

WESTERN PACIFIC
Mileposts
JUNE 1956



WESTERN PACIFIC Mileposts



Vol. VII, No. 11

JUNE, 1956

*Milepost No. 83

Department of Public Relations

WESTERN PACIFIC RAILROAD

SACRAMENTO NORTHERN RAILWAY

TIDEWATER SOUTHERN RAILWAY

526 Mission Street, San Francisco 5

Lee "Flash" Sherwood, Editor • Arthur Lloyd, Jr., Associate Editor

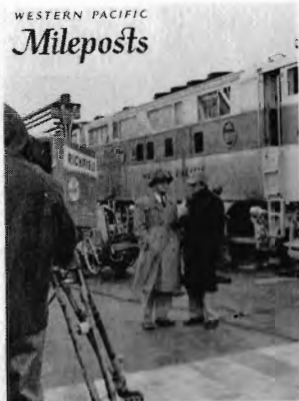
Member

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

* Milepost No. 83: Just beyond station Wyche where
railroad crosses Highway 120 leading into Highway US 99.

COVER

H. C. Munson is interviewed by Bob Day, "Success Story" emcee, during Western Pacific's appearance on this famous Richfield Co. telecast.

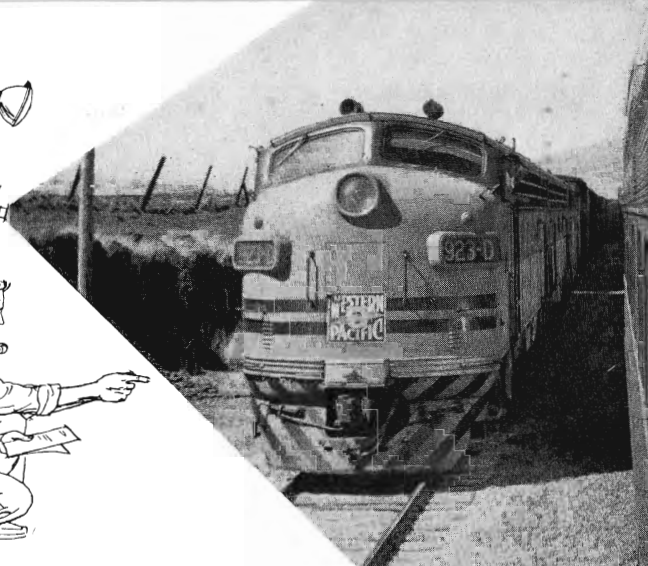


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MILEPOSTS



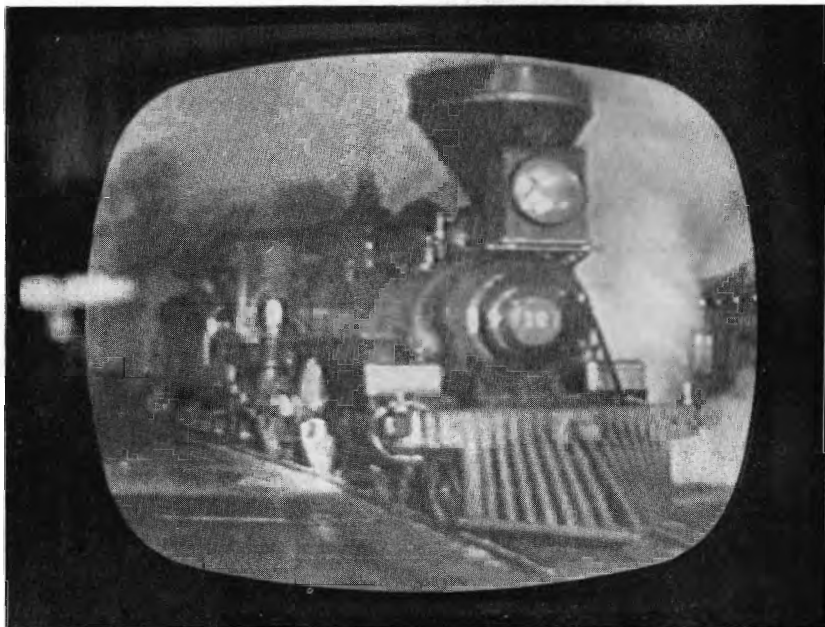
TELEVISION featured Western Pacific on April 26, when Richfield Oil Corporation's weekly half-hour production, "Success Story," presented an on-the-spot live telecast of the railroad over KGO-TV Channel 7. The railroad and its operations were brought to the screens of more than one million viewers by Northern California's most popular, Academy-Award winning production.

"Success Story" entails a very great deal of work and expense on the part of Richfield Oil Corporation. But they feel justified in depicting our Free Enterprise system in action — how huge investments, know-how management and loyal craftsmen dedicate their best efforts in performing better services and making better products at lower prices for high standards of living for everyone.

Behind the scenes, "Success Story" is a hair-raising effort wherein the story, complete with mechanical ac-

tions, raw materials, executive policies and operations must be studied, reduced to 29 minutes and 25 seconds, and made to emerge as a smooth, well-integrated, and absorbing story. The problems for Caryl Coleman, the writer-producer, who must learn and translate the story of a new and different industry each week, are enormous. Likewise, are the problems of Director Tom Weatherwax, who must leapfrog his three mobile cameras not only all over the floor, ground and machine areas that frequently cover thousands of square feet, but, must also figure how the crew of some 18 men may get cameras from one location to another without any interruption in the flow of the telecast.

Prior to the actual telecasting of Western Pacific, 80-man days or more work was involved, consisting of tours by technicians, conferences and planning sessions with WP representatives, topped by careful rehearsal. Every-



"San Francisco TV's handsomest camera shot of the season," according to *Chronicle* columnist Terrence O'Flaherty, was this view of the V&T Genoa, as she played her part in Western Pacific's "Success Story."

thing was put down on paper and nothing was left to chance. Following these surveys, at least four weeks prior to showtime, several days were spent working up a "rough draft." Camera positions had been double-checked, as had been movements, floor space and power supply for the television remote truck. In this way the best story angles as well as the best viewing angles were worked out.

On the Monday preceding the show, a formal script conference was held at Western Pacific. Technical changes or corrections concerning facts and

figures about company operations were made. Larry A. Russell, the assistant producer, familiarized himself with every scene in order to re-orient in his own mind the general tenor and mood created by Coleman. To determine how much music would be required the script was scored for the proper mood from an extensive station library which runs from "Pops" to "Classical."

Director Weatherwax took charge of the program on Wednesday morning preceding the show. He had his first look at WP the Monday before and during the intervening three days virtually lived with the script. He blocked out camera angles and movements, cue sheets for his cameramen and production assistants, and issued instructions for company personnel to accompany



Sequences that could not be handled "live" were filmed in advance. Here Bert Stratton, director of industrial development, "takes off" with a prospect via helicopter to show available plant sites located along WP.

