

WESTERN PACIFIC
Mileposts
SEPTEMBER 1959



Mileposts

WESTERN PACIFIC

Volume XI, No. 2

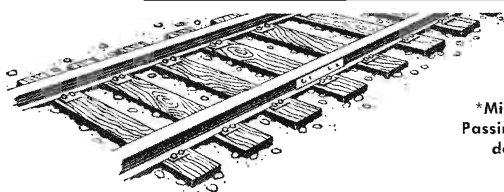
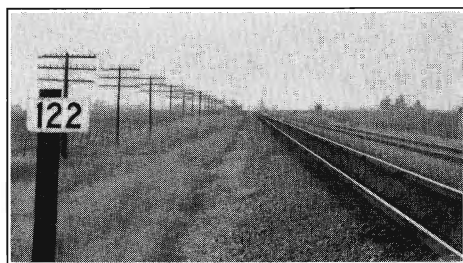
SEPTEMBER, 1959

*Milepost No. 122

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. 122:
Passing through rich
delta farmlands.

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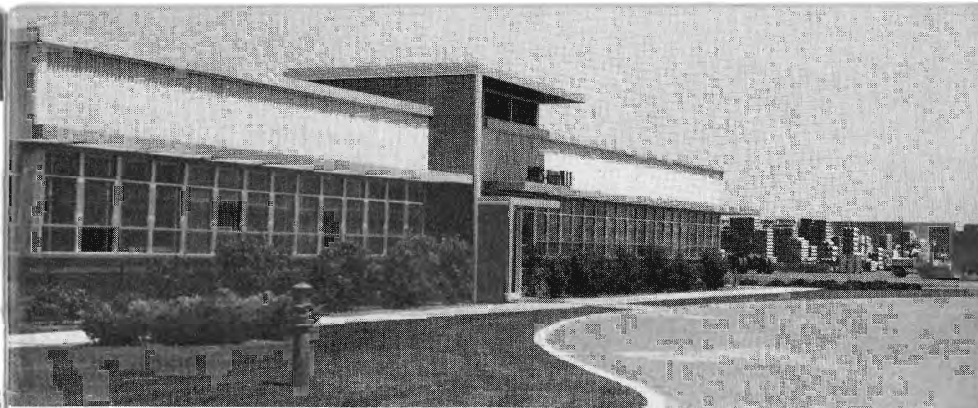
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COVER: Making up a trainload of Transite® pipe for a special movement from the Johns-Manville plant in Stockton. See story beginning on Page 3.



MILEPOSTS



Johns-Manville's attractive plant at Stockton

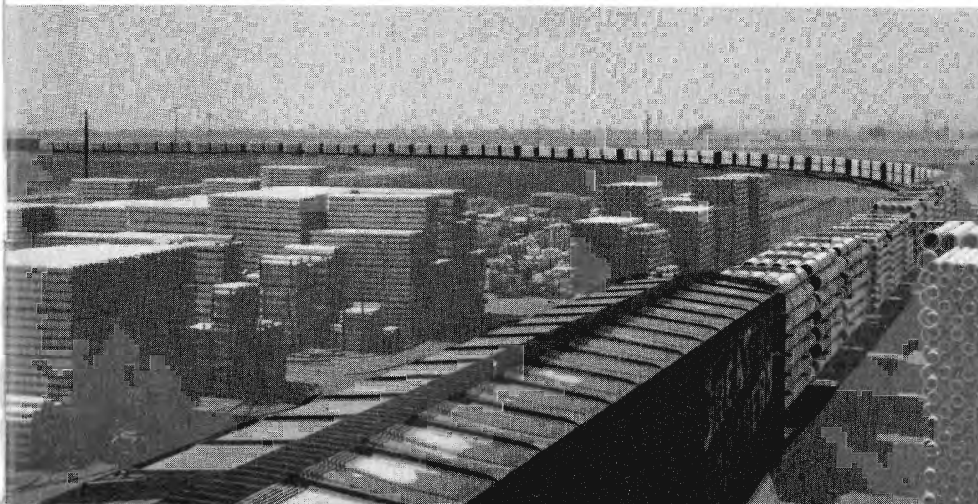
Shipping pipe by trainload

One of Western Pacific's good Stockton customers is Johns-Manville Products Corp. of California. The company's attractive, modern plant is located on Sperry Road in an industrial tract developed by the railroad. Operations began in October 1957 under the supervision of Plant Manager A. H.

Schillig. He is assisted by D. R. Thomas, production superintendent, and F. J. Walczak, planning and scheduling supervisor.

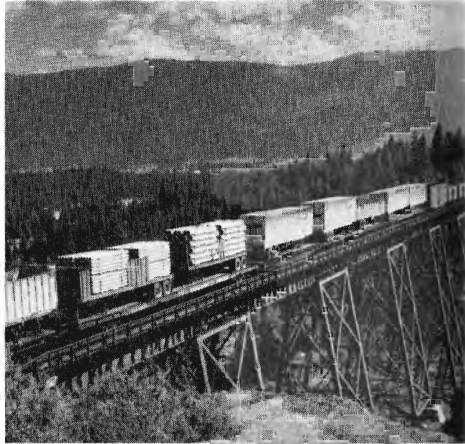
The company's product is Transite® pipe, made of asbestos-cement, which Johns-Manville introduced in the United States in 1929. Smooth, strong, corrosion-resistant, and rust-proof, it is manufactured under heavy

First of several trainloads of Transite® pipe about to leave Johns-Manville plant in Stockton. Box car is filed with fittings and couplings.

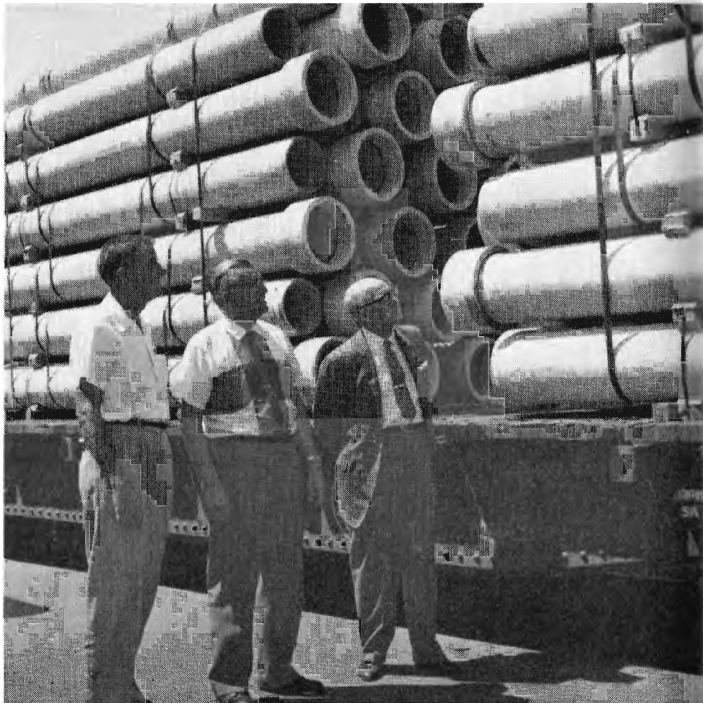


hydraulic pressure. It gets its tensile strength, many times greater than that possessed by conventional concrete products of equal thickness, according to Johns-Manville, from a reinforcing network of countless numbers of tiny, yet amazingly strong, asbestos fibers. These fibers are imported from Africa, Australia, and Canada.

Rail-served exclusively by Western Pacific, several trainloads of the pipe left the plant in a special movement during July and August, arranged by J-M's Traffic Manager Adrian Verduzco. Other shipments move eastward and to the Northwest regularly in piggyback service. A loading method developed by Johns-Manville research has kept damage to a minimum.



