET BARRY** have proudly announced they are grandparents again. Their daughter, Mrs. Denis McMenemy, presented them with a granddaughter on September 27, born in Fallon, Nevada.

Diane Fleetwood, daughter of Operator **DUDLEY FLEETWOOD**, was married to Raymond Hamilton of Greenville. The wedding took place at Minden, Nevada, and they are now making their home in Greenville where Raymond works for WP.

## MILPITAS

Philip Hazlett

Yardmaster **P. H. MURPHY** is back from St. Joseph's Hospital but will be confined to his home for a while. All his friends wish him a quick recovery.

Congratulations to Switchman and Mrs. **J. A. Miller**, who became proud parents of a daughter.

Claim Clerk and Mrs. **T. J. PORRIA** became proud grandparents.

We were all sorry to see Trainmaster **ROBERT REDUS** leave for Keddie and wish him the best of luck on his new assignment.

At the same time we wish a hearty welcome to Trainmaster **R. A. HENDERSON**.

We were also sorry to see Fireman **R. W. GRUMMETT** move to Stockton.

Welcome to Switchman **C. J. GLOVER**, foreman on the midnight job. He is moving his family here from Gurdon, Arkansas.

Engineer **TOMMY TUCKER** lost his voice while suffering from a cold and has been unable to talk. Hope those vocal cords are working again soon.

Welcome to **W. C. KELLY**, new conductor on the 12:01 a. m. local.

Also, welcome to Conductor **KEN CRAIG**, who is relieving Conductor **F. M. ALLRED**.

**C. Y. ORR**, machinist from Oroville, relieved Roundhouse Foreman **G. H. HEINTZ** while George was on vacation. Agent **K. K. DUNTON** and Footboard Yardmaster **G. A. LATHROP** were also away.

## SALT LAKE CITY

Joseph B. Price

Conductor and Mrs. **MORGAN O. HOWELL** combined their vacation with a family reunion with Mrs. Howell's relatives in the Dominion of Canada. One of the guests besides Mrs. Howell was her sister whom she hadn't seen in 26 years. Such a wonderful time was had they plan to return to Canada in 1957.

The old adage "seeing is believing" was taken up by Conductor and Mrs. **C. RAY THOMAS**, who having heard so

much about the wonders of Old Mexico, went there on vacation, making Mexico City their headquarters. We hope they found it to be the land of beauty that we did a year ago.

We're glad to see Engineer **FRANK M. NELSON** back at work again after being off quite some time because of sickness.

After laying careful vacation plans, Engineer **JAMES G. ALBERTSON** had to cancel them because of the sudden illness of Mrs. Albertson. Jim spent his time taking care of the Missus and just resting. A speedy recovery is wished for Mrs. Albertson, and better luck with your plans next year, Jim.

Regardless of rain every day, Fireman and Mrs. **FRANK A. BURDETT** and retired Engineer and Mrs. **DONALD T. WOODS** had a wonderful fishing trip to Jackson Hole, where each of the boys caught the limit.

It was with a note of sadness that we bade Engineer **DONALD T. WOODS** farewell on his retirement. Don hired out as a helper in the roundhouse in 1920 and went to firing in August of 1920. He was promoted to engineer in 1928. To you, Don, we wish many years of happiness and improvement in health as the years progress.

Conductor and Mrs. **JAMES R. HERON** spent part of their vacation in San Francisco and then returned here so Jim could enjoy some golf with Conductor and Mrs. **J. B. PRICE**.