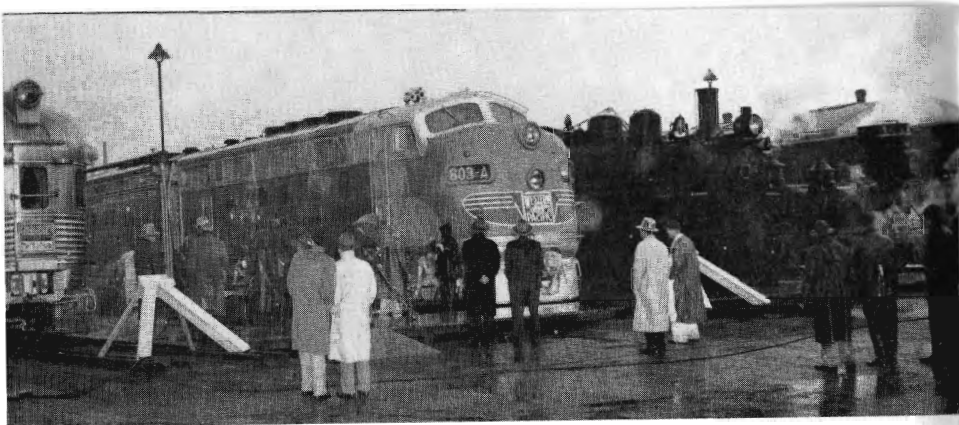
"Success Story's" emcee and narrator. In other words, Weatherwax had in his own mind a visual image of exactly what the show would be and the somewhat difficult task of conveying that image to the personnel who were directly involved from this point on.

In the afternoon, Bob Day, the "Success Story" emcee, arrived and with Director Weatherwax "dry rehearsed" (actually it rained "cats and dogs") the scenes in which he was involved. WP personnel, virtually the stars of their own story, were encouraged not to memorize whatever they might have to say as the program depended on their ability to convey themselves to the TV audience as genuine authorities in their chosen industry.

A familiar sign on most any TV station wall reads: "If you can keep your head while others are losing theirs, then perhaps you just don't understand the situation." This statement fittingly describes the "Big Day." The cloudburst which fell during the

telecast added realism to the show. Hectic as it was (and confusion was rampant but well organized) the show was on the road. About 10:00 a. m. on the day of the show some \$150,000 worth of equipment on wheels reached WP Oakland yard and was located at pre-determined positions. One example of the immensity of equipment was five to ten thousand feet of camera cable strung and laid around the yard.

For a brief picture of the technical operation, the "picture" traveled through the air, hitching a ride on invisible sound waves. The "sound" portion of the program rode along special telephone wires strung from the television remote truck directly to the transmitting tower. Thus, the picture was micro-waved direct from the remote truck to a telephone company



A cloudburst during the actual telecast added realism to the show. The "hot" camera of the four used is picking up the scene shown on the cover. The cameras rolled along a wooden platform connecting the four tracks.

truck, then to the Telephone Building, and eventually by co-axial cable, on to the television transmitting tower high atop Mount Sutro. There it met up with and was mixed with the sound portion to make the finalized television show. All this happened in a small fraction of a second.

No visitors were permitted in the

television remote truck itself, referred to by those who inhabit it as "Ulcer Gulch!"—the nerve center of all operations. Actually, it is a television control room on wheels.

DIRECTOR WEATHERWAX sounds for all the world like a tobacco auctioneer as he barks commands, answers questions, argues, soothes, convinces, and occasionally, just "shoots the breeze" with some 12 to 15 people simultaneously. For he had direct communication via headsets with three to

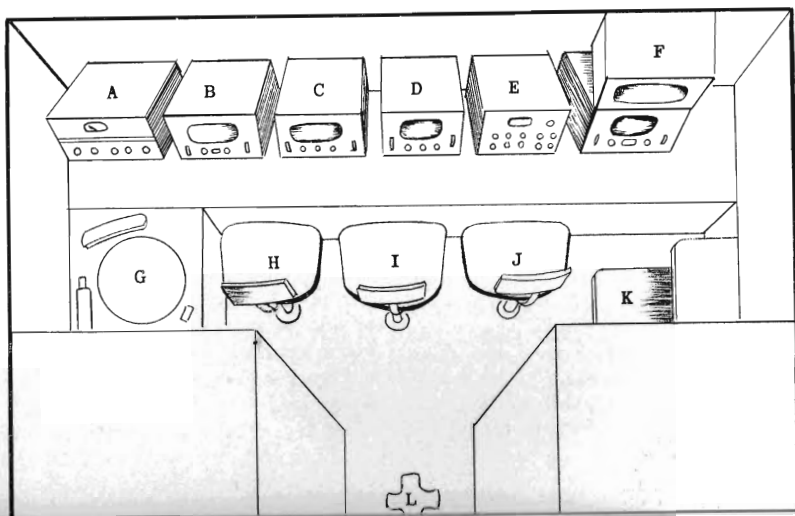
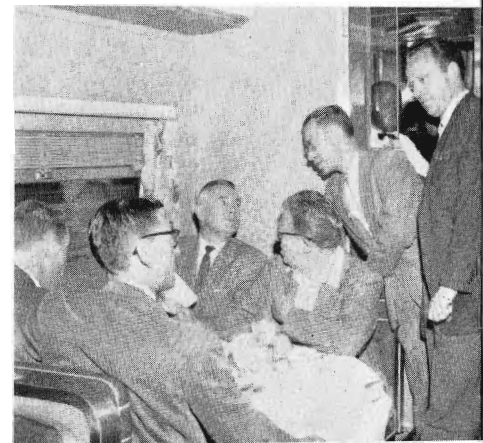
four cameramen, three to four production assistants, the audio engineer, the narrator, and the technical director. He was also besieged by the producer and his assistant who stood directly beside the director shouting time cues and other instructions. Many times these persons were talking back to the director all at once so that he had to be able to "sift out" the voice he wanted from all those he heard. He followed the script word for word and scene for scene (with one eye) while watching the three to four monitors that conveyed the picture from each camera, and the "on the air" monitor that told him which picture was being sent to the audience (with the other eye). Another monitor showed the picture as it was transmitted from the station so that he could check it against his own "on the air" monitor in case of emergency, and tell in an instant whether or not the picture he wanted was actually going into your living room.

Technical Director Stan Younger was having his work cut out for him, too. Assuming full responsibility for "punching up" the picture requested from the script by the director, he was also entirely responsible for all engineers, cameramen, and the care and proper functioning of the \$150,000 worth of television equipment. All cameras worked simultaneously and each camera had its own TV screen or

monitor, numbered No. 1, No. 2, No. 3, if necessary No. 4, but only one camera picture was being transmitted (with the exception of super-impositions and other special effects). By means of special switches the technical director selected the picture desired, at the director's request. He was able to "take" (cut directly from picture to picture), "dissolve" (a transition or blend from picture to picture), or "fade in" and "fade out" (go from picture to black to picture). Thus, one picture was on the air at all times and everyone in the truck knew which of the three was being transmitted.