Two trailer loads of pipe ride piggyback over WP's Clio trestle in Feather River Canyon.



Closeup shows loading method used to insure good handling of pipe. J. F. Walczak (center), J-M's planning and scheduling supervisor, explains method to (left) Frank J. Lindee, sales representative, and Robert R. Taylor, district sales manager, WP's Stockton office.

Freeing the Freeways

THE picture at the top of the opposite page, greatly enlarged, was used last month as a Western Pacific ad and appeared in nine national magazines. Wording, which appeared in the ad below the picture, read: "The truck route that isn't on your road map!"

Part of the text which accompanied the ad, read: "A few months ago some of these truck-trailers were crawling up the grades and bucking the traffic on the main highway routes over the High Sierra. But with the growth of Western Pacific's piggyback operations more and more of them are taking the train—traveling over WP's low-altitude, all-weather route between Salt Lake City and Northern California."

Rather timely, we think, was the title which accompanies this article, and which also accompanied the following bit of logic which appeared in the July 13 issue of *California Feature Service*. It read:

"Any motorist who has been caught behind a giant trailer rig on one of our freeways, and has experienced the jolting effect of worn pavement in the truck lanes, can sympathize with the correspondent of the *Sacramento Union* who cried out in exasperation recently that the right name for freeways should be Freightways. So can the taxpayers who build and maintain these roads. And so can those other taxpayers, the railroads, who suffer business-wise as well from this tax-subsidized competition.

"In a very true sense our great highways have come to be the 'rights-of-

way' of a burgeoning freight business. They must be built to withstand the tremendous pounding of heavy loads, at millions of dollars in extra costs to those who pay for them. Whereas the railroads maintain—and pay taxes on—their rights-of-way, the truckers ride almost free.

"This inequitable situation has long been a serious factor in the desperate financial problems of the nation's railroads. Every new state or federal highway project merely compounds it. It is to the great credit of railroads that despite governmental indifference to this problem, they have done much on their own to alleviate it, in so far as they can within the antiquated rate regulations that still strangle them. The rapid growth of piggyback transportation of loaded truck trailers is a case in point.

"By literally lifting heavy trucks off the highways, and depositing them at a terminal near their destination, the railroads have provided a triple service. They have met competition by sharing it; they have made a start toward clearing the highways; and they have given both shippers and buyers the advantage of using the fast heavy transportation facilities which only the railroads can furnish.

"But perhaps best of all, the railroads have given the harried taxpayer and motorist a new cause for hope that some day perhaps the freightways will in a very considerable sense again become freeways."

In 1958, railroad taxes averaged upwards of \$2,600,000 a day!

How We're Doing

Order placed August 19 with Pullman Standard Car Manufacturing Co. for fifty 50-foot box cars with special loading devices and roller bearings. Receipt of cars in late September, at cost of about three quarters of a million dollars, will raise WP's percentage of special-purpose cars to highest of any large American railroad.

* * *

Sacramento city council on August 6 granted Western Pacific a two-year extension of its franchise to operate trains in the city.

* * *

Production of 1960 model passenger autos will commence September 14 at Milpitas.

The *California Zephyr* average load in July was 98 per cent of train's capacity, compared with 102.5 per cent a year ago.

* * *

Relocation of some 27 miles of the railroad easterly from Oroville in connection with construction of Oroville Dam is about 30 per cent complete.

* * *

For the month of July, 1959, compared with July, 1958, net operating revenue decreased 34.3 per cent; net income decreased 49.6 per cent. For first seven months 1959 net operating revenue increased 39.2 per cent and net income increased 55.2 per cent, compared with same 1958 period.

Courtesy builds goodwill

Courtesy, according to Webster, means "courtly politeness," "a favor performed with politeness," "an expression of respect."

One of the nicest things about courtesy, of course, is that when it is applied to everyday contacts, it makes each task that much easier to do. Moreover, it builds goodwill and prestige both for the individual and the company he represents.

This presents a golden opportunity to railroad people who are so regularly in contact with the traveling and shipping public.

To be truly effective, courtesy must be practiced around the clock. A railroad man is a railroader whether he is on the job, visiting with friends, or on vacation. His actions, at all times, tend

to speak not only for him but also for his railroad.

One opportunity for Western Pacific railroaders to practice courtesy is when talking on the telephone. How often have you been exasperated when the voice at the other end is abrupt to the point of discourtesy? . . . when you get "brushed off" after asking a simple question?

Millions of dollars in sales potential is lost each year by bad telephone manners, or through abruptness in discussions with a prospective customer. All the goodwill effected by other railroaders suffers when any one employee, whatever his job, displays indifference or is discourteous in his dealings with the public.

Courtesy can help to make our railroad a better one.

A circus is for kids

It isn't easy for a kid to see a circus these days. The big show under a tent is fast disappearing. That's why, for eleven consecutive years, Western Pacific and the Winnemucca Shrine Club have gone all out to treat northwestern Nevada children to the "Greatest Show on Earth."

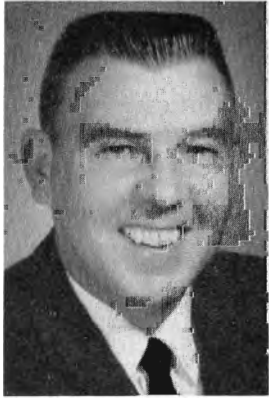
This year, on August 5, Western Pacific ran a 16-car special from Winnemucca to Reno, under the direction of past potentate Judge Merwyn Brown of Winnemucca. As in previous years, the railroad parked the special at Winnemucca station the day before the trip. Part of the fun for the kids there is painting the sides of the cars with names, faces, and pictures. The result, too, is a colorful train.

Seats empty on leaving Winnemucca were quickly filled as the special made frequent stops at desert wayside points, and nearly 1,000 were aboard when the special reached Reno. Shrine Club and railroad representatives saw to it that box lunches were made more appealing by distributing pop, ice cream, and milk. Those who over-indulged were comforted by a nurse and a doctor aboard the train.

There were thrills and laughs galore as the show went on in University of Nevada's giant outdoor MacKay Stadium. The performers enjoyed it, too, because of the spontaneity of the receptive audience.

Many of the children had never before been on a train or seen a circus.





Promotions and transfers

L. D. Michelson

Leland D. Michelson was appointed assistant superintendent of the western division, effective July 1. He succeeds John J. McNally who retired on June 30.

"Mike" first entered service with Western Pacific as a clerk on the eastern division in June, 1928. In addition to several clerical positions in the superintendent's office, he also worked on line, and as agent at various locations before becoming chief clerk to the superintendent. During 1944 and 1945, "Mike" was traffic freight and passenger agent at Elko.

He was appointed traveling auditor on August 15, 1948, and came to San Francisco as auditor of payroll accounts on September 1, 1949. His next appointment, on May 16, 1951, was as acting trainmaster at Salt Lake City. This led to promotion as trainmaster at Keddie on March 16, 1952, and one year later he was appointed terminal trainmaster at Stockton. He became terminal trainmaster at Oakland on

March 16, 1956, his position at the time of his most recent appointment.

"Mike" is a native of San Francisco, born July 5, 1914. His father, the late A. P. Michelson, was chief dispatcher for the railroad until his death in February, 1942. On September 15, 1934, "Mike" married Vera McKnight at Elko. Their only child, Barbara, graduated last June from Sacramento State College and is now a lab technician at Mercy Hospital in Sacramento.