Brakeman and Mrs. **JAMES T. GAMBLE** went by train to Seattle where they boarded a ship for Victoria and Vancouver, B. C. Upon return to the States they were accompanied by relatives and took in Glacier National and Yellowstone National parks. It was on their way home that while fishing



It was 30° weather when **George Conley**, Utah Construction Company worker, had to leave his house on September 16 at 5:00 a. m. and he managed to save only a shirt shown draped around him on the right. Keddie's new fire siren was used for the first time and could be heard 7 miles away in Quincy. Keddie volunteers kept the fire from spreading until the Quincy Fire Department and Forest Service men arrived at the scene. This picture was taken by **Tommy Keith**, sophomore in Quincy High School, and son of Roundhouse Foreman Keith.

at a location which Conductor JAMES W. DANIEL had given them, the party was surprised by a moose who proceeded to put the fishermen up a tree. Jim said he had read where lions, tigers and bears had treed their victims but this is the first time he had heard of, or seen, a moose do so.

## SACRAMENTO SHOPS

Marcella G. Schultze

Ran across the following in the August, 1956, Brotherhood of Railway Clerks Bulletin—"Do You Know . . . that the first steel rails made in the United States were produced at Ironwood, Mich., in 1885?" Having been born and raised in Ironwood up

through my high school days, you can well imagine my surprise and chagrin at not knowing such an interesting and informative detail!

Four hundred and fifty guests attended the very lovely September 8 wedding of Joanne Goncalves and Roy Cook, Jr., in the Immaculate Conception Catholic Church. FRANK GONCALVES, machinist, very proudly gave his daughter's hand in marriage.

Another lovely Fall wedding was that of Elizabeth Saville and Roy C. Merkel in St. John's Lutheran Church. Following the ceremony, a garden reception was held in the home of the bride's mother. Roy is the son of FRED MERKEL, furloughed laborer. Our very

sincere congratulations and best wishes to both the young couples.

Our deepest sympathy is extended to L. F. GIESSER, carman, whose mother passed away September 12 at the age of 94.

## SAN FRANCISCO

Doug Bruce, Rita Connolly, Molly Fagan, Lawrence Gerring, Don Hedgpeh, Carl Rath, and Frank Tufo.

T. P. WADSWORTH, assistant freight traffic manager, was one of two San Franciscans elected officers of the California chapter of the American Society of Traffic and Transportation. "Tux" was named vice-president.

Announcement was recently made of the engagement of Mary Yvonne Koster and RONALD M. TOFANELLI, a recent newcomer in the auditor of revenues office.

Congratulations to JIM FERROL, chief clerk miscellaneous accounts, and his wife, Isabel, on the birth of their son, James Douglas, born September 1. The boy weighed 8 pounds 2 ounces.

AL POTTER, chief clerk agents' accounts, announces he has become a grandfather for the second time when grandson, Donald Frank Meyers, arrived on September 14, tipping the scales at 8 pounds 6 ounces.

On October 10, Paul Revere Chapter No. 251, Order of the Eastern Star, honored MOLLY LEDERMAN, Worthy Matron, at a farewell party.

GEORGE MANNING, auditor of revenues office, teaches dancing in his spare time, and says he would be glad to teach a group of from six to twelve couples a few folk dances at this year's Christmas Party. Anyone interested should see George in Room 300.

