

WESTERN PACIFIC
Mileposts
DECEMBER 1956



Christmas in California

Merry Christmas

FELLOW MEMBERS OF THE
WESTERN PACIFIC FAMILY:

WHILE 1956 was not as good a year for Western Pacific as we had hoped, I am sure we can take pride and derive happiness from the fact that we made some progress in reducing personal injuries to employees for the first time in several years. Let's hope that with such a favorable start on "Single Objective Safety" next year will show an even more favorable trend.

ALONG with our General Officers and speaking for the Board of Directors I wish that you will have a Merry Christmas and a Happy and Prosperous New Year in 1957.

Most sincerely,

F. J. Whitman

MILEPOSTS

Mileposts

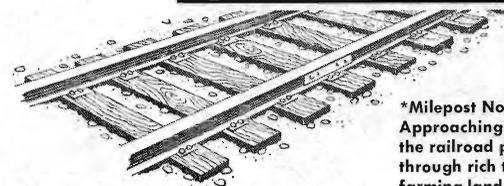
WESTERN PACIFIC

Vol. VIII, No. 5

DECEMBER, 1956

*Milepost No. 89

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. 89:
Approaching Stockton,
the railroad passes
through rich tomato
farming lands.

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COVER: Christmas in California.

California, too, has snow, but Christmas passengers on the California Zephyr are amazed and thrilled to see this field of roses grown near Pleasanton by Jackson & Perkins Co. of California, "World's Largest Growers of Roses."



The following account of a Christmas journey on the *California Zephyr* is reprinted exactly as translated from the December 24, 1955, issue of the "Tagesanzeiger für Stadt und Kanton Zurich," published in Zurich, Switzerland.

A Christmas Journey On an American Express Train

By MacMillan

"CHRISTMAS on one of our streamliners is an experience which you will never forget," asserted with enthusiasm, one of my California friends, an absolutely unsentimental reporter of the "San Francisco Herald." Therefore, I postponed for several days my trip to Chicago in order to be able to celebrate Christmas on the *California Zephyr*.

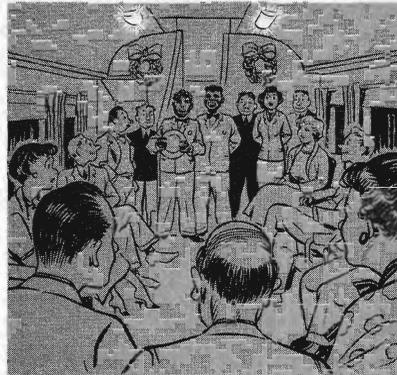
A bit after 9 o'clock in the morning the ferry from San Francisco landed at Oakland Pier. At the Oakland depot the Glee Club of the railroad workers had established itself and entertained the train travelers, until the time of departure, with old Christmas Carols. This nice custom, which was begun in 1952, helps create a good Christmas spirit, even in the gray of morning. The "Zephyrette," hostess on the train, distributed corsages of red berries to the ladies. Someone had set up candles in the little snack bar and in the lounge of the observation car. When I returned there in the course of

the day, a twig of mistletoe hung over the door.

Passengers of a transcontinental train generally feel as one great family; yet today the feeling was much pronounced, it seemed to me. Nicely printed menu cards told of special holiday menus; Christmas songs played quietly from the speaker system. It was the same peaceful atmosphere that we have prevailing at home on a Christmas day, the only difference being that we were racing through the deeply snow-covered, 180-kilometer-long Feather River Canyon.

The *California Zephyr* was the first train to feature Vista-dome cars. These have observation decks under glass domes, located above the roofs of the cars. What a pleasure to admire the spectacular canyon in its white beauty from up there!

The train wound like a silver snake through the high masses of snow. As I returned after dinner to the observation car I could scarcely find room.



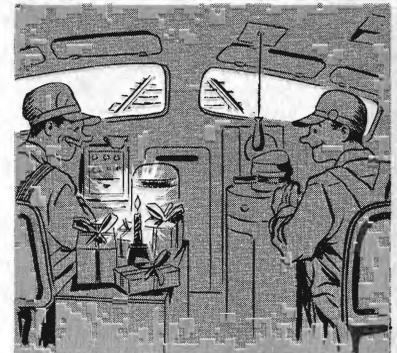
The lights had been dimmed, the candles were burning, and quiet conversation was being made in the comfortably lighted lounge. Two waiters began "Silent Night" and soon everyone joined in the singing. In the following silence, a voice, whose owner and exact location could not be determined in the dark, told the old, yet so new, Christmas message.

I had obtained permission from the railroad management to ride in the engineer's compartment of the diesel locomotive. Now I suddenly felt the wish to visit the two isolated men on the engine. As soon as I had the opportunity I went to the front. Here, too, the room was dimly lighted by a small flickering candle. Several passengers had remembered the two who were faithful to duty; I saw several neat packages and fruits next to the candle.

OUTSIDE snowflakes danced through the night and settled large and thick on the windshield. The windshield wipers were purring quietly. I told the engineer and fireman of our celebration in the observation car. The engineer, who was gray haired with many years of service, pushed his

cap back and then, with a jerk, pulled it back in place. He seemed to be groping for the proper words to express his thoughts. Finally he said, thoughtfully; "It is certain that many on this train would have liked to celebrate Christmas with their own people at home, yet this train trip has given them an experience that they will always carry in their hearts. Here strangers have found themselves together and have had a modest celebration, without expensive presents and without extensive preparation. They have suddenly again grasped the true significance of Christmas. They will remember this celebration with fondness, as they will probably never again celebrate Christmas on a train. Whenever I make a run on a holiday I always notice that people who ordinarily never give a thought to the locomotive, suddenly remember us." He glanced at the candle. "How much that is pleasant has been experienced in this train, and how much joy it has brought."

Then, as the express thundered along the Humboldt River, he told the story of "the little locomotive engineer," which was in keeping with the



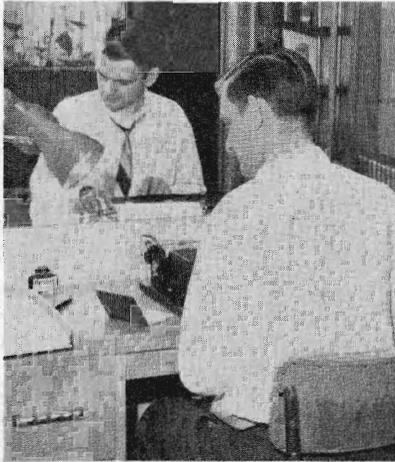
Christmas mood. "Seven-year-old Teddy, who lived in a suburb of San Francisco, was suddenly taken seriously ill of leukemia. His sick-room was filled with pictures of the *California Zephyr* and his greatest wish was to ride on his 'dream train.' When the railroad company heard of it, they fulfilled Teddy's great, last wish. As his father carried him from the car after the trip, his eyes were aglow, and many a rough railroader turned away in an effort to be unnoticed as he wiped his eyes. Since then, Teddy has been a favorite of the Western Pacific people. For Christmas they gave him a large toy railroad."

For a long while, silence reigned in the cab. Each of us visualized little Teddy, who was now asleep in his bed, surrounded by locomotives, cars and tracks. The candle struggled against

extinction, making ghostly shadows in the cab. The snowstorm had ended. Silvery crystals, shimmering in the moonlight, lay on the tracks. They were stirred up into dancing clouds by the onrushing train, to waft silently downward in the darkness again, as twinkling stars. In two weeks Teddy's short life was to extinguish as peacefully as the candle and as silently as the dance of the snowflakes.

After another day's trip through the deeply snow-covered canyons of the Rocky Mountains, we arrived at Denver, toward evening of the second day. In the night we traversed the Middle West, to end this Christmas journey at noon of the third day in Chicago. It was not only because of the thousand scenic wonders that these Christmas days belong to the most pleasant I have ever enjoyed.

The Author



A self-portrait by the author.