A track, baseball, and basketball star while attending Elko High School, he once turned down an athletic scholarship for Stanford University. He had an opportunity to enter Coast League baseball but, in 1932, he decided to remain in railroading rather than being "farmed out for experience" by the Sacramento Solons.

V. H. Edwards

Succeeding Michelson, Virgil H. Edwards became terminal trainmaster Oakland-San Francisco.

"Virg's" service with Western

Pacific began on August 11, 1926, as an engine wiper in the Oroville roundhouse. During the following year he also worked as blacksmith helper, boilermaker and hostler helper, also at Oroville. He became a fireman in 1927, and when cut off during depression years, "Virg" returned to the roundhouse, holding several positions at Oroville and later Portola. He was promoted to locomotive engineer in 1937 and most of his engine experience was in the Feather River Canyon between Oroville and Portola.

"Virg" was appointed road foreman of engines at Portola on July 1, 1948, became trainmaster there on November 16, 1950, and on September 15, 1956, was appointed terminal trainmaster at Stockton, which position he held at the time of his present appointment.

His 21-year-old son, Franklin, who lives in Portola, is presently working for the railroad as a brakeman at Oakland.

"Virg" has been a member of the Eagles, Oroville Aerie 196, since 1931. He is also a member of Portola's Grizzly Lodge 601, F. & A. M., the Royal Arch Masons, Loyalton Chapter

58, Knights Templar Commandery of Quincy, Eastern Star of Portola, White Shrine of Jerusalem, Beckwourth, and the Ben Ali Temple of the Shrine, Sacramento.

Before moving to the Bay area with his wife, Dorothea, "Virg" was active in and on the board of directors of the Rotary Club in Portola.

L. W. Breiner

L. W. Breiner was appointed terminal trainmaster at Stockton, beginning July 1, succeeding V. H. Edwards.

Bill was born at Fullerton, California, on October 9, 1927. He attended University of California from 1945 until 1949 and entered Western Pacific's 39-month training program on July 10, 1949. His first position was as trainmaster at Elko on January 1, 1953. On September 15, 1956, he was appointed trainmaster at Oroville, and went to Stockton in the same position on November 16, 1958.

Bill married the former Marilyn McGinnis on June 21, 1955, and they have two children, Laura, 2½, and Katherine, 6 months.

(Continued on Page 10)



Terminal Trainmasters
V. H. Edwards (left),
L. W. Breiner (right).



R. M. Verhaege



Roger M. Verhaege became assistant trainmaster at Stockton yard on July 1. He formerly held the same position at Milpitas-San Jose.

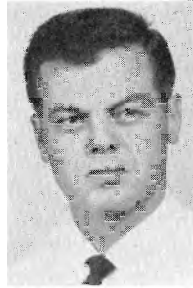
Roger was born in Bakersfield, California, on November 10, 1913, and attended schools in Modesto and Van Nuys. He first worked for Western Pacific as a switchman in Stockton yard in December, 1941; later as a yardmaster there. He entered the U.S. Army in 1942 and received a medical discharge later that year. In September, 1956, he was promoted to trainmaster for the Sacramento Northern with headquarters at Marysville-Yuba City. In November, 1958, Roger transferred to Western Pacific as assistant trainmaster at Milpitas-San Jose.

He is a member of the Escalon Lodge No. 590, F. & A. M., and the Escalonian Chapter, Order of Eastern Star. His hobbies are fishing and model train layout.

His family consists of his wife, Sheila, and two daughters, Arlene, age 15½, and Ruth, age 13. Their home is in Stockton.

Clean cars mean better service

According to the National Joint Clean Car Committee of the National Association of Shippers Advisory Board, latest available figures show that there has been an increase in the number of freight cars released in a dirty condition.



J. K. Brennan

James K. Brennan succeeded Roger Verhaege as assistant trainmaster at Milpitas-San Jose, effective July 1.

Jim was born in Salt Lake City on May 22, 1934, the oldest of six children. He graduated from Judge Memorial High School in Salt Lake City with the Class of 1952, and while there won the McGean Award, presented annually to the "outstanding athlete, scholar, and gentleman." He spent one year at the University of Notre Dame before enrolling with the University of Utah, from which he graduated in March, 1957, with a B. S. degree in economics. In 1956 he won the University of Utah-Pacific Intermountain Express scholarship in transportation.

Jim's first railroad experience occurred during school vacations. He first worked for the D&RGW as a yard clerk, became a WP fireman on July 27, 1953, and while cut off from the WP in 1955 served the SP as a brakeman at Sparks, Nevada. His appointment succeeded his training program which began on January 1, 1958.

The Committee asks that railroad personnel use every opportunity to stress with shippers and receivers the importance "of making release of cars in clean condition a natural habit."

It is for their own benefit that shippers and receivers adopt such a habit.



Dear Editor:

Small World

A copy of your publication, *MILEPOSTS*, has recently come into my hands. I found it extremely interesting, both in material and format, and am wondering if you would be kind enough to place me on your regular mailing list.

In the hope that an exchange of ideas might be beneficial and that you might perhaps find some things of interest in *The Rhodesia Railways Magazine*, I have taken the liberty of putting your name on my regular mailing list.

R. C. Gallingham
Rhodesia Railways Magazine
Bulawayo, Africa

Zephyrette commended

My four children, 7-14 years, set out for Pittsburgh on August 11 via your *California Zephyr* which ran afoul of a cement truck and later was held up again by a derailed freight, thus arriving 8-10 hours late in Chicago and too late for all Pittsburgh connections. They phoned us from Chicago, and your Zephyrette assured us all was well. The children had only \$25 between them for hotel and the next day's food.

The Zephyrette, Mary Louise Gordon, took them to the Hilton Hotel and somehow talked the manager down to \$5 for the four children! Maybe you should transfer to Promotions or Public Relations. Anyway, she paid this and other bills lest the children not eat the next day. We are

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53 years ago

I am a retired yardmaster for Oakland Terminal Railway, retired since February, 1955. I found these old clippings that I have gathered. If you can get a kick out of these 1906 *San Francisco Call* clippings. I will enjoy them in *MILEPOSTS*. I worked in San Francisco in 1906, was there during the shake.

I went to work for Key Route in 1911. When WP and SFe took over freight operations I stayed. I am not sorry. I met a fine body of men. One of the outstanding was your president, Mr. Harry Mitchell, who made it possible for me to stay to my retirement.

Al Knight
382 50th Street
Oakland, California

P. S. And thanks for *MILEPOSTS*.

* * *

Space does not permit reproducing all the old clippings. One, dated Stockton, October 24, 1906, tells of the first freight hauled over Western Pacific, a three-car shipment of wool between New Hope (northern part of San Joaquin County) and Stockton. It also said: "Western Pacific is not yet prepared to do a general freight business, but as the line is completed between the two points named it was found convenient to make shipment of the wool."



Mary Louise Gordon went far beyond her duty

returning the money gratefully, would give her a double bronze star if we could because we feel that she went way beyond the call of duty and we want you to know that you evidently have a superlative employee!

R. B. Beaman
Menemsha, Massachusetts

Reduced Medical Costs

The Medical Department board of directors and I extend sincere appreciation to Western Pacific and to MILEPOSTS for the courtesy of "piggybacking" our 1958 Annual Report in the magazine's July issue.

It resulted in a more effective distribution of the report to all employees and pensioners at a far less cost to the department than we had experienced in previous years.

Copies of the full report are available to any member and may be secured from department supervisors,

labor organizations, or the medical department's business office in San Francisco.

Roger L. Randall
Business Manager

* * *

(Editor's note: See Page 15—"Medical Rules Amended.")