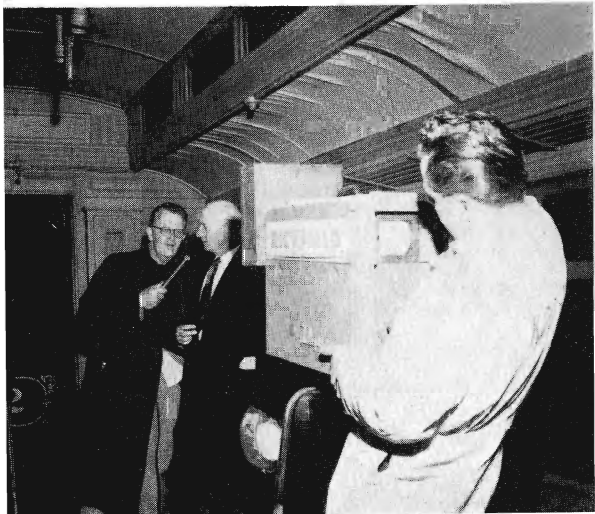
The final life of the show was breathed into the script during the given 29 minutes and 25 seconds. People were speaking their lines, projecting scenes, and creating the moods that were originally visualized by Caryl Coleman. During the at least 30 different scenes the technical direc-

"Success Story" staff at dinner in the California Zephyr diner: Hartley Sater, narrator; Stan Younger, technical director; Caryl Coleman, writer-producer; Bob Day, emcee; Larrie Russell, assistant producer; Tom Weatherwax, director.



Key to Interior KGO-TV Remote Truck
Picture on opposite page

- A. Audio. B. Camera Monitor 1.
- C. Camera Monitor 2. D. Camera Monitor 3.
- E. Master Switcher. F. "On Air" Monitors.
- G. Turntable. H. Audio Engineer.
- I. Video Engineer. J. Technical Director.
- K. Director. L. Producer.

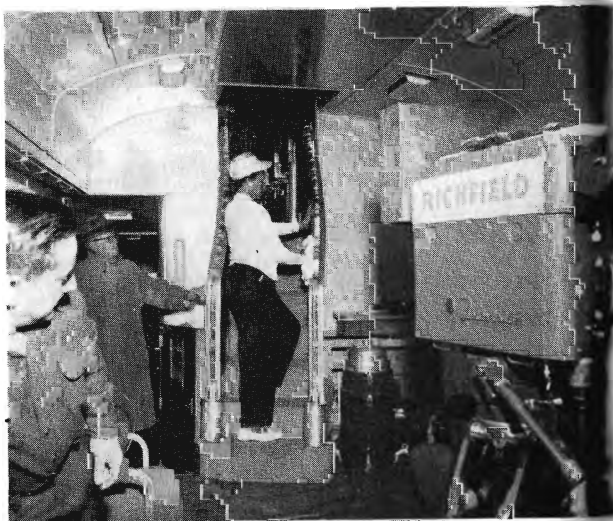


Bob Day interviews Henry Stapp, assistant superintendent, inside the antique day coach on the advances in railroading since it was new.



Buyer Jim Duhig and Dining Car Inspector Cecil Staley "star" in commissary sequence.

Richfield and WP officers at the telecast: G. H. Kneiss; F. F. Little, manager railway department, Los Angeles; H. W. Vossler, city sales manager, San Francisco; H. C. Munson; L. C. Gilworth, division manager, San Francisco.



Cleaning up the California Zephyr lounge car for the next morning's departure was televised by the Richfield camera. Left to right: John R. Martin, upholsterer; Ed Moss, district car foreman; and Bernice Burton, coach cleaner.



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tor completed the desired effect. "We open on camera three! Stand by to dissolve to camera one! Dissolve to camera one! One, you're hot! Two has a flip card—three, your next shot is a closeup of the train washer! Steady on two—take two!" And so on.

Technicalities such as horizontal and vertical linearity; contrast; focus; "lining up" the cameras prior to and during the broadcast for correct exposure were the responsibilities of Bob Moore, the video shader.

The Audio Engineer, Bob Sargent, handled the proper "mixing" of voice and music, placed microphones and cables, and had the correct microphones open or closed in the correct areas at the correct time. He was also

The telecast closed with Bob Day's interview with President Whitman, in which Bob asked what the president believed to be the largest factor in Western Pacific's success. "People—all the people on our railroad," was Mr. Whitman's answer.



in charge of the turntable on which "Success Story's" recorded music was played, blending it in perfectly under the narrator's voice. One false slip and music would be spilling out where talk might be desired, or vice versa.

Producer Coleman, who lived by a stopwatch at this point, carefully checked all details during rehearsals. The running time of the program was checked and double-checked to see whether a stretch or a speedup was necessary and conveyed by signals to the "Success Story" narrator. During interviews, Bob Day was notified by proper hand signals every minute, on the minute, as to how much time remained.

This was "Success Story"—a multitude of details, hectic, exciting, but a well-planned operation in which Western Pacific, through the courtesy of Richfield Oil Corporation, reached an audience of over a million people!

SP Trestle Fire

At 9:35 a. m., May 4, a fire broke out on the Southern Pacific's Great Salt Lake trestle at a point near Midlake station. Fanned by high winds on the lake the fire consumed 650 feet of trestle before being extinguished through the combined efforts of SP and Morrison-Knudson Construction Company forces working nearby on the new fill being built to replace the trestle.

Immediately SP passenger and freight trains were detoured by way of Western Pacific between Alazon and Garfield (199.6 miles) and Union Pacific between Garfield and Ogden. This was in effect for a seven-day period during which time a total of 121 trains

used this route; 26 passenger trains including the "City of San Francisco" and "Fast Mail" trains, and 95 freights. The "Overland" was annulled while the trestle was rebuilt.

Western Pacific provided pilot engineers and pilot conductors over its rails with Union Pacific doing the same on their line. One SP freight a day in each direction operated through to Roper Yard instead of Ogden to afford the normal D&RGW interchange usually done at the latter point.

The whole operation went smoothly and without any hitch. WP added three dispatchers at Elko to expedite the additional train movements, one for each 8-hour shift.

Long Overdue

One of the things overdue ever since the end of the second World War is repeal of the transportation tax. Primarily not a revenue measure, it was chiefly intended to discourage the use of war-time transportation facilities by persons or for reasons not directly concerned with the conduct of the war.

Since encouragement rather than discouragement of public travel should be Government policy now, the national interest to be served by repeal of the tax is obvious.

With more, rather than fewer, people using the railroads, air lines and bus routes, the prosperity of the country will be enhanced—and what greater responsibility rests upon the Government than the increase of the national prosperity?

It never was the transportation companies who paid the transportation tax.

It was always added to the cost of travel, paid by the travelers themselves.

To whatever extent it keeps travel below the normal peace-time volume, it hurts not only those in the transportation business but the whole industrial and economic structure of the nation.

It is a familiar experience and a bitter one that the hardest thing in the world is to get a tax repealed after it has served its original purpose. The transportation tax had a good purpose in the beginning; it should have gone off the books when the need for it ended.

It is a war relic and national burden, and the Congress should have shown the same zeal in terminating it after the war emergency that it displayed in establishing the tax in the first place.

—Los Angeles *Examiner*.