The story, "A Christmas Journey on an American Express Train," which you have just read, was written by Mr. Milan Schijatschky (pseudonym Mac-Millan) of Zurich, Switzerland.

The story, printed in German and translated by Erich Thomsen, engineering department, was accompanied by a letter addressed to MILEPOSTS in which Mr. Schijatschky said:

"I unfortunately have never ridden on the *California Zephyr*, but I could tell the story after reading your MILEPOSTS regularly for about two years, and already feel myself to be a member of the great Western Pacific family. I hope to see the *California Zephyr* this year as I am going to Chicago this summer. I want to dedicate this Christmas story to all of you who make it pos-

sible for the name 'Western Pacific' to rank among the finest in railroading. I wish you all a Merry Christmas and a very Happy and Prosperous New Year."

Milan was born in Zurich on October 5, 1930. His native language is German. He attended local schools and graduated last fall from the University of Zurich as a DDS. He was married last May and brought his wife with him to Chicago and he is now working in research at the University of Illinois.

As a student, he worked as a freelance writer. Even as a boy he had three hobbies: railroads, writing and photography. American railroads always held a fascination for him and his first published story in 1948 was about an American streamliner. Since then he has written about airplanes, film stars, and other subjects, but his first interest is still in railroads. His first book, published last winter, was a pocket edition on world locomotives.

Before returning to Switzerland, the Schijatschkys plan a two month's trip along the *California Zephyr* route, which Milan calls "my train." He plans to make an 8mm movie film of the journey from Chicago to San Francisco.



The author in the cab of one of the new Swiss Federal Railway electric locomotives. The train is the Skandinavian-Rome Express.

How We're Doing

October gross operating revenues down \$515,641; 9.20% under last year.

* * *

Work expected to start about mid-February on equipping 50 WP gondola cars with cradles for handling coiled steel, raising total such cars to 150.

* * *

Orders placed for January and April 1957 delivery of 225 double-door box-cars, 100 with Evans auto loaders; 25 welded type flatcars with roller bearings; 100 hopper ballast cars with roller bearings; cost, \$3,381,000.

* * *

California Zephyr's load averaged 73.8% of capacity in October, compared with average load of 74.1% a year ago.

* * *

Estimated cost of damage to three-unit diesel, baggage car, *California Zephyr* coach, and track, account derailment at Milepost 241 on December 4, \$115,555.

Paden Elected

William F. Paden, assistant freight claim agent, who a year ago was elected by the membership of the Pacific Coast Claim Conference to serve as vice-chairman, was elevated to the office of chairman at a recent meeting of the organization.

It is believed that Paden is the youngest chairman ever elected to this office by this body of freight claim and prevention officers. His selection was unanimous and the committee who sponsored Paden was headed up by the general freight claim agent of another railroad.

Bill was born in Chicago on July 10, 1912. After a two-year study of pre-ental subjects he entered railroad service as messenger in the freight claim department of the Chicago and Eastern Railroad at the age of 20. After advancing through the department he resigned in September, 1945, to become freight claim adjuster for Western Pacific. He was appointed to his present position on September 1, 1951.

For several years, while attending school and after beginning his railroad career, Bill conducted a 10-piece dance band in and around Chicago. He is also a past master of Tracy Lodge, A.F. & A.M., of Chicago.

Reunion Dinner

The fourth annual reunion dinner of WP railroaders who made a memorable trip to the New Orleans Mardi Gras was held on November 4 at the home of Engineer and Mrs. Bob Small in Oroville.

The New Orleans trip was the plan of Engineer O. E. Lyles, of Stockton, to bring together a number of WP families, although virtual strangers, to enjoy a carnival spirit of fun and excitement, which has resulted in life-long friendships that are renewed each year.

At the Oroville dinner reunion, several places were discussed for a future trip and a vote resulted in Mexico City being selected for their goal next April. Lyles, chairman of the WP Good Will Ambassadors Club, was instructed to negotiate arrangements for a chartered Pullman car to make "Operation Frijole" as interesting as was the New Orleans trip.

Present at the reunion were Engineers Bob Grubbs, Frank Edgerton, Hugh Allen, Eugene Hansen, and Earl Lyles of Stockton; Engineer George Rutherford of Oakland; Conductor Jim Murray of San Leandro; Clerk Walter Bryant of San Francisco; Engineer John Sypher of Portola; and their wives.

Loss and damage claims paid by Western Pacific during the third quarter of 1956, compared with the same three months of 1955, were:

	1956	1955
July, August, September	\$187,469.09	\$129,068.52

While some unavoidable delays in transit due to last winter's storm interruptions contributed to this \$58,400.57 increase in claim payments, other delays and rough handling were much responsible.



WP No. 204 and GN No. 3351 meet at Bieber on November 10, 1931.

Twenty-Five Years Ago

The last gold spike to complete a major railroad construction project was driven just a quarter of a century ago when the "Inside Gateway" connection of Western Pacific and Great Northern was opened at Bieber, California, on November 10, 1931.

The "Inside Gateway" was the conception of Arthur Curtiss James, who controlled both Western Pacific and Great Northern for many years, and provided a new fast rail route linking Central and Southern California with the Pacific Northwest.

Three long special trains left the Western Pacific mole on San Francisco Bay the night of November 9, loaded with governors, mayors, shippers, representatives of the press and other V.I.P.'s. More specials were en route from north and east. All met at Bieber late the next afternoon where a grandstand had been erected and the last tie and spike were in readiness.

Tom Brown, then publicity manager of Western Pacific, had arranged a program of several short speeches, but the first speakers talked on and on. The cameramen were frantic, as the sun began to sink behind the hills, for fear

they would get no shots of the gold spike driving. Tom had to whisper to Leland Cutler, master of ceremonies, to "forget" to call on the rest of the speakers.

Arthur Curtiss James drove the spike in the last rays of the setting sun, the "shots" were good, and the new line was officially open.

Help Fight TB



Buy Christmas Seals



La Bonne Aventure, O Gaie!

An atmosphere of French gaiety was much in evidence at the Annual Autumn Informal Dance, from the greeting at the door by an authentic French maitre de ceremonie to the Can-Can girls which decorated the stage and the French travel posters which decorated the room. American and French flags made up the center pieces on each table.

La Danse took place on November 10 at the Surf Club on San Francisco's Ocean Beach, and the 366 who attended were unanimous in agreeing that it was "the best yet held."

The success of the affair was due entirely to the hard-working committees. Planning began in mid-year and, following the selection of a French motif, at least six weeks' preparation was required to carry out the theme. Selec-

tion of the theme and its supervision were under the capable hands of Mrs. Catherine Rossi. The French poodle dog bids were also Cathy's idea, which were designed by Joan Karlin. Joan also made the patterns for the stage decorations which were cut from plywood by Carl Hunter and Rod Davis of the Oakland car department. These were life-size images of Can-Can girls, Apache dancers, and French poodles. A miniature model of the Eiffel Tower, loaned from the City of Paris, decorated the center of the stage.

The attractive menus—water colors of French sidewalk cafes—were patterned by Joan Karlin and then hand-painted by Emma McClure, Dorothy Paine, Lela Paul and Catherine Rossi. The printed menu was hand-lettered by Howard Huffman.

The little white pooch was unscathed

What must be the roughest, toughest little white dog in all Nevada not only lived through the roughest, toughest train-auto accident in years—he emerged without a scratch!

It all began on a recent November midnight when an auto registered to Nick Lucero stalled on a Western Pacific crossing ten miles west of Gerlach. When Lucero, Mrs. Richard Dodd and two children emerged to look over the situation the little white pooch was left inside. After finding the front and back wheels of the auto on opposite sides of the rails the passengers began scurrying around for help.

About 1:30 a. m. a WP westbound highballing freight caught the auto broadside and boosted it down the tracks. The wreckage was so extensive that Deputy Cisco Aschenbrenner re-

ported it took an entire section crew to peel the twisted auto off the front of the diesel engine.