Request acknowledged

I am being transferred to St. Louis, so please remove my name from MILEPOSTS' mailing list. My successor, I know, would appreciate receiving the magazine. His name and address are: Mr. Fred Rose, 1189 18th Avenue, Redwood City, Calif.

Through your kindness I've read MILEPOSTS a good many years; in fact, I believe, almost since its inception. As a railroad supply representative, I have come to know many of the Western Pacific family from Salt Lake City to San Francisco. So I wish to express my gratitude to you and your staff for some very interesting reading. MILEPOSTS has always been well written and informative.

Owen Buscho
Fairmont Railway Motors, Inc.
Millbrae, Calif.

Just a little bit better

Please send immediately the *California Zephyr's* recipe for French toast. I cannot stand listening to another morning of my husband's "Why can't you make French toast like they do on the *Zephyr*?"

Thank you for helping save a happy marriage.

Mrs. Robert Lee Brown
San Francisco

MILEPOSTS



IN GOLD

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

40-YEAR PINS		
Walter M. Bryant	Chief Clerk, Freight Depot	San Francisco
Merrill J. Butler	Head Claim Clerk	San Francisco
Walter H. Young	Locomotive Engineer	Western Division
35-YEAR PINS		
Leo L. Sillineri	Yard and Interchange Clerk	San Francisco
Robert R. Taylor	District Sales Manager	Stockton
30-YEAR PINS		
Kyle H. Calvin	Locomotive Engineer	Eastern Division
Adrian A. Herrick	Machinist Helper	Mechanical Dept.
Joe C. McCallon	Locomotive Engineer	Western Division
Ray W. Rich	Yardmaster	Oakland
Floyd D. Seaton	Conductor	Western Division
25-YEAR PINS		
Garrett A. Galbraith	Conductor	Western Division
Grant S. Allen	Superintendent of Transportation	San Francisco
John H. Pinkham	Store Helper	Purchase and Storage
20-YEAR PINS		
Philip L. Cameron	Brakeman-Conductor	Eastern Division
Ralph C. Osborn	Switchman	Western Division
15-YEAR PINS		
Leslie E. Boone	Fireman	Western Division
Harold F. Burnett	Hostler Helper	Mechanical Dept.
Roslyn Caparell	Claim Clerk Auditor of Revenues	San Francisco
Fremont M. Gollither	Fireman	Eastern Division
Manuel J. Gomes	Brakeman	Western Division
Rogers T. Harmsten	Fireman	Eastern Division
John Moran	Brakeman	Western Division
Theida L. Mueller	Secretary to Superintendent	Eastern Division
Teresa Murphy	Government Clerk Auditor of Revenues	San Francisco
Bernadette O'Connell	Rate Clerk, Passenger Sales	San Francisco
Loyal A. Potter	Baggage-man-Janitor	Western Division
Catheryne R. Rossi	Secretary to Asst. to Gen. Mgr.	San Francisco
Clifford J. Taylor	Fireman	Western Division
James A. Rossiter	Brakeman	Western Division
Harry E. Rush	Carman	Mechanical Dept.
Jessie Wheeler	Telegrapher	Western Division
10-YEAR PINS		
Denzil W. Beck	Switchman	Eastern Division
Glen C. Beck	Section Foreman	Eastern Division
Samuel Hearon	Janitor	Eastern Division
Johnny C. Hollis	Laborer	Mechanical Dept.
Arthur L. Lloyd, Jr.	Public Relations Representative	San Francisco
Robert F. Mumphy	Laborer	Mechanical Dept.
Amos O. Royce	Carman	Mechanical Dept.

An airlines passenger noticed a parachutist floating past the window.

"Want to join me?", the man asked.

"Not on your life! I'll stay right here," the passenger replied.

"Suit yourself," the parachutist said, "but I'm the pilot!"

* * *

Heard about the gal who purchased a bikini, and then tried on the union label by mistake?

WP Will Remember

"When a man has devoted a career to an industry, he has truly paid that industry the greatest compliment possible."

In behalf of all employees of Western Pacific and its affiliated companies, MILEPOSTS extends sincerest best wishes for future happiness to the following railroaders whose retirement has been officially reported:

Martin D. Coughlin, stock control clerk, Sacramento.

Lowell B. Crawford, switchman, Stockton.

Prior F. Shaw, Sacramento Northern drawbridge tender, Meridian.

Peter J. Menicucci, locomotive fireman, Winnemucca.

Albert S. Pine, assistant supervisor, accounting, San Francisco.

Alma L. Schroeder retires

The chief special agent's office lost one of its good "right arms" on July 31 when Chief Clerk Alma L. Schroeder took her retirement to end a Western Pacific service of nearly 36 years.

It was a little surprising to learn that, for a gal working with railroad police, her most exciting day during her career was July 31, 1959—the day she retired! However, Alma was never concerned with handcuffs or guns, leaving that part of the work to the men in the department. Another highlight in her career was a surprise birthday and retirement party given in her honor on July 9 by members of the department. The occasion took place at Sabella's, Fisherman's Wharf, and it was one of the few times that all on-line special agents could be together.

"I have been most fortunate in having worked under three wonderful bosses—Walter R. Groom, the late Arthur D. Thatcher, and most recently, William F. Boebert," Alma announced. "All others on our staff, as well as the



many friends with whom I have been associated, have also been most wonderful to me, and I am most grateful to all of them, and to the company for making my retirement possible."

It is difficult to believe that Alma was born 60 years ago at Washington Court House, county seat of Fayette County, Ohio. Forty would be a much

better guess. She came to California in 1922, and on November 1 of the following year she became a Western Pacific employee. A vacation relief position as temporary stenographer in the bridge and building department at Sacramento turned out to be permanent. She remained at Sacramento until 1941 when she moved to Oakland and became employed in the cashier's office at the freight house. She began her service as chief clerk in the special agent's office in July, 1942.

Alma is a charter member, and this year program chairman, for the Railway Business Women's Association of San Francisco. She is an expert at

(Continued on Page 15)

Medical rules amended

At its April 1959 regular meeting, the Medical Department board of directors adopted the following Rules amendments:

Rule 14—Hospitalization:

Provides for a new part-pay arrangement for members needing to remain at Portola Hospital beyond the limit of the one-year benefit, or beyond the period of necessity for acute care, when bed space permits.

Rule 17—Refractions:

Benefit limited to payment for only two doctor office visits for prescription and subsequent fitting or adjustment of contact lenses.

Rule 19—Pre-existing Conditions:

Reduces the waiting period from 15 years to 10 years for waiver of the exclusion against care or treatment of physical conditions or disabilities that existed prior to employment with Western Pacific.

Rule 26—Appeals Procedure:

A new rule detailing procedures required by member to exercise his right of appeal from any decision, ruling, or action of the Chief Surgeon or Business Manager which affects the mem-

ber's benefits or interests adversely. (Copy of this rule is mailed to member when any benefit claim is rejected.)

The above amendments will be incorporated in subsequent reprints of the Medical Department's By-Laws and Rules.

1,320 WP railroaders on Retirement Board's rolls

According to the Railroad Retirement Board, 1,320 men and women whose last railroad service was with Western Pacific were receiving employee annuities from the Board at the end of 1958. Their annuities averaged \$108 a month. About one-third of these employees had wives who were also receiving monthly benefits.

During 1958 there were added to the Board's retirement rolls, 156 former Western Pacific railroaders. Mainly because of death, 75 were taken off the rolls. The average award to those retiring in 1958 was \$118 a month.

At the end of the year, the Railroad Retirement Board was paying an average of \$116 a month to 354,500 retired annuitants; 128,900 of them had wives receiving wives' annuities averaging \$48 a month.