Promotions and Transfers

Kenneth A. Rank was appointed assistant to vice-president-traffic, with headquarters in San Francisco, effective May 1.

Born in Chicago on April 6, 1918, Ken graduated from Kelvyn Park High School in 1937 and attended North Park College, Bryant and Stratton Business College, and the Freight Traffic Institute, all in that city. After a short period of employment with the Chicago, Milwaukee, St. Paul & Pacific Railroad and the Railway Express Agency, he joined the staff of a local oil testing laboratory. In the fall of 1939 he was employed as chief clerk-stenographer with the Merchants & Miners Transportation Company and on March 1, 1941, he became a Western Pacific railroader. From assistant export clerk, and after serving a short Navy term, he was promoted to Traffic representative at Chicago on March 1, 1946. He became chief clerk of that office a short while later and was made general agent at Detroit on October 1, 1953.

In addition to golfing, bowling and fishing, perhaps Ken's greatest enjoyment is working with young Ken and his trumpet, and Judy and her accordion. Ken's interest in music stems from a musical career of his own when he enjoyed about 20 years as trumpet player for a number of orchestras in Chicago and as a director of his own band.

He will be accompanied to California by his children and wife, Vi.

* * *

Larry Moe, recently traffic representative at Eugene, Oregon, succeeds Rank as general agent at Detroit.



K. A. Rank



Larry Moe

Larry was born in Portland, Ore., on November 4, 1914, the eldest of three children. Jobs were scarce when he graduated from high school in 1933 and he worked at a variety of tasks. One, which lasted for seven months, was as a member of a four-man crew who went out in the woods, felled trees, sawed them into four-foot lengths and then split them up into cordwood at \$1 a cord.

He was finally able to get on as a copy boy in the advertising department of the *Portland Oregonian*. Following a couple of years of legwork he was moved inside on display desk. The future didn't look too bright after six and one-half years with the newspaper, so in May, 1942, he began checking cars at night for the Spokane, Portland & Seattle Railway. In the following year and a half Larry had the opportunity to work at almost every job in the yard office and at the local freight station. In the meantime he studied primary and advanced rate courses offered by one of the Portland traffic clubs, as well as a course in transportation law sponsored by the Government.

On August 1, 1944, Larry became

chief clerk to the general agent in Western Pacific's Portland office. About two years later he was promoted to the position as traveling freight and passenger agent and he remained in Portland as traffic representative until February 1, 1951. He was then transferred to Eugene, Oregon, in the same capacity on a newly created position occasioned by the closing of WP's agency at Klamath Falls.

Larry and his wife, Ruth, have been married nearly 19 years and they have two children, Martha, 17, and David, 6.

Larry is a past president of the Junior Traffic Club of Portland, and was a director of the newly organized Eugene Traffic Club. He is also a member of the Eugene Elks Lodge.

During high school, he played on several A.A.U. basketball teams, one of which won the city championship in 1934. He now confines his sports to fishing and hunting.

Detroit is his first venture outside of the State of Oregon and, as John Nolan remarked recently, it is quite a switch from lumber and potatoes to automobiles, an industry which WP will probably find "Moe" about.

* * *

Albert C. Evans was appointed inspector of transportation vice A. M. King, deceased, effective April 1.

Al was born October 26, 1918, at Omaha, Nebraska. He received his high school education at Stockton and then attended the Stockton College of Commerce.

His first railroad service was temporary as a ditcher pitman for Western Pacific in the Feather River Canyon during 1937. He entered permanent service on February 7, 1938, as a crew caller at Keddie. He held numerous and varied clerical assignments on the

western division until his appointment as secretary to H. R. Fegley, retired assistant to general manager, in March, 1952. He was promoted to the position as student traveling accountant in May, 1953, and became traveling accountant the following January. Since August, 1955, he has been car service inspector.

He married Patricia Young at Oroville on December 2, 1944, and they have quite an unusual family consisting of four daughters. Kathleen, 9, and Teresa, 1, are redheads, Deborah, 6, is a blonde, and Celia, 4, is a brunette.

Al is an active member and presently serves on the Official Board of the First Methodist Church in Alameda and is a member of the choir. He is also a member of Plumas Lodge No. 60, F. & A. M., Quincy, Plumas Chapter No. 107, Royal Arch Masons, and B.P.O.E. Lodge No. 1484, Oroville.

Al's father, Grant Evans, is a conductor in the Stockton freight pool, and a sister, Althea, is reservation-information clerk in the service bureau.

His hobbies are bowling and trout fishing, and other activities are trying to keep ahead of his four daughters.



A. C. Evans



J. B. Dillon, Jr.

James B. Dillon, Jr., was appointed car service inspector, effective April 18.

Jimmy was born at Oakland on October 29, 1923. A graduate of Berke-

ley High School in 1941, he is now attending evening school at Golden Gate College, majoring in traffic.

His first Western Pacific service was as messenger at the San Francisco freight office which began in July, 1941. Jimmy enlisted in the Navy in 1942 and spent three years' sea duty in various theatres of operation. Returning to Western Pacific in 1945, he held various clerical positions at San Francisco,

most recent as head waterfront clerk.

Jimmy married Beverly Parker on June 10, 1945, and the family now includes daughter Nancy, age 5.

His father, James B. Dillon, Sr., is agent at Oakland, and an uncle, Emmett Dillon, is assistant auditor of payroll accounts at general office.

Like many other railroaders whose vocation is their avocation, Jimmy is a rail fan. He also likes to fish.

Supervisors Exchange Desk Keys

Rotation of supervisors aids opportunity to advance

A program which began in 1950 is providing clerks and supervisors in the accounting department many opportunities to increase their knowledge and improve their skills in railroad accounting.

Principal function of the program is the rotation of the department supervisors. With the vast improvements in recent years in the use of mechanical equipment, punch cards and electronics in accounting, these railroaders find the need for greater over-all knowledge of the work being done not only in their own departments but in other departments from and to which their work flows.

The latest switch of department supervisors took place on April 23. Leonard F. Avery, formerly chief clerk, miscellaneous bureau, became chief clerk, statistical bureau. He replaced Michel Bapatsicos, who became chief clerk, interline accounts bureau, when James M. Ferrol left that position to take over Leonard's duties as chief clerk, miscellaneous bureau. It

is expected that they will have the opportunity to cover all phases of the work done within the department.

The principal objective of this program is to:

1. Improve the employee's knowledge of the over-all functions of revenue accounting.
2. Improve his skills in leadership, instruction and performance.
3. Stimulate interest in tackling new and different problems.
4. Prepare and equip him for advancement to positions of greater responsibility.

Avery has been with Western Pacific since August 6, 1928. He began as ticket assorter and since then has held positions in the passenger, statistical, interline accounts, and the rate and division bureaus. He has been chief clerk of the miscellaneous accounts bureau for the past seven and one-half years.

Bapatsicos started as a stenographer on September 3, 1946, and has held positions in the interline accounts and revising bureaus, and has been chief



Avery, Ferrol and Bapatsicos, having switched jobs, switch "keys" to their respective desks.

clerk of the statistical bureau for the past two and one-half years.