When the job was done, out poked the head of the little white pooch, scared, but without a scratch.

Deputy Aschenbrenner questioned Mrs. Dodd and the children but he was unable to find hide nor hair of Mr. Lucero. Mrs. Dodd said she last saw him wandering off to seek help for his crippled car.—*Nevada State Journal*.

Bohne Joins TS

Ursul F. Bohne has been appointed general agent for the Tidewater Southern Railway with headquarters at Modesto. The appointment, effective November 1, was announced by Rex T. Kearney, president and general manager of the railroad.



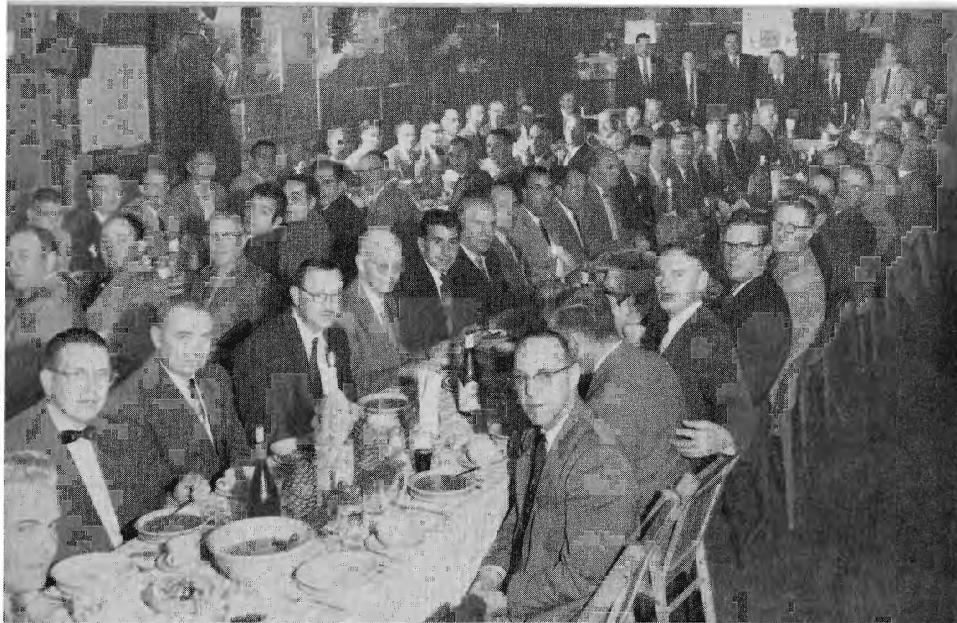
Bohne was born at Hillsboro, Missouri, on December 21, 1915. His railroad career began with the Southwestern Freight Bureau in April, 1937. On August 28, 1950, he joined Western Pacific as chief clerk at St. Louis and became traffic representative on October 1, 1952. Since September 1, 1954, Bohne has been traffic representative at Minneapolis.

He spent the years 1943-1945 in the U.S. Merchant Marine as purser aboard ships of Cities Service Oil Company and American West African Line.

Decoration of the hall was done on Friday afternoon and Saturday by Frank Brogdon, Art Davis, Eileen Frost, Sam Razo and Ronald Tofanelli.

The dinner was probably the finest ever served at a Western Pacific dance, for which all credit is due Harold Wyman, Cecil Staley, Bill Powell and the capable crew of WP dining car cooks and waiters. The menu consisted of a relish tray, crab cocktail, broiled filet mignon wrapped in bacon with Madeira sauce and button mushrooms, stuffed baked potato wrapped in foil, mixed garden salad, French rolls, ice cream, pie and drink.

Last, but not least, was the tantalizing dance music of Howard Frederick and his band, sparked by the songs of vivacious twin-sister soloists.



The soup's on, but they'll soon be yelling "when are we gonna eat?"

13th Annual Goodwill Party

"You've got to hand it to the old man," was the consensus of opinion expressed by nearly 100 representatives of the U.S. and State Forest Services as they made a midnight departure from the Log Cabin in Portola the night of November 9. The "old man" in question was E. L. "Mac" McCann, WP's jovial division special agent and claim agent at Oroville. The departure in question was made with some reluctance, following the 13th annual WP-Forest Service dinner—an event that is becoming as well known throughout Western forests as is "Smokey," the campaign-hatted bear who publicizes forest fire prevention.

And speaking of "Smokey": While he couldn't make the party in person, he never had it so good. Usually pictured as guarding the animals of the

forests against the ravages of fires and appealing to campers and other visitors to the mountains to be careful with their campfires, the little bear was surrounded by bebies of pretty, bare girls—the kind you see on calendars. It was the inventive genius of Link Peckinpah, the annual master of ceremonies, who prepared the arty posters for presentation to award-winning railroaders and guardians of the forests for outstanding performances during the year. More than one "Smokey" poster went out the front door under the coat of someone other than the recipient owner, probably to decorate some mountaintop ranger station or a caboose or shanty along the railroad.

The shenanigans were preceded by a roast-beef dinner, with the works, spread out on long tables in the center



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 deaths have been reported:

Charles C. Anderson, carman, October 13.

Antoni N. Celli, retired carman, October 27.

James G. Gilmore, switchman, September 15.

Perry L. Huckaby, dispatcher, October 26.

Joseph J. Jansen, Sacramento Northern employee, October 15.

John J. Johnson, retired switchman, August 1.

Joe A. Malacy, Central California Traction freight motorman, October 21.

James T. Quinn, retired machinist, October 21.

Enoch E. Reddick, conductor, October 16.

Ray J. Rowan, retired employment supervisor, November 13.

Robert E. Skelly, retired Alameda Belt Line switchman, date unknown.

John R. Steelman, retired car repairman, July 28.

James M. Sutherland, retired janitor-messenger, September 25.

W. C. Thompson, conductor, November 6.

James W. Waide, retired clerk, November 4.

George Van Valkenburg, Sacramento-Northern employee, October 2.

13th Annual Goodwill Party

of which were pine cone and fir branch center pieces, the handiwork of Frank Ronco, U.S. Forest Service of Mohawk.

Others at the party included representatives of the Western Pacific, State and County Peace Officers and officers of the Forest Services, too numerous to mention here.

All in all, it was the kind of a party that will bring them all back again next year.

A USFS sextette gives out with a song specially written for "Mac" who seems to be wondering what's coming next. His boss, Bill Boebert, and H. C. Erhart, USFS, wonder, too.



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:

Leslie E. Ames, Central California Traction Company brakeman, Stockton.

Carl R. Bauman, telegrapher, Niles.
George E. Gerald, icing foreman, Portola.

Harry F. Hall, agent, Portola.

Clarence H. Halverson, switchman, South Sacramento.

Benjamin F. Jackson, laborer, Oroville Shops.

Aaron M. Redwine, track laborer, Cordova.

John V. Stager, locomotive engineer, Elko.

William E. Svenson, store laborer, Oakland.

Nick Villa, carman helper, Portola.

Karl W. Weibel, carman, Sacramento.

George M. Weyman, conductor, Portola.

Make His Christmas Happy

Little David Harper, six-year-old son of Walter Harper, yard clerk at Western Pacific's 8th and Brannan Streets freight house, is home for Christmas. Stricken with paraplegia last May, David is now getting around on braces after six months in the hospital.

It would make David's Christmas a lot happier if those who know Walter would send David a Christmas Greeting wishing him good cheer. David's address is 1677 Tulane Avenue, East Palo Alto.

RRB Starts Partnership Plan

The Railroad Retirement Board has set up another new program in its campaign to conserve unemployment insurance funds and stabilize employment. The responsibility of the plan will be further shared by railroad management and railway labor.

The Board's field offices compiled inventories of the claimants for unemployment benefits as of November 15, 1956. The major railroads are

now being furnished with summaries, grouped by the Board's Chicago office.

Field office managers are contacting division, terminal railroad shops, and other officials to jointly determine the best method in each locality by which the greatest number of claimants can be placed in employment status, not only in railroad service but in other fields as well.