The little boy wanted \$100 badly so he prayed for it. With no results, he wrote God. The post office finally forwarded the letter to the White House. The President chuckled and ordered \$5 sent to the boy. The lad, delighted that his prayers had been answered, in part at least, wrote a thank-you note to God but added this P.S.: "I notice you routed my letter through Washington and, as usual, the bureaucrats deducted 95 per cent." * * *

Motto on executive's desk: "Use your head. It's the little things that count!"

ALMA L. SCHROEDER . . .

(Continued from Page 14)

poker, according to those who have bet against her inside straights, and they also know she can squeeze out the winning trick at bridge.

Alma lives in San Francisco, and her only plans for the present are a trip to New York and Washington in October.

Alma will be succeeded as chief clerk by Mrs. Willie Dickens, who has been stenographer-clerk since August 10, 1953.



In Memoriam

In 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:

John F. Allen, retired Central California Traction Co. brakeman, March 31.

Anna A. Barham, retired Sacramento Northern clerk, May 11.

Robert L. Bliss, boilermaker, May 23.

Frank J. Boisseranc, car foreman, June 19.

Amilcare Brusco, retired carman, June 4.

Arthur E. Bryan, switchman, July 20.

George J. Bullis, retired switchman, May 10.

Jose Caldron, retired Sacramento Northern section laborer, April 17.

Frank P. Daugherty, retired conductor, July 13.

Albert J. Drouillard, retired switchman, May 4.

Antonio Ferreira, retired miner, April 26.

Harry J. Flynn, retired assistant signal engineer, July 16.

Harry F. Freeman, retired Sacramento Northern motorman, June 24.

Anton Gallardo, retired section laborer, July 14.

John B. Hall, retired machinist, July 16.

Edwin L. Hensley, retired agent-telegrapher, June 20.

Clarence A. Holman, retired Central California Traction Co. conductor, May 4.

Charles H. Holmes, retired Sacramento Northern motorman, May 20.

Harry C. Kennedy, retired section laborer, April 7.

Frank P. Kline, retired switchman, date not known.

Forrest H. Lessley, brakeman, June 16.

Hal H. Ling, Sr., retired clerk, April 8.

Walter W. Lang, retired Oroville agent, August 22.

George E. Makres, retired Sacramento Northern section laborer, June 9.

Clyde F. Mead, retired locomotive engineer, August 9.

Horace A. Meder, retired revising clerk, June 29.

John F. Murphy, retired clerk, May 3.

Harrison A. Ramsdell, retired telegrapher, May 1.

James J. Rayal, retired extra gang laborer, date not known.

William Robbie, retired carpenter's helper, June 30.

Warren C. Truitt, retired Tidewater Southern Railway brakeman, August 8.

Michael E. Walsh, retired carman, May 1.



Caboosing

NEW YORK CITY

James B. Hansen

The reactivated Western Pacific annual dinner-show party was held on July 31. Eight couples dined in Fifth Avenue's newest skyscraper, 666 Fifth Avenue, 35 stories high and overlooking Central Park.

Following a delicious dinner, expertly served, the party "cabbed" to the 46th Street Theater to enjoy Gwen Verdon in "The Redhead," Broadway's present musical hit.

Weekly collections are now being made to insure that next year's gala event will be bigger and better, if not "higher."

KEDDIE

Elsie Hagen

Congratulations to our newlyweds! Sharon Marie Davis, of Springfield, Oregon, became the bride of our JOHNNY SMITH on July 18. Johnny works in the mechanical repair department. Claudia Chapman, former Keddie Hotel coffee shop waitress, was married to Dispatcher RICHARD A. DITMANSO on July 25. They will make their home in Elko where Rick was recently transferred. Brakeman JOHN R. LUZZADER, son of Engineer and Mrs. RALPH LUZZADER, was married recently to Barbara Rose Matousek, a student at Chico State College.

Operator BILL WAKELAND and his nephew drove to Minnesota recently

to visit Bill's mother who has been ill and is reported feeling much better.

Brakeman CLAUDE STRAHAN, who has been under medical treatment in San Francisco, is back in Keddie.

Retired Operator RAY BECKLEY and his wife have moved to East St. Louis since retirement, but returned to Keddie for a couple of months for assessment on his mining claim at Belden. Ray said he did find some gold, and took samples to St. Louis to prove it. He plans to keep it until he gets his "stake."



"If the railroad men stop here, the coffee must be terrific!"

Brakeman JACK KRAUSE's wife was installed as Department Chief of Staff at the 35th Annual Department Convention of the Veterans of Foreign Wars held at San Jose June 14-18. Mrs. Krause is in District 10.

Another old Quincy landmark is just a memory. The "Old Keddie House" on Jackson Street was razed recently to make room for a new and modern home. It is thought that ARTHUR KEDDIE had the big nine-room house built some 80 years ago, and that he had lived there until his death in 1924 at the age of 82. Wrecking men stated that square nails had been used in constructing the house and that it had weathered the years well.

SACRAMENTO NORTHERN

Milton Ziehn

Larry E. Thomas, son of Conductor L. J. THOMAS, was married on August 23 in Oroville to Miss Jo Ann Haase, daughter of WP Switchman and Mrs. ED HAASE. The couple are living in Colusa.

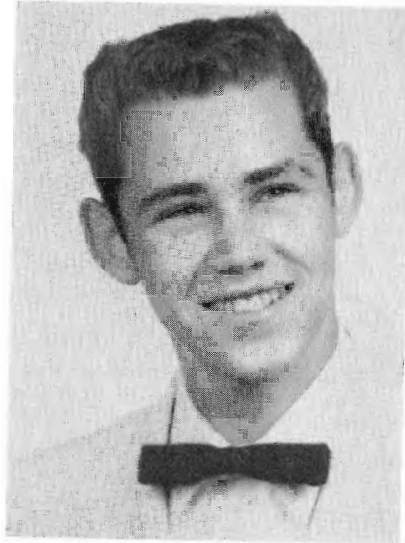
For the first time in its existence, Sacramento was host to the Little League Western Regional Tournament, held August 20-22. (Editor's note: MILTON ZIEHN was tournament chairman.) Auburn, California, team was the winner of the regional championship, defeating Vancouver, Washington, in the final game. As a result, it was also the first time a Northern California team won the chance to play in the World Series at Williamsport.

Auburn won its first two games to reach the finals, but lost out to Hamtramck, Michigan, 12 to 0. It was the first time any northern California team had reached the Little World Series.

OAKLAND

John V. Leland

Carroll H. Briggs, Jr., son of Switchman and Mrs. CARROLL BRIGGS, was selected as one of six Civil Air Patrol Cadets from California Wing to participate in the Foreign Exchange Program. He is now in Greece, and will



Cadet Major Carroll H. Briggs, Jr.

tour that country for about one month, returning to the U. S. by way of Germany and England. Cadet Major Briggs is the commanding officer of Squadron 18, Oakland. He is also chairman of the California Cadet Advisory Committee and drill commander of the composite drill team consisting of cadets from Squadrons 18 and 88. This team placed first in Northern California, State and Regional competitions, and will compete in the Civil Air Patrol National Drill competition in New York.

Switchman EUGENE MORTON reports that Switchman BILL CHESSE received a card from retired Switchman C. E. McCARTY of Oroville (formerly of Oakland), postmarked Fairbanks, Alaska. Mac is spending the summer there and inferred the mosquitoes there, while not quite as big as hummingbirds, were not to his liking. He left no doubt he would return home before winter.

The "Switchers" won the Oakland WP Bowling Tournament. High-scoring kegman for the team was Switchman "TEX" MÜNGER.