Ferrol came to Western Pacific on February 9, 1948, as waybill assorter. After various positions in the statistical bureau, he became chief clerk of the interline accounts bureau three years ago.

As an indication of good will the clerks of these three departments who may some day have the same opportunity afforded Avery, Bapatsicos and Ferrol gave the three supervisors a surprise luncheon on April 20, a fitting send-off to their new assignments.

Bridge Contract Awarded

Sacramento Northern Railway awarded a contract for the first portion of the work necessary to reconstruct the bridge over the Feather River, between Yuba City and Marysville, which was destroyed in last December's flood.

According to President R. T. Kear-

Use of WP name in Advertising

A recent incident indicates that not all Western Pacific system employees are familiar with the Company policy regarding use of its name in the advertising of others.

Handling as it does the products of various competing concerns, the railroad must be careful not to be placed in a position where it appears to endorse one product or one dealer over another. The responsibility for approving or disapproving use of the Western Pacific name, or that of one of its subsidiaries, in advertising is under G. H. Kneiss, assistant to president-public relations.

Insofar as employees are concerned the following procedure should be followed:

If any employee is asked to allow his name and/or picture to be used in an advertisement in which the fact that he is employed with Western Pacific or one of its subsidiaries will be mentioned, it is the definite requirement of the Company that such use shall not be authorized by the employee without the approval of his supervisor who will check with Mr. Kneiss.

ney, who released the information on April 26, the three-quarters of a million dollar contract was awarded to Ben C. Gerwick, Inc., of San Francisco. Total cost of the job is estimated at over \$1 million.

The bridge is expected to be open for service about September 1.

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:

Orvil R. Hanks, machinist, Sacramento.

Lewis J. Maciel, car foreman, Sacramento.

Tom N. Parris, car inspector, Elko.

Walter C. Spann, SMW foreman, Sacramento.

Harry D. Spradlin, locomotive engineer, Oakland.

James G. Van Namee, locomotive fireman, Stockton.

Joseph M. Weyer, section foreman, Greenville.

John Coupin Retires

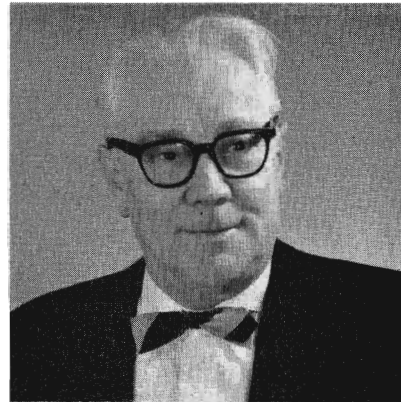
A railroad service of 46 years—38 with Western Pacific and its subsidiaries—came to a close on April 30 for John H. Coupin, assistant to vice-president-traffic.

John was born at O'Fallon, Illinois, April 9, 1891. He studied law at Golden Gate College, San Francisco, and received his LL.B. degree.

His first railroad service was with the Missouri Pacific in St. Louis. But, learning about the fabulous state of California, he came west in 1912 and entered SP's passenger department.

Following naval service during World War I, Coupin assisted the late George F. Detrick in the reorganization of the old Northern Electric Railroad, and then began soliciting freight traffic for the re-named Sacramento Northern Railway when it was being converted from a passenger line.

John claims to be the inventor of "piggy-back" service. It was during his first year with the Sacramento Northern that he prevailed upon the



traffic manager of the Ford Motor Company to drive Model T's from the factory in San Francisco to Pier 3 and place them on the deck of the California Transportation Company river steamers. At Sacramento, these "lizzies" were run, under their own power, onto flatcars and distributed to Chico, Marysville, Oroville and other points.

The efforts to convert the Sacramento Northern from a passenger to a

freight carrier were so successful that WP management decided to purchase the electric line and Coupin then worked for the joint lines as commercial agent in San Francisco.

On January 1, 1929, he was appointed general agent at Oakland and in San Francisco on January 1, 1939. He was made assistant to vice-president-traffic last September.

A lawyer and practitioner before the I.C.C., Coupin obtained support from civic bodies in securing the Certificate of Public Convenience and Necessity to construct the Northern California Extension in 1930. He also carried on a similar campaign during which WP was successful in obtaining a certificate from the I.C.C. to construct the once-proposed Peninsula line between San Francisco and Redwood City.

In 1923 he was a member of the Commission which pioneered in the organization of the first comprehensive traffic and transportation course for Golden Gate College. He is also past president of the Pacific Traffic Association; the Railroad General Agents Association of San Francisco; and of the Board of Trustees of Golden Gate College. He also holds memberships in a dozen other associations and clubs.

During the latter part of July, John will travel to Europe, accompanied by Wilson G. Curtiss, who retired last August, and their wives, Ramona and Florence. After returning to Oakland, he plans to develop his beautiful flower garden and do as much trout fishing as he can. John claims if time drags and he feels he has grown sufficiently old, he will again return to "divot digging." If all these diversions fail to take up his spare time, he will probably engage in the private practice of law some time during 1957.

Thanks

"The retirement luncheon which our company officials arranged for April 30 was attended by so many of my co-workers that it would be quite a task to write each and every one an individual letter of thanks. Therefore, I would like to express my sentiments in the columns of MILEPOSTS.

"Immediately after the luncheon I went to the hospital to see Mrs. Coupin and conveyed the many messages of sympathy which were greatly appreciated by both of us. She was greatly disappointed at her inability to attend but took considerable satisfaction from my description of what happened.

"Personally, I am in a very happy state of mind since recovering from the excitement. It was a great honor to have so many officials present and it will always make me happy to recall the hearty words of appreciation expressed by all.

"We were also filled with genuine pride that so many of my former co-workers could attend and showed such great courtesy by listening attentively to every word spoken.

"We will ever cherish the fine gift—it will always be a real 'Dream Boat' to me as I use it for fly-casting on Lake Kirkwood. All will be most welcome to sail the boat and fish from it whenever they are in the vicinity of our lake in El Dorado County, near the Carson Pass.

"Mrs. Coupin joins me in conveying our warmest thanks to everyone who helped make the party such a memorable occasion. We will now face the days of retirement with high expectations."