MILEPOSTS



IN GOLD

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

30-YEAR PIN		
Joseph G. Wheeler.....	Consultant, Passenger Department (Passenger Traffic Manager prior to January 1, 1956)	San Francisco
25-YEAR PINS		
Edward W. Jayne.....	Brakeman	Western Division
Patrick Kelly.....	Section Foreman	Western Division
John F. McKenzie.....	General Agent	St. Louis, Mo.
20-YEAR PINS		
Ralph Aiello.....	Locomotive Engineer	Eastern Division
Clyde R. Ashland.....	Clerk	Western Division
Lowell B. Crawford.....	Switchman	Western Division
George D. Nye.....	Machinist	Mechanical Dept.
Herman F. Schultze.....	Sheet Metal Worker	Mechanical Dept.
15-YEAR PINS		
Parley A. Anglen.....	Sheet Metal Worker	Mechanical Dept.
Thomas T. Bamford.....	Blacksmith	Mechanical Dept.
Frank J. Coleman.....	Diesel Foreman	Mechanical Dept.
Robert A. Crumley.....	Carman	Mechanical Dept.
Edward T. Cuyler.....	Chief Mechanical Officer	Mechanical Dept.
James H. Ford.....	Carman	Mechanical Dept.
Guy L. Foss.....	Locomotive Fireman	Western Division
Carl O. Hunter.....	Carman	Mechanical Dept.
Charles W. Jerauld.....	Secretary to General Agent	Seattle, Wash.
Fred W. Johnston.....	Switchman	Western Division
Alvin E. Lee.....	Locomotive Fireman	Western Division
Joseph P. May.....	Diesel Shop Foreman	Mechanical Dept.
Harry G. Meals.....	Hostler Helper	Mechanical Dept.
Samuel A. Mello.....	Patrolman	Sacramento
Vincent H. Nelson.....	Clerk	Western Division
Allen E. O'Connell.....	Locomotive Fireman	Western Division
Hamilton A. Otis.....	Locomotive Fireman	Western Division
William H. Otis.....	Locomotive Fireman	Western Division
John W. Patton.....	Switchman	Western Division
Gilford S. Rice.....	Machinist	Mechanical Dept.
John P. Rice.....	Locomotive Fireman	Western Division
Melvin I. Whaler.....	Clerk	Western Division
William A. Wiley.....	Yardman	Eastern Division
Raymond R. Williams.....	Locomotive Fireman	Western Division
10-YEAR PINS		
Robert Allen.....	Laborer	Sacramento Shops
Peter Bernardini.....	Switchman	Western Division
Alejandro Dominquez.....	Track Laborer	Western Division
Charles J. Hardin.....	Carman	Mechanical Dept.
Frank J. Hyatt.....	Asst. Scale Inspector	Transportation
John Mills.....	Overcharge Claim Investigator	San Francisco
Clarence A. Moore.....	Carman	Mechanical Dept.
Joaquin Munoz.....	Track Laborer	Western Division
Jesse C. Pike.....	Section Foreman	Eastern Division
R. A. Read.....	Patrolman	Sacramento
Jesse R. Van Zant.....	Telegrapher	Western Division

In the October issue Leonard E. Hensley, telegrapher, Western Division, was shown as having received a 20-year Service Pin. This should have read Leonard E. Hensley, baggageman, Stockton.



Caboosing

PORTOLA

Gladys Ruse

Davis Brown, son of Engineer and Mrs. J. R. BROWN, was given the Eagle Scout Award at a Special Court of Awards recently. David is the second boy in the Portola area to have earned this award. The other was Bertram C. Janes, now judge of the Superior Court of Quincy.

Brakeman PAT ROONEY and his wife are the parents of a new daughter, Judith. Conductor ORVILLE ROONEY is the new granddad. Also in the spotlight is Icing Supervisor IRA C. BALDWIN, who announced the arrival of his 12th grandchild, Terri Baldwin.

Fireman JACK DORITY is recuperating from a recent serious illness, but has not yet returned to work.

The steel strike and now the weather have worked against the completion of the new Portola water system, but we still have hopes of its completion before winter. The diversion dam is completed, and the storage reservoir should be finished soon.

Max Canfield, son of Engineer and Mrs. J. C. CANFIELD, was named Student of the Month for September, and Gary Blair, son of Engineer and Mrs. J. D. BLAIR, was named Student of the Month for October. Both are high school students here.

Third Trick Telegrapher CLIFFORD C. CARPENTER received his call from

Uncle Sam and has reported for duty. His shift is being filled by BILLIE WOODS.

Retirements at Portola during October included Agent HARRY F. HALL and Conductor GEORGE WEYMAN. Harry retired with 15 years' service and he and his wife plan to make their future home at 869 Cooper Avenue, Yuba City. George completed 25 years of service and with his wife, will remain in Portola.

We haven't heard too much about the deer-hunting results. Seems as though the bucks were not too plentiful but hopes were high for the does. But there is always duck season and the stories, at least, should be good.

I wish LOUISE WILKS the very best of luck in her new job at Sacramento after relieving me while I was on vacation. In fact, this news you have just read was gathered by Louise, too. Any assistance our Portola railroaders can give me in furnishing news will be most appreciated.

A real Merry Christmas and a New Year of prosperity and happiness to all!

WENDOVER

Esther Witt

Signal Maintainer and Mrs. THEAS N. GARFIELD purchased the home of retired Roundhouse Foreman and Mrs. L. B. SMITH, and have been busy the past month making alterations and



"Me? Oh, I'm bucking the extra board!"

decorating. Is there going to be a house-warming, Tom and Essie Mae?

While visiting his children at Grantsville, retired Fireman ALBERT D. DRAKE of Grand Junction, Colo., decided to call on some of his old cronies in Wendover. We were sure glad to see him and chat, if only for a few minutes. Come back again, Ab, when you can stay longer.

Seems Switchman DAN W. LEE's luck has changed, as so far he has been unable to net the wily deer he

has been after. The next time out he will take along the Missus, Telegrapher SHIRLEY LEE, as a good-luck charm. Hope it works.

Mrs. Ada Anderson, wife of Water Service Maintainer VARIAN ANDERSON, accompanied by their daughter, Corinne, spent a very pleasant vacation in the home of retired Carman and Mrs. TOM ALDRICH in Denver, Colo. Ada reports that Tom is an ardent reader of MILEPOSTS and in this way is able to keep in contact with many

of his WP friends. Glad to have heard from you, Tom! (Editor's note: Seems as if there is a Sherwood strain somewhere in the Aldrich family, and Tom has been running down the family history with a full report to your editor, which has been very interesting.)

The little stranger welcomed into the home of Switchman and Mrs. ELDEN H. WILLIAMS was another boy. Best wishes to the happy family!

A hearty welcome to a newcomer, Telegrapher JAMES A. GLAZE. Jim's home is in Montello, Nev. Glad to have you with us and hope you like it well enough to stay.

One of our late vacationers was retired Boilermaker and Mrs. JAMES A. MONAHAN, who visited relatives and friends in Topeka, Ottawa, Garnett, and Kansas City, Kans.

Telegrapher ANNA BELLE ALBRECHT, like most of the WP railroaders here, vacationed at home this year and reports that she really enjoyed it and appreciated the rest.

We wish a speedy recovery for Brakeman HOWARD STONER, who recently underwent major surgery. We miss you, Howard, and hope you'll be back soon.

Our most heartfelt sympathy to Maisie Huckaby on the sudden passing of her husband, Chief Dispatcher PERRY L. HUCKABY.

Gazing upon the mountains to the west, covered with the first winter snow and listening to the cold wind howling around the house and down the chimney, one begins to realize that the holiday season is fast approaching. With all its fun and laughter, the time comes for us to extend the following Season's Greetings to each and every one:

"May much happiness be yours during this wonderful Holiday Season and may the magic spirit of Christmas brighten your life throughout the New Year to come!"