ORVEL HATFIELD, car and train desk clerk, boarded the U. S. Navy's carrier *Midway* recently as guest of his son-in-law for a tour of the ship and to observe actual operations while the vessel was put through her paces outside the Golden Gate. Orvel had two suggestions: install some elevators to avoid using "all those stairs," and add deck chairs so a fellow can sit down!

Sales Representative JIM DUYN appeared with Donna Peterson in Loewe and Lerner's "Brigadoon" during August. It was the 9th Annual Woodminster Light Opera series in Oakland's Woodminster Amphitheater, sponsored by the Oakland Park Commission.

Trainmaster PAUL E. RUTHERFORD became a grandfather on July 4 with the arrival of a granddaughter, Yvette, born to Susan, wife of Paul Robert Rutherford. Yvette weighed 6 lbs. 6 oz.

We welcome Terminal Trainmaster VIRGIL H. EDWARDS, who came here from Stockton to succeed Terminal Trainmaster LELAND D. MICHELSON, who, with our best wishes, went to Sacramento as assistant superintendent.

Oakland members of the Switchmen's Union of North America and their families held their annual picnic at Roberts Park on August 23. A good time was reported.

Switchman EUGENE MORTON also reports that retired Switchman and Mrs. LAURIE WHITAKER recently returned from a trip to Canada. They saw, on two occasions, Her Majesty the Queen of England, once on a state occasion wearing her famous diamond tiara.

Eugene also reports that retired Switchman G. EARL WARREN and his wife passed through Oakland while en route to Yerington, Nevada, to see his mother's sister who has been ill. Warren resides in Orange, California.

OROVILLE

Helen R. Small

Work began last month on two new tunnels in connection with the relocation of the Western Pacific around the site of the proposed Oroville dam



"While you're working on a solution for all railroad ills, how about wangling a job at the yards to bring in some cash?"



"When you hear the signal, the time will be . . ."

reservoir. Completion is expected by the spring of 1961.

Special Agent-Claim Agent E. L. McCANN has been appointed "Chief Special Agent" of the Feather River Short Line Railroad, located on the Fairgrounds at Quincy. The term is for a period of 99 years!

Trainmaster ROBERT B. REDUS and Road Foreman J. C. LUSAR attended a convention for the A. A. R. at Statler Hotel in Los Angeles recently. They accompanied Superintendent M. M. CHRISTY.

Palermo's new community swimming pool has been opened officially. It was built as a joint project by the recreation district and many Palermo organizations and individuals. Many are WP employees.

Canning season opened the last week in July at the Stokely-Van Camp Cannery, giving employment to nearly 1,000 men and women. Because of a warehouse supply of tomatoes by one of their largest customers, there will be no pack of this product this

year. Freestone peach pack and fruit cocktail will be put up this year.

Congratulations to brakeman JOHN R. LUZZADER on his marriage recently to Barbara Rose Matousek, of Orland. Johnnie is the son of Engineer and Mrs. RALPH LUZZADER and a graduate of Portola High School.

SACRAMENTO STORE

Irene Burton

Congratulations to GEORGIA CHINDAHL, billing and receiving clerk, on the safe arrival of her third granddaughter, Cheryl Ann Rinehart.

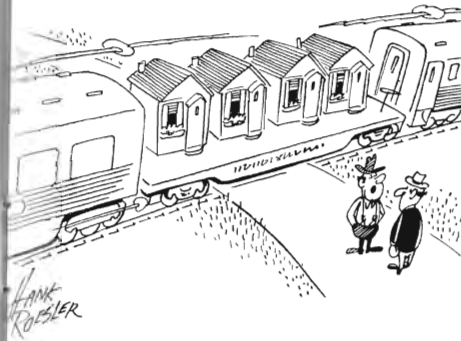
ALTON DABBS, stock record clerk, brought back from La Jolla some excellent pictures showing that spot to be a good place to fish for yellowtail.

Trout limits are easy to come by near their hideaway up in the mountains, claim LEE WILLIS, personnel and payroll clerk, and Mickey.

Best wishes to MARTIN COUGHLIN, stock control clerk, who retired on July 30 after 42 years plus with the company. Ed HAWKINS was toastmaster at a luncheon given for Martin



Manager of Stores, H. J. Madison, presents Certificate of Appreciation to Mart Coughlin.



"Some people like sleeping overnight at motels."

where he was presented with a wrist watch from his store friends.

DALE ROBINSON, store helper, took Mrs. Robinson and youngsters to Oregon Creek, Nevada County, for vacation. Dale visited them each weekend and enjoyed the mountain breezes.

CHICAGO

Richard D. Hagen

Most of our staff visited the International Trade Fair last month, and several had the opportunity of going aboard the new cargo-passenger steamer *Princess Irene* of the Oranje-Fjell Lines to view the latest in this type of equipment.

Wednesday, July 15, was like most any other busy day here, except that Sales Representative J. H. "JAKE" EPHRAIM was taken by surprise while enjoying our new air-conditioning for a few minutes before hitting the pavements. He really warmed up when he marched the office beauties and others with a birthday cake and singing "Happy Birthday." Any speech "Jake" had intended to make was promptly

forgotten in order that he could at least get one piece of cake before it was gone!

Sales Manager ART LUND learned a little from "the Mrs." about fishing while on vacation in Wisconsin. It was Mrs. Lund who hooked on to a 13-pound, 33½-inch "Muskie," which she could probably have landed even without the on-the-spot advice from the "Master Fisherman." Actually, the fish was shot by the guide (standard practice) when brought alongside the boat.

We're all predicting an increase in traffic to be brought in by Sales Representative JOHN C. RIEGEL, who has taken on an important and dignified look since returning from vacation with a mustache. On Johnnie, it looks good!

J. B. "JIM" WARREN showed up at the office about a month ago with his right wrist in a cast. Inquiry developed that Jim was so anxious to see Queen Elizabeth during her visit here that he slipped and fell, and Her Majesty stepped right on it!

After some remodeling and installation of air-conditioning in our office, new telephone equipment was installed. Now, anyone can dial anyone else. As soon as decorating is completed, and we get everything back in place, we'll be proud to receive President Eisenhower or anyone else who calls on us. We may even put up a sign, "It's Cool Inside."

The sweet young thing was complaining about a stiff neck and sore arm after a recent weekend. "How come?", she was asked.

"We were necking in a drive-in."

"Why should that give you a stiff neck and a sore arm?"

"We were in different cars."

STOCKTON

Elaine Obenshain

We overlooked last month an item bidding farewell to Trainmaster VIRGIL EDWARDS and welcoming Terminal Trainmaster L. W. BREINER and Assistant Trainmaster R. M. VERHAEGE. While Breiner and Verhaege were on vacation, Trainee A. E. STENE worked as assistant trainmaster on the night shift.

Best wishes to Switchman LOWELL B. CRAWFORD, who retired on July 30, with almost 23 years' service. Lowell was first a fireman on the D&RGW in 1916. He later worked as fireman, brakeman, clerk and switchman on the old Colorado Midland, the CB&Q, UP, Oregon Short Line, and Salt Lake & Utah. He was a WP brakeman for two years from 1924, and returned to WP as a switchman on December 18, 1936. The Crawfords have three daughters and two sons, seven granddaughters, one grandson, and one great-granddaughter. Lowell says he plans to do nothing but rest and fish! With a nice family like this, we wonder?

Congratulations to Switchman and Mrs. J. L. BANNING, who are the proud parents of their first child, Johnny Davis; to Clerk and Mrs. MARIO ACOSTA on the birth of Lora Ann, also their first child. And, belated congratulations to Carman Helper and Mrs. PHIL GOMEZ on the birth of their second son on June 29.

Our deepest sympathy to Switchman R. E. PATTERSON, whose mother passed away recently.