John Coupin

MILEPOSTS



IN GOLD

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

40-YEAR PIN		
Volney V. Scott.....	Agent.....	Sacramento
35-YEAR PIN		
Ernest S. Davis.....	Clerk.....	Western Division
30-YEAR PINS		
Charles L. Ashley.....	Section Foreman.....	Eastern Division
Wilbert S. Asvitt.....	Head Payroll Clerk.....	Accounting Dept.
Ira C. Baldwin.....	Supervising Icing Agent.....	Eastern Division
Ira B. English.....	Locomotive Engineer.....	Western Division
Oscar W. Lind.....	Conductor.....	Western Division
Frank L. Omnes.....	Switchman.....	Western Division
Clovis V. Ooley.....	Wire Chief.....	Western Division
Erastus L. Tomlinson.....	Carman.....	Western Division
George F. Yarrington.....	Conductor.....	Western Division
25-YEAR PIN		
Alf Ecker.....	Section Foreman.....	Western Division
Leroy S. Field.....	Leading Test Signalman.....	Signal Dept.
Clarence Finch.....	Carman.....	Stockton
20-YEAR PINS		
Peter G. Casey.....	Carman.....	Mechanical Dept.
Clarence E. Dodds.....	Carman.....	Mechanical Dept.
John C. Evans.....	Clerk.....	Western Division
Iver D. Gregory.....	Locomotive Engineer.....	Western Division
Evert Humphreys.....	Clerk.....	Western Division
Lloyd W. Hurd.....	Brakeman.....	Eastern Division
Joseph F. Maloney.....	Clerk.....	Western Division
Vern Van Natter.....	Conductor.....	Western Division
Meryl M. Snow.....	Locomotive Engineer.....	Western Division
Donald L. Tibbedeaux.....	Boilermaker Helper.....	Mechanical Dept.
Charles T. Tinsley.....	Stationary Engineer.....	Mechanical Dept.
James W. Walsh.....	Carman.....	Mechanical Dept.
George W. Woods.....	Locomotive Engineer.....	Western Division
15-YEAR PINS		
Joe Ayala.....	Hostler Helper.....	Mechanical Dept.
Champ C. Bishop.....	Conductor.....	Western Division
Arthur W. Bowers.....	Carman.....	Mechanical Dept.
Antonio R. Branco.....	Machinist Helper.....	Mechanical Dept.
Martin H. Buckley.....	Agent.....	Eastern Division
Russell L. Burch.....	Clerk.....	Western Division
Kenneth W. Craig.....	Conductor.....	Western Division
James W. Evans.....	Locomotive Fireman.....	Western Division
William C. Filbeck.....	Locomotive Engineer.....	Western Division
William D. Gladney.....	Clerk.....	Western Division
Harry F. Hall.....	Telegrapher.....	Western Division
Douglas J. Harrington.....	Carman.....	Mechanical Dept.
Jay R. Kump.....	Electrician.....	Mechanical Dept.
Edward V. Kowske.....	Telegrapher.....	Western Division
John R. McNeill.....	Locomotive Engineer.....	Western Division
Harold E. Parks.....	Fireman.....	Western Division
Richard S. Pattison.....	Carman.....	Mechanical Dept.
Loren L. Powell.....	Conductor.....	Western Division
Lloyd R. Quigley.....	Conductor.....	Western Division
Loren W. Quigley.....	Conductor.....	Western Division
Ray D. Reese.....	Clerk.....	Western Division
Carlos Regalado.....	Section Laborer.....	Western Division

Mileposts in Gold . . .

Ralph F. Sarbach.....	Roundhouse Foreman.....	Mechanical Dept.
Frank E. Schmalenberger.....	Traffic Representative.....	Oakland
Ellis C. Scott.....	Locomotive Engineer.....	Western Division
Dewey C. Staggs.....	Brakeman.....	Western Division
Fay Strange.....	Yard Clerk.....	Eastern Division
Robert M. Wakefield.....	Locomotive Engineer.....	Western Division
Homer D. Wolf.....	Conductor.....	Western Division
10-YEAR PINS		
Willie Adams.....	Store Helper.....	Sacramento
Alejandro Q. Ancheta.....	Laborer.....	Stockton
Jesus Barajas.....	Section Laborer.....	Western Division
Harry Baumgardner.....	Carman.....	Elko
Fay U. Collins.....	TCS Maintainer.....	Hayward
Howard W. D'Orman.....	Electrical Foreman.....	Sacramento Shops
Richard C. Finley.....	Clerk.....	Western Division
William J. Funk.....	Section Stockman.....	Oroville Store
Dionicio N. Guzman.....	Section Laborer.....	Western Division
Lloyd R. Hall.....	Signal Maintainer.....	Deeth, Nevada
Bernard C. Irwin.....	Electrician.....	Portola Roundhouse
Davis W. Jordon.....	Switchman.....	Western Division
Edward C. Lacey.....	Section Laborer.....	Eastern Division
Miss Yen Louie.....	Interline Clerk.....	Auditor of Revenues
Manuel F. Luevano.....	Section Foreman.....	Western Division
Thomas G. Moran.....	Clerk.....	Sacramento Freight
Joseph M. Owens.....	Telegrapher.....	Western Division
Robert W. Peacock.....	Clerk.....	Sacramento Yard
Mrs. Eva Pierce.....	Laborer.....	Oroville Roundhouse
George H. Robinson.....	Section Laborer.....	Western Division
Kenneth L. Wilcox.....	Store Helper.....	Sacramento Store
Bernard J. Witucki.....	Section Foreman.....	Western Division
Charles R. Wolfe.....	Sheet Metal Worker.....	Oakland Roundhouse

Traffic men meet in Utah

This group of Western Pacific traffic department railroaders met recently in Salt Lake City to discuss ways and means of improving Western Pacific traffic participation. The meeting was attended by all WP general agents—Salt Lake City and west, the regional

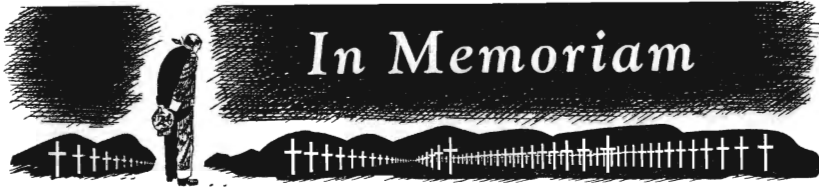
traffic managers, and other traffic department supervisors.

In addition to the meeting at Salt Lake City, much was accomplished in a series of discussions held aboard WP Business Car 101 while en route to and from the Utah city.

Seated, left to right: C. R. Harmon, Peter Citron, R. J. Cleland, S. E. Dinkel, C. K. Faye, M. W. Roper, Fred McMullin, H. R. Coulam, J. C. Nolan, and C. J. Fischer. Standing, left to right: D. H.

Copenhagen, J. J. Hickey, Robert Munce, R. I. Runge, R. R. Taylor, C. W. Mangum, F. M. Rowe, C. R. Nipper. The shirt-sleeved group settled down for hard work after this picture.





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

Frank Adams, retired train dispatcher, May 2.

Orrin S. Aldrich, telegrapher, April 10.

George W. Asher, retired round-house laborer, February 26.

George C. Brackenridge, retired signal helper, April 4.

Joseph Calcaterra, retired laborer, February 21.

August J. Carlson, Sr., retired carman, May 4.

Lum C. Flora, retired telegrapher, February 21.

Dewalt Hoffer, inside hostler helper, April 27.

Clyde E. Kershner, locomotive fireman, April 29.

Walter A. Lashell, brakeman, May 3.

Henry S. Leo, retired machinist helper, May 10.

Walter M. Lippke, B&B helper and iceman laborer, May 4.

John E. Lord, retired section foreman, May 3.

Eddie C. Martin, retired switchman, April 7.

John H. Parks, car inspector, April 25.

Harry E. Secor, retired carman, April 16.

Thomas G. Snow, electrician, May 3.
Andrew P. Thomson, retired roadmaster, May 7.