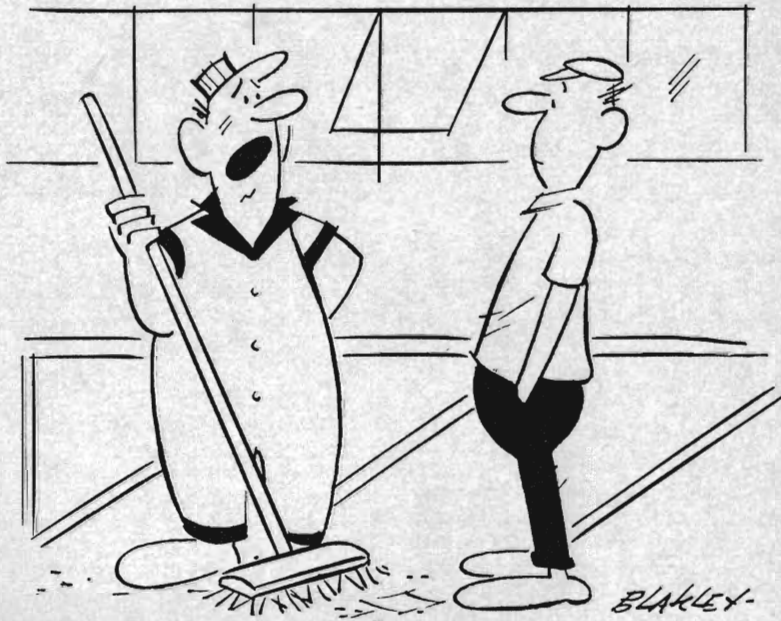


Chris Sorensen, assistant building engineer, will be surprised to see this picture, taken unknown to him while checking fuel oil supply recently.

EDITH BARE, auditor of revenues office, and her family have purchased a home in San Francisco.

RAY BEST, signal draftsman, was operated on recently in St. Joseph's Hospital, as was Roy S. FIELD, TCS maintainer at Marysville; R. H. MILLER, test foreman Signal Gang 3, was off for six weeks recently, suffering with arthritis; and J. S. ANDERSON, signal construction supervisor, Sacramento, was operated on for skin cancer in his right ear on October 2. We wish all of them good health real soon.

During the World's Series last month, RUDY ENGEL, elevator operator, was misinformed of the score in the fifth game, with the result that he paid off the wrong man in the pool. GLAZIER BAKER, chief clerk purchasing, the real winner, was left with a 3 and 2 count while Rudy was running bases around general office trying to get back the winner's share he had turned over to JIMMY LYNCH, superintendent, who was in the office from Elko. Jimmy was



"I'm just wondering if there's any truth to that rumor I started about the shops moving out of town."  
—Industrial Development Magazine.





"Oh, I ain't skilled at anything. I thought you might have something for me in the office!"

right in there pitching all the time, keeping Engel on edge for some time, but finally conceded the game and Glazier finally connected. Rudy got a walk.

With the price for a cup of coffee going up all around town, MARY JENKINS, who runs the eatery in the roof lounge, reports business better than ever. A cup of coffee, hot chocolate or lemonade in the lounge is still only a dime.

Congratulations to BERNADETTE McHUGH, ticket clerk, on her marriage to Francis J. O'Connell at St. Michael's Church in San Francisco, October 6.

We were sorry to learn that SPEN LEWIS, assistant chief clerk to superintendent of transportation, was operated on for kidney trouble while spending his vacation in San Diego. At last report he was recuperating at San Diego and we all hope he will soon be back at work.

EMILE M. JORGENSEN reported to the engineering department on October 4 for assignment as junior draftsman.

He came here from Murray, Utah. Congratulations to C. W. "RED" JOHNSTON, assistant car foreman at 25th Street yard, on his marriage September 29 at Concord to Rose Martinez. A reception followed the ceremony and the couple will make their home in Oakland.

ROBERT F. GOLDEN, secretary-clerk, president's office, recently saw the Broadway play "The Boy Friend" for the third time—the last one with an all-Mexican cast who spoke no English. The best part was Bob had a fourth-row-center seat in the Mexico City theater for an equivalent cost of 96 USA pennies.

After admiring a new-model car in the window of a downtown automobile concern, a man went inside and bought it.

"Would you like to take the car with you now?" the salesman beamed at him.

"No," murmured the man reflectively, "I think I'll let it stay where it is. I'll never find another parking place this good."

\* \* \*

The couple arrived early at the theater. The girl excused herself and slipped out of her seat to go and mend her make-up.

She had difficulty locating the cloakroom, but eventually entered a large room, furnished in the old Victorian style. There was no one about save a maid dusting a chair. Carefully she restored her make-up, adjusting her hair and straightening the seams of her stockings. Then she hurriedly worked her way back through the passages to her seat and sat down beside her escort. The play had started. "How did it begin?" she whispered to her boy friend.