STOCKTON

Elaine Obenshain

J. R. MEINIG handed me a copy of a recent Kansas City Times which reports that a Santa Fe engine, lost in the 1951 floods, was recently found in the drought-strangled Kaw River near Topeka.

Congratulations to Fireman L. J. FISCHER, JR., who is stationed aboard the U.S.S. *Philippine Sea* at San Diego, on his promotion from First Class Seaman to Petty Officer 3/C. After completing a 25-day leave, Louis will go overseas for an eight-month tour of duty.

We wish a speedy recovery to Roundhouse Foreman H. J. KELLY, who suffered a heart attack; and to Mrs. Pendergraft, wife of Crew Clerk R. S. PENDERGRAFT.

Our deepest sympathy to Conductor W. E. MOSS, whose sister passed away in Oroville; to Switchman T. M. CUTTER, JR., whose father passed away; and to Clerk L. A. POTTER, on the loss of his mother.

We are all glad to see that the white line between the west end of Stockton Yard and Charter Way has again been painted as an aid to safe driving during the forthcoming foggy weather!

The parking lot at Stockton roundhouse has recently been scarified and leveled, which has made a great improvement in this area.

Brakeman J. E. NOWLIN received painful injuries when his motorcycle was struck by an auto which will re-

sult in his not being able to return to work for some months.

Also injured in an auto accident on September 30 were Switchman and Mrs. J. H. HAINES. Mr. Haines has returned to work. However, Mrs. Haines has been confined to her home.

We want to take this opportunity to thank everyone who has been so helpful in contributing news during the past year, and extend to all Western Pacific employees Best Wishes for the Holidays!

SACRAMENTO FREIGHT STATION

Nancy De Riso

Lt. Commander L. M. NERVIG, son of Assistant Cashier and Mrs. L. O. NERVIG, is on a cruise to the Hawaiian Islands and it wouldn't surprise us if he brings back the hula skirt he promised his dad!

Cashier FRED PETERS bagged a 100-pound forked-horn muletail buck near Milford, in Lassen County. Fred shoots with a .300 Savage rifle.

Demurrage and Switching Clerk RICHARD C. FINLEY didn't do so bad—he came home with a forked-horn blacktail buck and a doe, killed at Paynes Creek. Richard shoots with a .30-06 rifle, and his two deer weighed in at about 100 pounds each.

Head Cashier FRED PETERS is rather an unlucky fellow, his birthday falling on December 23, only two days from Christmas. Train Desk Clerk CLAUDE E. FINLEY, who celebrates on December 5, is much more lucky.

CLAUDE FINLEY and his wife enjoyed a nice vacation, visiting in the states of Virginia, Maryland, Pennsylvania and Washington, D. C.

Merry Christmas—Happy New Year!

CHICAGO

Dan Dutkiewicz

GLORIA (STROM) JAEGER, our mail and file girl, recently returned from her honeymoon in Florida. According to Gloria, they picked a fine time to go (?), as it rained during a greater portion of their stay. You Californians and Nevadans will probably be glad to hear this!



Barbara Kortge—engaged.

Cupid has also struck your scribe quite effectively. His engagement to Barbara Kortge will probably result in his wearing his bowling ball and chain instead of using it on Tuesday nights. No date for the wedding bells has yet been set.

SHIRLEY MICHALEK, our attractive PBX operator, is quite enthused about bowling. According to Shirley she is going to break 200. Keep it up and they

will probably put you up against Mrs. Joe Christoff on that TV bowling program.

We are all going to miss **URSUL BOHNE**, traffic representative of the Minneapolis territory, but we wish him the very best of luck in his new assignment as general agent for our Tidewater Southern subsidiary at Modesto, California.

RAPHAEL SEHI, our new assistant export clerk, was on the job for only one month and is now employed by the Brunswick-Balke-Collender Company here. We didn't get to know you too well, Ray, but good luck on your new job.

A handsome tree, beautifully decorated by **SHIRLEY MICHALEK**, **FLORENCE DUDLEY** and **GLORIA JAEGER**, is enhancing the Christmas spirit in this office. Wives and husbands will attend and we are looking forward to a grand party.

With State Street all aglitter with many festive decorations and attractive displays of gifts, Christmas is in the air. We, of the "Windy City" office, wish all WP railroaders, their families, and our many shippers and their families, a *Very Merry Christmas!*

TIDEWATER SOUTHERN

Jane Navarro

We welcome to the Tidewater staff **URSUL F. BOHNE**, joining us as general agent in conjunction with a new agreement with the Modesto and Empire Traction Company concurrent with the establishment of joint through rates for customers of TS, WP and M&ET. He hails from WP's Minneapolis territory.

Congratulations to **GEORGE LYON**, Modesto station agent, upon receipt of his 10-year service pin this month.

Also to **NICK WESTFALL**, bridge and building foreman, who received this month his 30-year service pin.

The last of our vacationers is **OSCAR CORREA**, chief clerk at Modesto. He's busy hooking salmon at a very secret and private fishing hole and we hope he has good luck.

ART TIBBETTS, freight agent at Escalon, and his wife, Hazel, celebrated their 45th wedding anniversary with friends and relatives in Santa Cruz last month. Congratulations!

Now that the Thanksgiving turkey is gone we can begin scrambling for our Christmas shopping. We gals have to be tactful to get what we want. One year I hinted about a new bathrobe and what did I get—another spinning reel for my collection! Do I fish? Noooo. But I'm learning to like it, now.

All of us on the Tidewater wish a wonderful Holiday Season to all of you on the Sacramento Northern and Western Pacific!

MILPITAS

Philip Hazlett

Winter has arrived, and to prove it, **MAGGIE MILLER**, biller de luxe at San Jose freight station, has donned her third sweater. Maggie acts as the local thermometer, and the temperature is gauged by the number of sweaters she dons. Incidentally, Maggie is an Elvis Presley fan and does "Houn' Dog" better than Elvis!

BARNEY FLOOD, warehouse foreman, had the misfortune to fall off his house and break two of his toes. Barney will be off duty about three months and we hope he won't suffer too much. Meanwhile, **WALTER BLECHER** has taken over the warehouse foreman's work.

KEN DUNTON attended the Safety First meeting in Oakland and his motto now is "Think!"

The Chamber of Commerce representatives from Santa Cruz County, **CLAYTON ASHLAND** and **BILL HATFIELD**, say anyone not living in their county is crazy. In this country, we can at least allow them an opinion!

Among those affected with colds are **JERRY ALLRED**, on the 7:30 p.m. San Jose local; **ED CORBETT**, on the 12:01 local; and **PHIL PRENTISS**, which brought that "mountain man" **BOB REDUS** back down from the high line. Brakeman **FRANK DUNCAN** is on the bad-order list with a bad foot. Get well, soon, fellas!

Milpitas may not be very big, but our wishes to all of you for a Real Merry Christmas and a Happy and Prosperous New Year are as big as they come!

SANTA'S SUREST WAY



WINNEMUCCA

Ruth G. Smith

We were all saddened by the death of Retired Brakeman **THOMAS GILBRAITH, SR.**, who died in West Frankfort, Ill. He was the father of Brakeman **THOMAS GILBRAITH, JR.**

Congratulations to **Jean Woodward**, daughter of retired Engineer **ARTHUR G. WOODWARD**, who was married in Reno October 3 to **Ronald K. Bailie** of Los Angeles.

JAMES JENISTA has moved his family to Winnemucca, where he is now assistant section foreman in charge of the gang assisting in the welding yard. He was formerly section foreman at Krum.

Corporal **Domingo Peralta**, son of Section Laborer and Mrs. **R. A. PERALTA** of Sulphur, spent a few days with his parents on leave from Travis Air Force Base.

Sheet Metal Worker and Mrs. **RAY GOOD** of Oakland spent a few days in Winnemucca recently. Ray was an employee at the old Winnemucca roundhouse before transferring to Oakland, and it was good to see him again.