Jens O. Volden, retired Sacramento Northern janitor, March 3.

Onno W. Whitaker, retired carman, March 9.

Silas C. Wilson, retired boilermaker helper, April 12.

Harry C. Yanos, Oakland Terminal Railway, retired car inspector, March 12.

Henry E. Poulterer



Henry E. Poulterer died at his home in Millbrae on May 6, following a brief illness.

Prior to his retirement on January 31, 1953, he had served as vice president-traffic since

1941. He joined the railroad ten years before as assistant freight traffic manager at Omaha, following some 25 years' service with other railroads. During his years with Western Pacific, Henry played a large part in innumerable service improvements, among them the introduction of the *California Zephyr*, compartmentizer cars, and personalized service to shippers.

(Continued on Page 21)

"On the road" a large part of the time and possessed of a most gracious personality, Poulterer had hundreds of close friends throughout the entire country. He was a member of many transportation and other clubs, and willingly offered his services.

Henry Poulterer was born in Portland, Oregon, on January 3, 1888. His family were early California settlers and his father was also a railroad man.

He is survived by his widow, the former Lucile Byrne, and a daughter, Nancy, of Portland, Oregon.

WP declares stock dividend

At their regular meeting on May 1, the Board of Directors of the Western Pacific Railroad declared a 2 per cent common stock dividend on its no-par common stock, which is at the rate of one share for each 50 shares held. As the issuance of additional railroad stock is subject to approval of the Interstate Commerce Commission, the date for determining holders of record to receive the stock dividend will be set promptly upon receipt of such approval.

President Whitman stated that the Board has declared the stock dividend pursuant to a policy which gives recognition both to the shareholders' interests and the financial needs of the railroad for expansion and improvement.

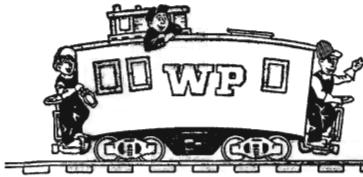
Dividends of \$3 a share annually have been paid uninterruptedly on the common stock since 1945. To the extent that earnings and conditions warrant, it is contemplated that cash dividends will be supplemented by stock dividends over the next four or five years, subject to I.C.C. approval.

The Company has in recent years invested large sums in a program for the modernization and improvement of its plant and equipment. It has also made substantial expenditures for the purchase of land for new industrial development adjacent to the railroad. The stock dividend effects capitalization of a portion of these investments and gives to shareholders tangible recognition of the increased value of their equity.

FIRST QUARTER LOSS AND DAMAGE COST GOES UP

January, February, March, 1956 . . . \$165,375.01

January, February, March, 1955 . . . \$150,309.99



Caboosing

CHICAGO

Don Dutkiewicz

BILL McGRATH and DON BANKS recently had lunch with one of WP's alumni, JIM RICHARDS. Jim is now assistant traffic manager at Bliss & Laughlin, Harvey, Illinois. He is doing quite well but has to commute about 50 miles each day.

PATTI MILLOT, assistant export clerk, recently resigned to take up house-keeping. Then, too, she's expecting the stork about September. DAN DUTKIEWICZ has been assigned to her desk.

JAKE EPHRAIM, our jovial traffic representative, was recently appointed a member of the Chicago Transportation Club and we extend him our congratulations.

The baseball season is now in full swing, but it was a well-established rumor that some of the "hardier" people we know took in the White Sox opener on April 17. All went well except for a few minor cases of frostbite, as you see, the snow flurries were quite thick. It was sometimes difficult to see the ball.

OAKLAND AND SAN JOSE

Hazel Peterson

HENRY E. STAPP, assistant superintendent, was feature speaker at the April 20th meeting of the Central Coast Railway Club in San Jose.

Henry's talk was about WP's marine fleet and he also covered many anecdotes which took place during his nearly 40 years of service with Western Pacific. PHIL PRENTISS, trainmaster at Milpitas, assisted Henry in answering questions following the talk.

KEN DUNTON, agent at San Jose, and wife spent a two-week second honeymoon after 23 years of married life. Ken attended a convention in Cleveland as well as visiting Chicago.

WINNEMUCCA

Ethel Owen
Ruth G. Smith

Trainmaster-Roadmaster's Clerk ETHEL OWEN has bid in as Trainmaster's Clerk in Oroville. GLADYS AUL, wife of signal maintainer HAROLD AUL, is filling her job here.

Burro Crane Operator JOHN AUGHE recently lost his sister in death for which we all extend our condolences.

James Jenista, son of Section Foreman and Mrs. J. M. JENISTA of Krum, was home on leave recently. He returned to duty at Norman, Oklahoma, Air School.

We were all saddened to hear of the death of Assistant Signal Supervisor CHARLIE RHINE's father.

Bruce Battles, son of Gerlach agent BEN BATTLES, is now engaged in basic training for the Navy at San Diego.



"What a dope, huh, Pop?—highballin' through town like that!"

Engineer and Mrs. HERMAN BAUMERT announced the birth of their first grandchild born to their daughter, Diana (Mrs. R. N. Hughes), in Salt Lake City.

Phoenix, Arizona, was the vacation destination of Fireman and Mrs. GEORGE TORNFELDT.

SACRAMENTO FREIGHT STATION

Nancy De Riso

Birthday Greetings to: Train Desk Clerk KENNETH M. CARLSON, June 9; Industry Clerk HERBERT C. BENTZ, June 12; Head Demurrage Clerk BENJAMIN T. MAIER, June 21.

Head Cashier and Mrs. FRED PETERS, together with three other couples, attended the Annual WP-SN-TS Spring Dance held in Governor's Hall

in Sacramento. According to Fred and his party the refreshments and entertainment were "super."

SACRAMENTO STORE

Irene Burton

Since the first baseball game was played in Sacramento for the Coast League JULIUS FRICK has been attending and this year was no exception. We can bet that HARRY MESSER and wife were also in attendance on opening day. All are ardent Solons boosters and though they didn't do too well on opening day they may surprise us and have a good season.

DALE ROBINSON's wife and two little daughters, Rozanna and Patricia, are vacationing in Nebraska.

EVELYN RICHARDSON is working on the Purchase Requisition Desk while AGNES ASH is on leave of absence.

A welcome is extended to JACKIE McARTHUR who is taking Evelyn's desk as Steno-Clerk and also to MILDRED MICKEL who is working on the 213 Requisition Desk.

JOSE CHAVEZ and family are vacationing in Chihuahua, Mexico.

SACRAMENTO SHOPS

Marcella G. Schultze

It's Spring—time for fishing and baseball—and that's the time to retire, so say Car Foreman L. J. MACIEL, Sheet Metal Foreman W. C. SPANN, and Machinist O. R. HANKS, who did just that on April 30.

LOU MACIEL started in 1918 as a carman. In 1951 he became Car Foreman. One of his retirement gifts was a passbook to the Solons' games, so we know where part of his spare time will be spent.

WALTER SPANN, retiring on the exact date he became 65, began as a Pipe-fitter in 1922, becoming Sheet Metal Foreman in 1936. Walt's cabin in Strawberry will see a lot of him now as will his new spinning rod and reel.