"You should know," was the terse reply. "You were in it."

\* \* \*

For years the bum slept under railroad bridges and in ditches. Then one day he switched to culverts and became a man of distinction.

\* \* \*

The reason there were fewer wrecks in the horse-and-buggy days was because the driver didn't depend entirely on his own intelligence.

## Hogger turns Sourdough

... for eight weeks, that is

You'd think that a railroad "hog-head" would be happy to do anything but ride when he had a chance to relax, but not Engineer George R. Moody, who has been pushing locomotives around since 1941, and was a fireman before that.

This fellow likes the open road in a Dodge ½-ton pickup truck which he converted into sort of a traveling caboose. Like his little jaunt this summer which registered an additional 8,989 miles on the speedometer when he returned to Oakland 53 days after leaving there. This averages only about 169.6 miles each day, not much more than a good Sunday drive. However, this wasn't exactly a Sunday drive.

Leaving Oakland the morning following his tour of duty as an engineer at Oakland yard, George headed up Highway 99 to Bellingham, Washington, then following Provincial Highways 1 and 2 to tie up at Chilliwack, Fraser Valley, B. C., on the second night. From Chilliwack through Prince George via John Hart Highway, he next reached Dawson Creek, B. C., where the Alaska Highway begins.

The Alaska Highway is no place for Sunday drivers, claims George. Much of the driving is over a rough, "wash-board," graveled road which, because of the heavy dust, requires driving with headlights on during most of the day. Despite a 65 m.p.h. speed limit, he averaged no better than 35 m.p.h. over the Alaska Highway. He could probably have made a little better average had he not been tied up for two days because of a washout in the road caused by a flash flood. He heeded



Rear of George's pickup has bed, shown in dropped position, icebox, food storage containers and room for other supplies. Small boat can be strapped on top of the truck.

good advice in keeping his tires over-inflated, which avoided any tire trouble because of heat and friction.

No trouble was experienced in obtaining gasoline, although he paid as much as \$8 for 10 Imperial gallons (about 1/5 larger than the U. S. gallon) at Dawson City. He did most of his cooking with the aid of a Coleman stove, picking up supplies when needed, some—like 51 cents for a loaf of bread—at premium prices. Fishing in this country is excellent and George saw many bear and moose, although he was told the best hunting is near McKinley Park.

Passing through White Horse, Yukon Territory, our 53-day sourdough ended his northward auto travel at Fairbanks, the northern end of the Alaska Highway. Like any good rail-roader he thought it was about time to hop aboard a train. From Fairbanks

he rode the Alaskan Railway to Anchorage, where he spent two days and met Paul Shelmerdine, former WP transportation department employee and now head of public relations for the Alaska Railway. Another rail trip of 111 miles was made from White Horse to Skagway on the narrow-gauge White Pass & Yukon, on a 5-passenger coach 12-freight car train headed by diesel power and a steam helper. At Skagway he met and visited with J. D. True, regular engineer assigned to helper service between Bennett and Skagway, and a former hostler at WP's Oakland roundhouse.

It was like old-home week for George, for while in Fairbanks he also met George Gale, another WP railroader who once worked on the east end.

Of all Alaska towns, George prefers Anchorage and would drive there again

rather than to Fairbanks were he to make another trip, which he states is unlikely unless the roads are considerably improved.

A proud possession is a certificate given George stating that he flew over the Arctic Circle on July 31 from Fairbanks to Point Barrow. During the flight he saw the sun set and rise again within 45 minutes. "When at about 7,000 feet the stewardess told me to fasten my seat belt. The plane suddenly shot upward for about another 500 feet, then suddenly dropped down to 7,000 because, as the stewardess announced: 'We had to clear a high fence which marks the Arctic Circle.'" George remarked that even Texas doesn't have fences that high. During the return to Fairbanks about 500 miles of the flight was over the Arctic Ocean.