Engineers **H. A. BAUMERT** and **A. L. QUIGLEY** joined Engineer **W. S. THOMPSON** and Fireman **AL WHEAT** of Elko on a two weeks' hunting trip to Idaho. They report the hunt was very successful.

Brakeman and Mrs. **ROBERT C. RANKIN** are being congratulated on the birth of a daughter on October 24. This is their second child, the first a boy.

We hope all our friends along the Western Pacific have a wonderful Christmas and a New Year filled with happiness!

OAKLAND

John V. Leland

CAPTAIN LAMPMAN reports a very pleasant vacation spent in Puget Sound country and Victoria. You can't keep a marine employee away from water.

Deckhand FRED DERRIGAN returned from a hunting trip to the north part of the state and along the coastal counties with two forked-horns and a doe.

Congratulations to Mate FRED KOCH, who has taken a new pilot, Mildred, aboard. They were married in Las Vegas recently.

Marine Engineer CHARLIE CHRISTIANSEN also gave up single life and was married on October 11 to Hilda Anne. The honeymoon will be scheduled later.

Spotted EDDIE WUELFING, train desk expert, eating "high on the turkey" the other noon. That mammoth drumstick was just about too much for Eddie.

Ask Chief Yard Clerk "TONY" DAY about the bighorn sheep (head) in his iron chariot recently. "Tony" drives a "power-packed" version of a popular make auto and he's now wondering who put on its starboard side that "Do Not Hump" sign!

While Trainmaster PHIL F. PRENTISS was visiting Disneyland in Southern California while on vacation recently, he detoured over to Knott's Berry Farm and ran across RAY HELMICK, former WP switchman.

With deep regret we report that Mrs. Tom Nelligan, wife of retired Oakland Trainmaster TOM NELLIGAN, passed away in October.

We also just received the sad news that ex-Oakland WP Yard Clerk DESMOND W. MASON passed away in Oakland during April.



Charles Knight, general traffic manager of the Kaiser Steel Corp., Mrs. Knight and their son, Stephen, receive bon voyage wishes from Jim Duhn, traffic representative, at Oakland, Calif.

You'd only believe it if you saw it, but your correspondent, while recently cleaning out his locker the other morning, uncovered the following souvenirs: half of an old broiling grate to a caboose stove; several ancient copies of the old WP *Headlight*; one piece of a busted air hose; several rocks in assorted sizes; a flashing neon sign reading "Smile"; a large bronze cowbell; and a bottle of Adams Famous Herb Bitters, dated 1909!

We hope all your Christmases are Cheery and that the old fellow with the long, white beard doesn't pass you up!

Mince Pie was originally called "Christmas Pye" and came from England. Made in the form of a manger, its spices represented offerings of frankincense and myrrh.

KEDDIE

Elsie Hagen

While deer hunting here has been very good, the season being opened for bucks and does, we think our male railroaders will have to agree that they aren't the stronger sex, as two of our women brought in the first two bucks.

We lost our Trainmaster BOB REDUS for a few days while he returned to Milpitas to take over for PHIL PRENTISS, who has been ill.

Engineer W. JUNIOR CHAPMAN, who has been a patient in Industrial Hospital for several weeks, is now home and getting along fine.

Engineer and Mrs. HAROLD BASHFORD went to Oregon on vacation for some steelhead fishing before going to visit their folks in Oakland.

We were sorry to hear of the death of one of our former residents, Conductor E. E. REDDICK, who passed away in Curran Hospital in Oroville. He had been living there for the past couple of years. Our deepest sympathy is extended to his family.

Engineer and Mrs. RADCLIFF have moved to Stockton, but before leaving, managed to get their buck.

Roadmaster CHET BARRY and his family were away fishing along the Oregon coast, and probably for the first time, Chet missed the annual WP-Forest Service dinner.

Larry Fisher, son of Section Foreman LAUREL FISHER, has joined the Air Force and is now stationed in Texas. He has been working for the Utah Construction Company this summer, and graduated from Quincy High School last year.

A Very Merry Christmas and a Happy New Year to all our WP friends!

MECHANICAL DEPARTMENT

Rod Rodriguez

The yearly event put on by the Railway Business Women's Association once again is a thing of the past, but complimentary remarks on their well-organized schedule are still circulating. Much praise was directed to the talent which took part in the various entertainment acts. We're especially proud of the quartette which appeared under the name of the "Rail McCoys," composed of HY O'RULLIAN, chief clerk; DICK CARTER, electrical engineer; BILL WOLVERTON, mechanical engineer; and RAY SCHRIEFER, shop engineer. As winners of first prize, they were individually presented with a handsome trophy for their outstanding performance.

JOHN HICKS, assistant CZ accountant, is once again beaming proudly around the office, as his daughter Helen



"Well! Whadda YOU want?"

was again awarded first prize in the contest sponsored by the "Wool Growers' Association." The coveted first prize was a tailored suit and in recognition of her talent, she was awarded also a three-day all expense paid trip to Disneyland, staying at the Biltmore Hotel. During her stay she will be entered in the State competition. Helen changed her name on October 21 to Helen Sheenan, which brings congratulations from all of us.

NORMA JOSEPH is busy rattling around in her big, brand-new home. She is really having the time of her life trying out all the new gadgets in her kitchen and laundry room.

We hope all of you have a real Merry Christmas and a Prosperous New Year!

SACRAMENTO NORTHERN

Milton Ziehn

We especially want to wish many years of happiness for NICK J. KOSOVICH, B&B foreman; NICK LALICH, B&B carpenter; JOSEPH C. "OB" OBENSHAIN, conductor; and AL D. PINGREY, brakeman, who were our guests of honor at our Christmas Retirement Party held on December 2. These three old-timers had a total of nearly 120 years of service; respectively, 36-9/12 for Nick; 12 for Lalich; 35-7/12 for Joe; and 35-7/12 for Al. We'll have a report on the party in the January issue.

We also want to extend our sincere thanks to all who pitched in to help with the party. Those who brought the tree decorations, food, acted as Santa Claus, furnished the tree and bought tickets. Thanks one and all!

Now that the elephants and donkeys are friends again, it should be a time of peace and good will, and we want

to wish all SN'ers a Joyful and Merry Christmas with hopes for much peace and good will during the coming year!

OROVILLE

Helen R. Small
Clayton W. D'Arcy

We would like first of all to thank ETHEL OWEN for her contributions to this column during Helen's absence. We are also grateful to CLAYTON W. D'ARCY, who has offered to furnish news about the employees in Oroville Shops. Clayton's first reports begin with this issue.

Helen's trip to Europe was most wonderful and she'll tell you some of the interesting happenings in the next issue.

Deer season is now over and among the successful hunters are Machinists F. W. RAABE, JOHN HOLCOMB, CLIFF HEDGE; Pipefitters JOHN ARRUDA, NORMAN OWENS; Electrician AMEL BACHERINA; Machinist Apprentices DAN DARDING and JACK DODSON; and Roundhouse Foreman RAY RONAN. OTTO MARLER failed to get his buck, and blames his failure on his gun, a gun given him by his co-workers in the shop. As we write this, Machinist JOHN JAYO is elk hunting in Idaho.

Among our new proud parents are LONNIE DENNY and GEORGE MEVINS and their wives. Deanna Denny, granddaughter of Doris and JOHN ARRUDA, was born October 9, just 56 minutes before the birth date of her grandmother. A son, weighing nine pounds, was born to the Mevins family on October 13.

The Oroville Western Pacific Family Fund Blood Bank recently received commendation from the Butte County Civil Defense Administrator for the

contributions to the blood bank. Carman T. E. CLIFTON received a special citation for his efforts as blood bank chairman and his own contribution of over three gallons of blood!

JOHN C. NELSON, his wife, daughter Veda, and son Bill, recently visited Logan, Utah, where Veda enrolled at Utah State College. Veda, a 1956 graduate from Oroville Union High School, was, upon graduation, presented with the American Legion Award which is given to the outstanding student, based on courage, honor, service, scholarship and citizenship. Congratulations!