A speedy recovery is wished for Brakeman JOHN O. EVANS, and for Conductor G. K. PORTER, who are both confined to St. Joseph's Hospital in

Stockton; also, to Telegrapher W. C. MORSE, who is in St. Joseph's Hospital in San Francisco; and to Pile Driver Foreman G. ROEHL.

Retired Water Service Foreman DAVE COONS advises that, as the result of an item in the July MILEPOSTS concerning his visit to Stockton yard, he received a letter from retired Agent-Telegrapher GEORGE A. PULLEN, who has been in ill health for some time and is unable to receive visitors. Mr. Pullen is living with his son and would appreciate hearing from railroad people. His address is 2917 "O" Street, Sacramento 16, California.

Excavation has been started on the SP side of the new Harding Way underpass under the WP-SP main lines at Crossing 4-94.7.

WINNEMUCCA

Ruth G. Smith

Fireman PETER J. MENICUCCI retired on June 30. He hired out as a fireman on October 26, 1923, and was promoted



Engineer Fred Elwell, Switchman M. I. Herron, Fireman Pete Menicucci, Switch Foreman Lee Locke, and Switchman Golden Asay on Pete's last run.

to engineer on September 25, 1941. He worked most of the time in Winnemucca until 1935 when he moved to Portola and until he became ill in 1945 worked between there and Winnemucca. Returning to work in October, 1949, he was allowed to fire a switch engine. He worked at Winnemucca from that time until his retirement. The Menicuccis plan to live in Winnemucca.

Captain and Mrs. Floyd R. Wirthlin are the parents of a son born June 1 at Ft. Riley, Kansas. He has been named Floyd Robert, Jr., and is the first son and third child in the family. He is the grandson of Conductor R. L. "BOB" WIRTHLIN, and the nephew of Fireman LAWRENCE WIRTHLIN.

Mrs. Mae Lord, widow of former Section Foreman JACK LORD of Golconda, who is now making her home with her daughter and family of Butte, Montana, visited with friends in Winnemucca and Golconda during June.

Machinist FRANK WILLIAMS, of Elko, worked as night mechanical foreman while W. J. "BILL" LEAVY was on vacation last month.

Lt. and Mrs. Harold Gene Timmons are the parents of a daughter born July 8. She has been named Elizabeth Ann, and is the second girl in the family. Mrs. Timmons (Barbara) is the daughter of Engineer and Mrs. JOE MOORE.

SAN FRANCISCO

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

CAROLYN PERRY, passenger sales ticket clerk, has a contract with Fred Harvey's "Spinning Wheel" restaurant in Chicago to exhibit her oil and water color paintings. Carolyn came to WP



"Sure I caught 'em," Karl Wragg, assistant manager labor relations, tells friend at Almanor.

from the Nickel Plate Road in Chicago and formerly worked at Union Station in Chicago.

SHIRLEY LYONS, formerly at WP's Los Angeles office, is now ticket clerk in the passenger department at general office.

Francis James O'Connell, Jr., eight pounds, arrived at the home of BERNADETTE O'CONNELL on July 31. Bernadette is rate clerk in passenger sales.

Another arrival, on August 25, was Andre Robert Lubarsky, son of ANNA LUBARSKY, on maternity leave from the treasurer's office. Andre scaled seven pounds, one ounce.

HELEN KUNTZ, industrial clerk, has assumed the role of grandmother. Her

daughter, Ann, and son-in-law Robert Lundgren adopted 6½-month-old, big blue-eyed, Janet Marie on August 1.

DORIS SYBRIAN is now working as secretary in the treasurer's office.

A law department visitor last month was May Bence, with her husband and three children, whom you may remember as MAY ALBERIGI, a law department file clerk some ten years ago.

KATHLEEN BRUNETTE, secretary to superintendent of transportation, has left Western Pacific to enroll at the University of Hawaii where she will complete her education in social work.

Two long-time WP railroaders, the sisters JEAN McCULLOCH and MARIAN NESBITT, transportation department, decided on a vacation by rail and joined the Cariboo Country Special's third annual tour.

Now working as steno-clerk in the chief special agent's office, is MARY PISANI, formerly of the treasurer's office.

Following an all-day pack trip into the rugged, high country back of Yosemite Valley, and left on their own when the guide returned with the horses, WINT HANSON, manager of foreign freight sales, and three buddies set off on foot for some exclusive lake fishing mid snow-capped peaks. They told the guide they had full faith that he would return to pick them up, provided they didn't first become lost!

HARRY I. STARK, assistant to district sales manager, in addition to an accumulation of wonderful prizes, acquired a good supply of clocks last month. Harry needed them as chairman of prizes and starting times for the Pacific Traffic Association's golf tournament held at The Olympic Club on September 4.

SID HENRICKSEN, chief clerk, was welcomed back to the engineering department on August 10, following about a three months' absence because of a heart condition. Sid isn't working full time yet, but he says it sure feels good to be back on the job.

On a recent trip to Rhode Island, off False River in the Delta Region, with her husband, Rudy, BETH ENGEL latched onto one of 27 catfish caught by the Engels that weighed three pounds, just slightly smaller than our little Beth.

SACRAMENTO SHOPS

Marcella G. Schulzke

At the recent Blood Bank held at the shops, E. R. BORG, store department; D. L. GONSALVES, upholsterer; and V. S. LATINO, electrician, were presented with key chains by the Sacramento Blood Bank for each having given eight-pint donations.

Hazel Evers, daughter of Carman and Mrs. E. E. EVERS, has joined the Sutter Junior Auxiliary as a nurse's aide, preparatory to beginning her nurse's training.

Married July 17 in Reno were Sandra Kirkland, daughter of Mr. and Mrs. Earl Kirkland, Sacramento, and Carl H. Hicks, electrician apprentice. Carl is the son of mechanical department Accountant JOHN L. HICKS. After a weekend at Lake Tahoe, the newlyweds returned to their home in Sacramento.

First hunting season report is a 3-point buck shot at Mendocino by Carman A. L. GONSALVES.

M. E. MITTS, sheet metal worker, and manager of "The Rams," Pacific Coast Little League team, reports that his boys finished second in the first half



Standing on the left, with "The Rams," is Manager M. E. Mitts. Sons of WP employees on the team are, in second row, Ronald Joseph, third from left, and Hadley Gillespie, first on right.

of the League playoff. Ronald Joseph, son of NORMA JOSEPH, steno-clerk, is a "Ram" catcher; and Hadley Gillespie, Sheet Metal Foreman HERB GILLESPIE's son, plays shortstop on Merle's team.

This calls for cheers and a celebration—on July 29, after two years of valiantly and good-naturedly struggling along, the WPAC baseball team finally reached their ultimate goal—the losing team was Harold Johnson's Club.

PORTOLA

Louise Wilks

Active in the newly organized Portola 20-30 Club, a service club for young men between twenty and thirty years of age, are Telegrapher J. C. HAHN, Trainmen HARLEY SILER, NICK CRUSOS, and DON CLIFFORD.

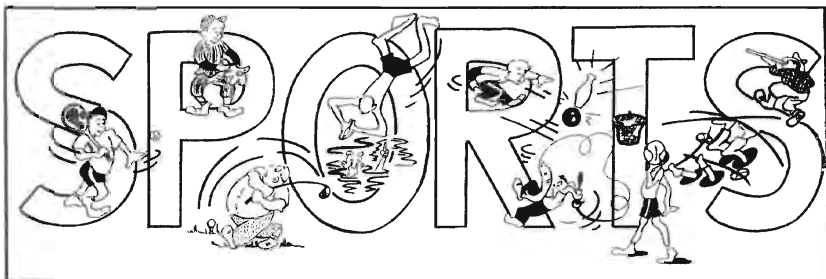
Congratulations to Fireman C. H. HECKERS, who recently married Miss

Carol Weddell, daughter of Diesel Clerks JACK and LUCILLE WEDDELL.