"Another Wien Alsaks Airline flight on August 7 took me from Fairbanks

to Kotzebue and Nome," related George. "While at Nome I rode on seven miles of the first railroad in Alaska, now known as 'Curley Q Railroad.'"

Back to his traveling caboose, George followed the Alaska Highway southeast to Tetlin Jct. Leaving the highway there he went northeast to Dawson City which is at the head of the Klondike on the Yukon River. Here, he saw many of the old hotels and saloons made famous during the gold rush days. Continuing southeast from Dawson City George ferried across the Yukon River at three crossings before getting back on the Alaska Highway near White Horse. He then headed southeast to Dawson Creek, Edmonton, down through Jasper Park, Lake Louise and Banff; on to Calgary,

Great Falls and Billings, Yellowstone, Jackson Hole, Denver, Salt Lake City and home. He topped off the entire trip by stopping over at Sacramento for two days to take in the State Fair.

He obtained nearly 1,000 feet of 8-mm movie film during the trip.

Moody's advice to anyone wanting to see this country is to take not less than six weeks for the round-trip, going and returning directly via Alaska Highway.

George first worked for Western Pacific in the icing department from 1923 to 1926. In 1928 he returned to the Company after an absence to work in the mechanical department. He entered engine service as a fireman in 1930 and was promoted to engineer in 1941.

## Summer League Bowling Champs

The Silver Arroyo mixed doubles team won the championship of the San Francisco Summer Bowling League, but they had to do it the hard way. The new champs, Frank Thompson, Gene Macomber, Ann Malfa and Ruth Stone, won the championship in the last frame of the last game by only four pins.

For that matter it was a nip and tuck race from the beginning. With only three weeks to go, first and last places

were separated by only two games. Ten teams of mixed doubles (two men and two ladies) entered the league which ran for 18 weeks.

Leading bowlers were:

	Average	High Game	High Series
Frank Thompson .....	172	225	647
Jack Hyland .....	158	209	507
Henry Ashley .....	156	211	521
Leonore Studt .....	147	190	487
Bobbie Collins .....	140	176	477
Helen Bettini .....	139	198	484

Summer vacation was near and the teacher was trying to give her class an impression of fractions which would carry over until school resumed. She told them they could think of fractions at home as well as in school and gave such examples as "half a sandwich," "quarter of a pie," and "tenth part of a dollar."

At one point little Johnny caught on and proudly exclaimed: "My father came home last night with a fifth!"

A meek little man arrived home unexpectedly to find his wife in the arms of another man. For the first time in his life—the very first time—he was enraged. Seizing the other man's umbrella, the maddened little fellow raised it high above his head with both hands, then brought it down sharply over his own knee. It broke in two. "There," the little guy screamed, "I hope it rains!"

George's traveling caboose is equipped for any kind of roads—heavy-duty tires, spotlights, two spare tires, extra gasoline tanks, chains and other essentials. An electric shaver works off cigarette lighter, and electric fan comes in handy in hot weather.





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## RAILROAD LINES



B&O, Lackawanna and Pennsy extend piggy-back services.

Longest railroad stretch ever built in Latin America well under way in Colombia to serve large oil reserves and other industrial developments.

Railroads will receive about 4 per cent of total Federal highway program expenditures for transportation of materials and machinery according to West Coast engineering consulting firm.

Union Pacific inaugurates new passenger train for local service between Omaha and Los Angeles, Nos. 7-5 and 6-8.

Norfolk & Western to increase capacity of its South Norfolk yard by 2,500 cars.

Freight cars on order September 1 totaled 122,870.

Rock Island gets first of 50 four-wheel 38-foot freight cars designed to carry interchangeable bodies.

Writing desk size portable electric piano in use on club car of New York Central to St. Louis.

Burlington adding new Chicago-Denver dome-type "Zephyr" featuring a brand-new "slumber coach."