W. W. RANDOLPH recently visited San Francisco with the Mrs., where "Bill" attended the California Masonic Grand Lodge sessions.

Machinist ORSON SHEPARD has ac-

quired a new hobby. Two traffic tickets in two months.

The Oroville Federated Shop Crafts went all out to make their family night on October 27 a great success. Plenty of good food and good fellowship. The committee in charge included R. S. PATTISON, CLIFFORD GARVIS, R. L. BLISS, "SHORTY" THOMPSEN, GILBERT POWERS, GIL RICE and their wives. Others assisted in the serving and dishwashing. To all those who helped, we say, "Thank you!" Over 125 attended this annual event.

Mary Tolstick, daughter of Carman T. E. Clifton, sailed on October 22 for Japan, to join her husband stationed there with the U. S. Air Force.

Fireman WALTER WILLIAMS recently suffered a broken jaw and a serious



"As a railroad man, dear, you'll be happy to know—I got 'em all ON TIME!"

eye injury when his horse kicked him in the face. We hope for a rapid recovery, Walter.

We at Oroville wish every Western Pacific railroader a most wonderful Christmas and a Safe and Happy New Year!

SALT LAKE CITY

Joseph B. Price

Combining deer season and vacation, Engineers NORMAN F. BROWN and ROLLA F. HOWELL each got their doe and buck.

Brakeman LARRY M. HAYS, who recently moved to Salt Lake, spent his vacation shopping for a home and just resting up.

Deer season treated Conductor DEWARD C. ANDERSON and his brothers and brothers-in-law, nine in number, better this year than last. All converged at Grantsville and took off for the hunt and each one netted a buck before returning. The party was driven from the same location last year by an unexpected blizzard, which, if they had stayed, would have stranded them.

Conductors JAMES W. DANIEL and WILLIAM T. PATTERSON went out after deer together and also reported having good luck.

We just wonder how the little Miss that has been welcomed into the home of Fireman and Mrs. JOHN E. FISHER is going to fare with a houseful of menfolks. We imagine that the womenfolks will win, regardless. Congratulations to the happy family.

Conductor JAMES L. TROLLINGER took the opportunity to visit his many friends while taking in the scenic points during a vacation in California.

No sooner had we welcomed Train-

master GEORGE M. LORENZ back from his classes at Stanford and vacation than we had to bid him farewell. We all wish him the very best in his new assignment as trainmaster at Portola.

A hearty welcome is extended to Trainmaster ROBERT C. MADSEN, who transferred from Oroville to succeed George. We hope you will like our fair city, Bob.

No sooner have we counted our many blessings on Thanksgiving Day than we are bustling forth on the Christmas holidays with all the gaiety and good will. It is then that we pause to consider the many friends we have in the Western Pacific family, and we extend to all of them this greeting:

*"Though many miles divide us
Upon this Christmas Day,
We send to you this greeting
For a Happy Holiday!"*

SACRAMENTO STORE

Irene Burton

At last the fish in this territory are biting. WANDA LATONA caught a twelve-pound salmon the first time she ever fished. Not to be outdone, a group of fishermen from this office took to the river a couple of days later and HORACE LATONA and ALTON DABBS tried their luck and came home with a 29-pound and a 27-pound salmon. Maybe those new boats had something to do with the luck?

Our deepest sympathy to VERNE NELSON on the loss of his wife, Marie, and to EDGAR ENSELE, whose brother passed away recently.

We wish a speedy recovery to ED HAWKINS' wife, Julie, who underwent surgery.

OSCAR ULRICH has been off from work due to a recurrence of the flu, and NORMAN VIZINA has also been off because of ear trouble.

ROY FALQUIST retired November 1 on disability. We all wish for Roy a speedy recovery and hope that before long he will be able to get out in the yard and continue his work with his flowers.

While your correspondent was in Portland, Ore., on vacation, she had the pleasure of having lunch with MARION LEAVENS, former Store Department employee. Marion took me to their place of business, the Hawthorne Lockers, and many a hunter would have been envious to see at least a hundred deer hanging, ready to be cut and wrapped for the lockers. We found Portland a very pretty, although a mighty wet, city, as it rained every day during my stay. On the return trip south of Ashland, it had snowed during the night and it was a beautiful sight.

Everyone had a grand time at the



Dick Carter, Hy O'Rullian, Bill Wolverton, and Ray Schriefer—first place winners.

Railway Business Women's Association "Bosses' Night," and those bosses who could sing, entertained us with barbershop harmony. HY O'RULLIAN, DICK CARTER, RAY SCHRIEFER and BILL WOLVERTON won first place. The other quartettes tied for second and were presented with miniature cups, not quite as large as those received by the winners.

A big store full of wishes to all of you for a Merry, Merry Christmas and stores of good fortune during the New Year!

ELKO

Henry Walloch

A recent article in the Elko Daily Free Press told how a picture of Ted Contri, son of Power Coordinator LARRY CONTRI, was selected for the cover on the 1957 Official NCCA Boxing Guide. It was regarded by some as one of the most outstanding honors ever received by a Nevada athlete.

The book, published by the National Collegiate Athletic Bureau of New York, contains the official rules of boxing established by the NCAA, along with regional reports and other boxing news and records of 1956 collegiate bouts and tournaments.

Other photos in the book include one of Pacific Coast champions, among them Sammy Macias, 119, of Nevada, who boxed in Elko last winter.

Young Contri graduated from Elko High School four years ago and has made a commendable record as one of the stalwarts of the University of Nevada boxing team.

A note about the cover said: "Ted Contri, 147-pound U of N scrapper, will make his final bid in 1957 for the National Collegiate crown he's nar-

rowly missed in two previous tries. Ted was national runner-up as a sophomore and semi-finalist last year. He won the Pacific Coast collegiate championship in 1955." The Sierra Nevada Sportswriters & Broadcasters Association voted Ted the "Athlete of the Year" for 1955.

Christmas Greetings to all of you from Elko, and Best Wishes for the New Year!

SACRAMENTO SHOPS

Marcella Schultze

A delegation of five members of the WP Sacramento Employees Federal Credit Union attended the 22nd Annual Meeting of the California Credit Union League in San Jose on November 16, 17 and 18. Included in the group were E. L. TOMLINSON, president; J. A. ANDERSON, assistant treasurer; A. MOLDENHAUER, member, Board of Directors;



While camping near Rock Creek dam at Belden, retired Machinist Inspector Jack Stratton caught the reflection in the water of a WP freight entering a tunnel above the dam.

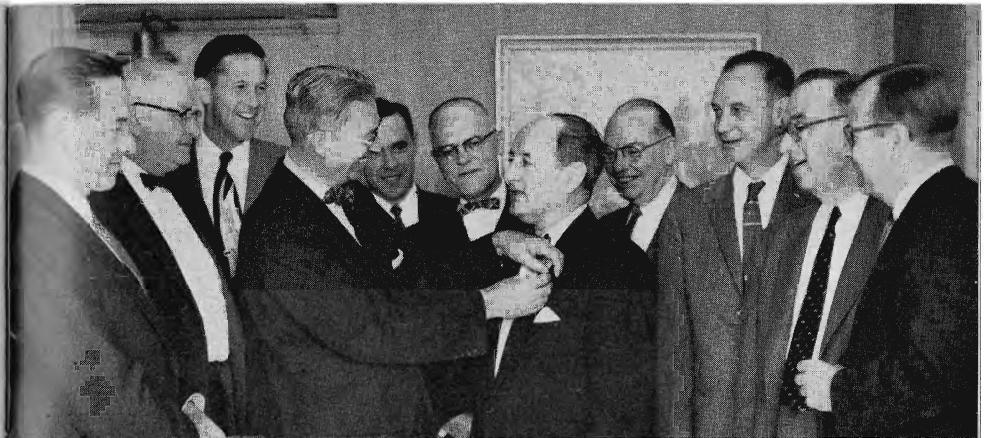
IRENE E. BURTON, secretary, Credit Committee; and this reporter, member of the Supervisory Committee. The WP Sacramento Employees Federal Credit Union is one of 1,420 voluntary saving and lending associations in California. The 1,500 delegates attending represented 850,000 credit union members.