Retired Engineer and Mrs. SI PERKINS, of Stockton, were recent visitors with Mrs. George Lofhalm. Mr. Perkins worked between here and Gerlach in the early days, and it was his train that made the second run from Portola to Winnemucca.

Many Portolans went to far-away places on vacation. Trainman E. L. NELSON and family visited in Grand Island, Neb., where he attended the 25th reunion of his high school graduating class. Track Maintainers CURTIS and MARVIN WEAVER and their families to Mississippi, B&B Foreman COGGINS and family to Arkansas, Engineer E. I. PHELAN and family visited Mrs. Phelan's parents in Centralia, Ill., and "Buck's" parents in Poplar Bluffs, Mo. Engineers AUSTIN LAMBERT and A. C. DONNENWIRTH and wives flew jet to Detroit, Clair to attend a National Supervisors' Association meeting, and Austin to pick up a new station wagon in which they all drove home via Yellowstone and Grand Teton national parks. Switchman JACK WORK took his

(Continued on Page 28)



Summer Bowling League ends in close race

It took the last frame of the last game to decide the winner in the San Francisco Mixed Fours Summer Bowling League! That last frame ended in a tie between Silver Canyon and Silver Feather teams and one pin less for the "Feathers" would have thrown them into a three-way tie with Silver Range and Silver Dollar teams. The 14-week league ended August 13.

Keglers on the winning Silver Feather team were Helen and Clyde Moll, Lenore Studt, and Earl McKellips. Alternate members were Helen Chapin and Mary Sheehan.

Finishing behind the winning "Feathers," who rolled 25½ wins and dropped 16½, were Silver Range and Silver Dollar, each with a 25-17 record; Silver Marks, 23-19; Silver Palm, 21-21; Silver Arroyo, 20-22; Silver Canyon, 17½-24½; and Silver Bay, 11-31.

High team average was 544 scored by the "Marks," three pins better than the "Feathers," and ten pins better than the "Arroyos." The "Marks" also

took high series with 1905, followed by 1772 for the "Feathers" and 1759 for the "Ranges."

High individual averages among the ladies were 140 rolled by Ann Ashley and Shirley Fisher, 139 by Jackie Madden, 133 by Lenore Studt and Ann White's 130. High series went to Ann White with 485. Jackie Madden's 481 took second, followed by Ann Ashley's 478, Shirley Fisher's 449, and Dora Janetatos' 446.

Among the stronger sex, Frank Thompson took both high average and high series with 168 and 589. Other high averages were John Brooke's 163, George Hind Jr.'s 158, Bill Reed's and Pete Casey's 155 and Henry Ashley's 152. Ray Stone took second place high series with 558, a 539 gave Roy Caravantes third, John Brooke's 536 was fourth, and fifth went to George Hind, Jr., with 527.

Prize money won in the Sweepstakes, rolled on August 20, went to Clara Kurtz, Ann Ashley, Helen Moll,

(Continued on Page 27)

CABOOSING . . .

(Continued from Page 25)

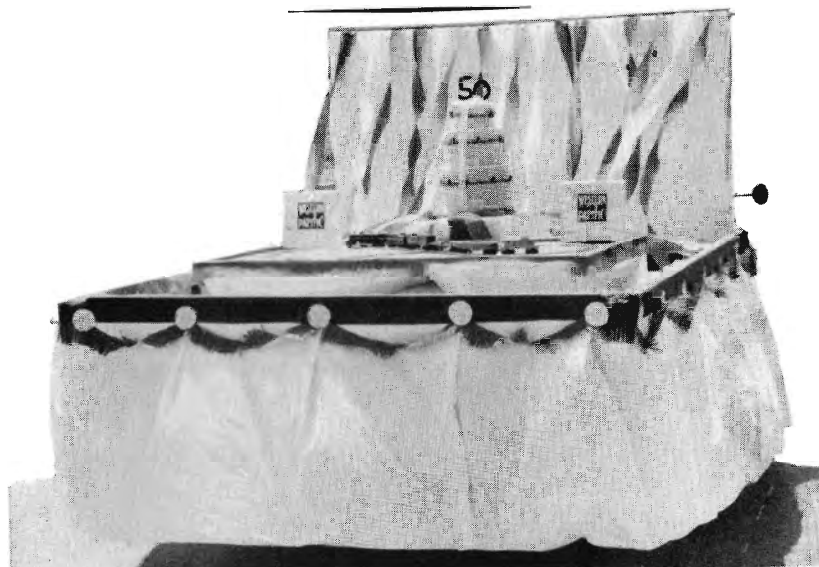
family to Disneyland, Extra Gang Foreman and Mrs. HOWARD McMAHON went to Colorado returning via Carlsbad Caverns in New Mexico, Water Service Maintainer and Mrs. LEO SERVIA to Idaho, and Trainmen VIC DODDS, LEE JONES, Engineers A. F. McELMURRY and BRUCE VANCE, and Trainmaster ED THOMAS, with their families, went to Ft. Bragg for deep-sea fishing.

SPORTS . . .

(Continued from Page 26)

Dora Janetatos, Margaret Reed, and Mary Siler, in that order. Men winners were Earl Brown, Clyde Moll, Henry Ashley, Hank Donnelly, John Brooke, and Ray Stone.

Earl McKellips was again secretary for the League, and Henry Ashley was in charge of the League's annual buffet dinner and "beer bust" held on July 31. The buffet was followed by dancing.



This float, entered by the Western Pacific Hospital Auxiliary in the recent Portola Golden

Jubilee Celebration, won third prize in the "Most Beautiful" classification. Miller photo.

Sam, the bartender, was a clever, enterprising fellow. When he got a job in a bar next to a deaf and dumb school, he learned sign language, so he could better serve his customers.

One day three people came in, sat down and ordered drinks by sign language. A man sitting at the end of the bar was impressed by the way Sam understood them. Suddenly all three customers started to move their fingers rapidly at the same time. Sam got furious. He rushed

out from behind the bar and threw the three out into the street.

Sam said: "If I've told those guys once, I've told them a dozen times. No singing in here."

* * *

The fight was dull. The two boxers did nothing but circle each other. No punch was tossed.

Out of the silence a spectator yelled, "Hit 'im, ya bum, you got the wind with ya!"

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Louisville & Nashville is 14th railroad to join Trailer Train Company, piggyback car leasing organization.

. . .

Burlington will complete this year dispatcher-to-train VHF radiophone system on Chicago-Denver main line, and on two Illinois routes.

. . .

Bethlehem Steel Co. and Paul Hardeman, Inc., a subsidiary of Universal American Corp., have developed a railroad train capable of firing inter-continental ballistic missiles from launching car.

. . .

Estacion Buenavista, \$5 million terminal in Mexico City, now handles 44 daily trains on the National and Mexican Railways.

. . .

Air Force Test Center using 171-lb. all-welded rail to test jet-powered rocket sleds and other supersonic speed vehicles on 20,000-foot track.

. . .

Smith Transport, Canadian Pacific subsidiary, successfully tested piggyback trailer that hauls autos one way, general freight on return.

. . .

Advance reservations on Santa Fe's eastbound "San Francisco Chief" are 24% ahead of what they were in last year's corresponding period.

. . .

Chesapeake & Ohio now offering first-class accommodations to passengers holding coach tickets on the "Sportsman" between Detroit and Charlottesville, Va.