After 20 years with WP, Carman H. H. EVERS retired on October 25, and was presented with a Sears scrip book by his fellow employees to purchase as he wished. Henry is a very skilled and accomplished millman and carpenter, so we know he won't have many idle hours. However, Henry always had so many interesting things to tell about Australia, where he still hears from part of his family, we're going to miss him.

Our sincerest sympathies are extended to the families of retired Machinists E. J. BODEN and JAMES QUINN, who both passed away in October. Mr. Boden died at the age of 94. But I remember JIM QUICK last summer relating how he saw Ed with his son and daughter having Sunday breakfast at the Oaks, and Jim said then that Ed, even though 94, was by far the best and snappiest-dressed man in the room. Ed's son, J. E. BODEN, is also a retired WP machinist.

The Holiday Season is upon us again, and we at Sacramento Shops wish to extend our greetings to all for a very happy and safe Holiday Season and the very best of wishes for the coming New Year!

The first Christmas tree to stand in an American home was one used in Wooster, Ohio, in 1847 by an immigrant from Germany, where the custom had existed since the earliest years of the 17th century.



Charles K. Faye, freight traffic manager, gets a little friendly ribbing as he receives his 25-year service pin from M. W. Roper, vice president-traffic. Faye's traffic department "pals" are, from left to right: Ken Rank, Perl White (New York), Dave Copenhagen, Jim Baker, Art Lund (Chicago), John Nolan, Stan Dinkel, Ray Coulam (Salt Lake City), and Art Allen. The event took place during a recent regional traffic managers' meeting.

SAN FRANCISCO

George Bowers, Doug Bruce, Rita Connolly, Molly Fagan, Lawrence Gerring, Don Hedgpath, and Carl Rath.

GEORGE BOWERS will succeed FRANK TUFO as correspondent for the accounting department, Frank having transferred to the transportation department to work for KEN PLUMMER, assistant superintendent of transportation.

TRUSTEN P. WADSWORTH, freight traffic, was elected vice-president of the California Chapter of the American Society of Traffic and Transportation at the recent annual meeting of that group.

BILL BOEBERT, chief special agent and claim agent, reports that BOB STENOVICH, district special agent and claim agent at Elko, was elected a director of the Nevada Peace Officers' Association.

ROY E. LARSON, vice-president-treasurer, was made an associate member of the Security Analysts of San Francisco.

Among five San Francisco business executives reelected board members of the National Industrial Conference Board for a term of one year was President F. B. WHITMAN. The Conference Board, founded in 1916, is an independent and non-profit institution for business and industrial fact-finding through scientific research. It is supported by more than 3,500 subscribing associates, including business organizations, labor unions, trade associations, government bureaus, libraries, individuals, and colleges and universities.

FRANK BROGDON, auditor of revenues department, recently announced his engagement to Lee Childers and plans are being made for a wedding in May. Frank has been courting Lee since their early days in high school.

Dan Cupid has succeeded once again in his conquest of hearts at the general office. VICKI COFFEY, auditor of revenues department, and FRANK DAVIS, treasurer's office, were married on Oc-



L. N. Solovyev, V. L. Kudryatshev, and M. I. Rubinshtein, three observers from Soviet Russia, on a nationwide tour to watch the American presidential campaign, spoke highly of the California Zephyr when they boarded the streamliner at Oakland en route to Denver recently.

tober 27 at St. John's Presbyterian Church in San Francisco. FRANK BROGDON and RON TOFANELLI were ushers.

ROSLYN CAPARELL went flying down to Rio on a month's vacation tour which began on November 23. She leaves from Oakland, flies to Miami, from there to San Juan, Puerto Rico; from there on to South America, where she will visit all the South American countries about which we hear so much. Homeward bound she will return via Panama and Miami.

ALTA THOMAS tells us that her son, Richard, is being discharged from the Army after two years' service.

Congratulations to IRENE HANSEN, file and records clerk—Medical Department, on her marriage last month to Jack Harmon. Irene is now on leave of absence, and her position is being filled by Mrs. NORA COSTELLO, whom we welcome to Western Pacific!

DON HEDGPETH, rate quotation clerk, has been away for more than six weeks because of infected lymph nodes in his neck, and radiation poisoning from X-ray treatment. On November 28 Don's wife, Sarah, was also in the hospital giving birth to their first child, Karen Ann, weight six pounds six ounces.

SPENCER GILMAN, assistant transportation engineer, put his research experience to work while moving into a new home in Farm Hill, Redwood City. With ingenuity Spencer inveigled PETER VAN GORP and COLIN ELDRIDGE to assist him in moving.

Retired Conductor HARRY GIBSON visited general office in November while visiting with his sons in California. Salt Lake City must agree with Harry as he looks and feels wonderful.

All of us at general office send warm Christmas Greetings and wishes for a Prosperous and Happy New Year to each and every one of our railroaders.

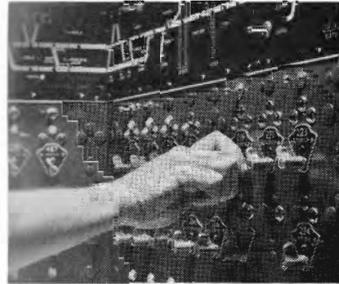


"Yes, dear—that was REALLY Santa!"

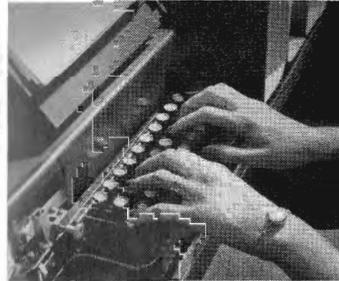
MILEPOSTS



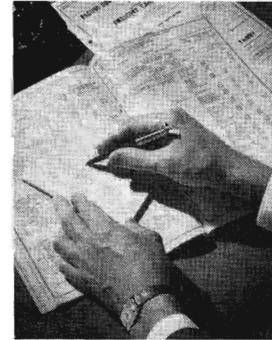
LOCOMOTIVE ENGINEER maintains on-time performance records.



DISPATCHER sets up non-stop "meet" miles away from his C. T. C. Board.



OPERATOR teletypes location of cars to WP offices from coast to coast.



RATE SPECIALIST finds a quick solution to a shipper's problem.



SWITCHMAN moves fast to cut yard time to a minimum.

Skilled hands make the difference!

It takes *more* than modern equipment to give shippers good service. It takes *people*, the skilled hands of Western Pacific's some 5000 employees who think in terms of the *shipper's* needs.

WESTERN PACIFIC

ROUTE OF THE VISTA-DOME *California Zephyr*

General Offices: 526 Mission Street, San Francisco 5, California



DECEMBER, 1956



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WESTERN PACIFIC MILEPOSTS

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RAILROAD LINES



Truckers' ton-mile "take" approached five times the rail average in 1955—6.31 cents against 1.37 cents.

Baltimore & Ohio's three rail-diesel-car "Daylight Speedliners" have full dining facilities.

Milwaukee builds its third hump yard in four years; latest a \$5 million yard at St. Paul, first of its kind in Twin Cities area.

First seven months 1956: Class I railroads capital expenditures up 63.8%, outlays for equipment up 79%, road expenditures up 34.9%.

Missouri Pacific to build at Kansas City an \$11.5 million double-hump yard permitting switching in both directions.

North Western plans streamlining passenger service, eliminating unneeded and unprofitable trains.

Cotton Belt's 752 miles of main line now entirely CTC controlled.

Lehigh Valley will spend over \$6 million annually for two years repairing and rebuilding freight cars.

New Haven's new lightweight 9 car "Dan'l Webster" to use locomotive at each end for operating on either third-rail or mechanical drive.