Orvil Hanks
Photo by Machinist O. L. Hamilton

ORVIL HANKS came to WP when the SN shops were consolidated with WP in 1951 at Sacramento. He has a long record of railroading, going back to his first apprenticeship in 1910. Active in church work Orvil plans to spend even more time now in this activity.

Congratulations to Sheet Metal Worker and Mrs. M. E. MITTS on the fourth arrival of the stork. The little fellow is doing fine, but is so tiny he must be kept warm by insulating his crib with hot water bottles.

Our sympathy to the family of HARRY E. SECOR, retired Carman, who passed away April 16.

STOCKTON

Elaine Obenshain

Enjoying early vacations were Brakeman E. A. GOFF and family, who visited Texas and Colorado; Switchman and Mrs. F. A. SHEPHERD, who traveled by train to Wyoming; Clerk and Mrs. H. C. STEPHENS, who made a lucky trip to Reno; and Clerk and Mrs. W. H. HARRIS, who visited Southern California and Death Valley.

We are sorry to learn of the illness of Mrs. MARGE ROBERTSON, secretary to Agent A. D. PRATO, and wish her a speedy recovery.

Conductor M. C. BECK appeared on the Success Story TV Show, April 26.

Engineer W. M. BERG has returned to work after a recent operation.

A speedy recovery is wished by all of us to Fireman GUY FOSS, Fireman W. E. PHILLIPS, Switchman G. W. SHOTWELL, and Brakeman G. E. RICKABAUGH, who have been on the sick list.

Sympathy is extended to the family of retired Agent R. H. (Bill) MOODY, who passed away at Brentwood on April 7.

Condolences also to Yardmaster R. M. VERHAEGE and family, whose father died recently, and to Engineer F. U. GILLIAM and family, whose mother passed away in Stockton.

PORTOLA

Louise Wilks

New Grandpas and Grandmas—Road Foreman of Engines and Mrs. W. S. COPE with the arrival of Patrick Michael Galloway; Engineer and Mrs. CALVIN DORITHY and Brakeman D. L. and Hospital Technician EDITH SPEAGLE with the arrival of Randall Calvin Dorothy.

April 11, 1956
6201 41st Street
Sacramento, Calif.
Dear Friends,
Thank you for letting
us visit the train shops.
We liked The cabooses
best of all.
Thank you for the ice
cream too.
Your second grade
friends from Pacific School

Letter received by E. T. Cuyler following a visit at the Sacramento Shops by the second-grade class of the Pacific School. During 1955 nearly 500 children were visitors at the shops.

Conductor "Tex" and Clerk FLORENCE HUGHES were called to Oklahoma by the death of his mother. Sincerest sympathy from all of us.

Telegraphers ED DUFFY and WARREN MORSE are off on sick leave. C. C. CARPENTER and D. D. McVEY are filling in for them. AVA MOORE is back with us again, her shoulder almost as good as new.

Diesel Foreman R. F. SARBACH is recuperating with his daughter in the Bay Area following a sojourn in St. Joseph's Hospital for surgery.

The wife of Section Foreman V. N.

RICHINS of Doyle is recuperating following surgery at the Portola Hospital.

Glad to learn that Engineer DICK BACON is back to work after a stay in the local hospital.

Condolences to the families of Car Inspector J. H. PARKS and Hostler's Helper DEWALD HOFFER, who passed away recently.

Engineer JOE BURT is still confined to the WP Hospital at Portola with a foot in a cast.

Belated wedding congratulations to FLOYD E. MILLER, SR., who married Mrs. Stella Branson of Knoxville, Ten-

nessee, last August. They are residing in Portola.

Franklin Edwards, son of Trainmaster V. H. EDWARDS, won the Bank of America award at Portola High School in the field of Science and Mathematics. Gene Johnson, son of Fireman E. C. JOHNSON, won in the field of Vocational Arts.

OROVILLE

Helen Small
Mrs. Art Dryden
Ethel Owen

Trainmaster's Clerk HELEN SMALL, MILEPOSTS correspondent, was given a "bon voyage" party on April 7 at the home of Mr. and Mrs. Bert Lewis. Helen was presented with a gift and corsage by her friends for the trip. She left on April 27 for an extended visit to Europe.

Welcome to ETHEL OWEN, MILEPOSTS correspondent, from Winnemucca, who is working as Trainmaster's Clerk during Helen's absence.

So there will be no lapse in the Oroville column during Helen's absence, she has asked, and is grateful to, Ethel Owen and Mrs. Art Dryden who will continue to send in items of news to the editor.

Little Suzanne Marie arrived at the home of Mr. and Mrs. Jack Moore on April 27. Grandparents are Clerk and Mrs. BERT LEWIS.

Sympathy is extended to Switchman J. A. MACFARLANE and daughter, Susan, over the death of Mrs. J. A. Macfarlane, April 7.

Carman R. S. PARTISON, president of the Oroville WP Credit Union, was recently admitted to St. Joseph's Hospital for surgery.

The beck and call of Hawaii was succumbed to by retired Ditcher En-

gineer and Mrs. W. H. SANFORD, who are visiting the fabulous vacation spot for two weeks.

Engineer ROBERT SMALL recently purchased a home in Oroville and has moved his family down from Keddie.

Mr. and Mrs. CHARLES M. SERVICE recently celebrated their 55th wedding anniversary. Charles retired from the Western Pacific in 1947.

WENDOVER

Esther A. Witt

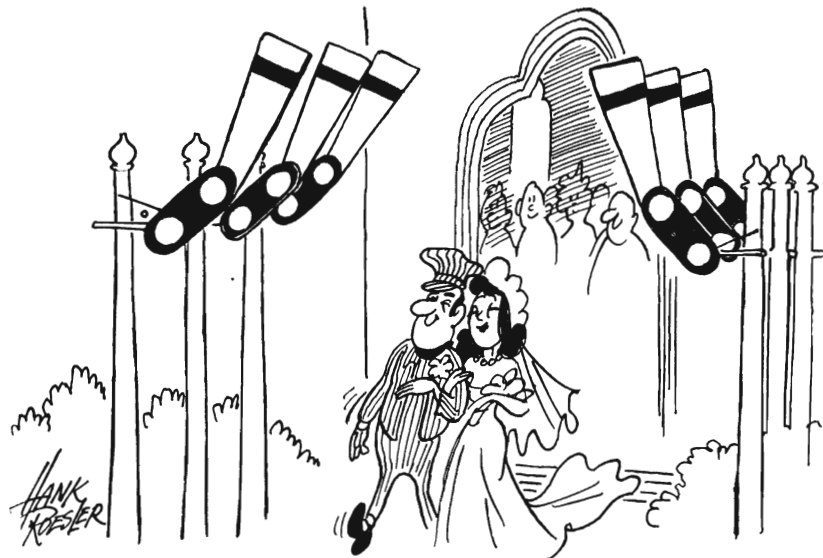
Telegrapher ANNA BELLE ALBRECHT has been absent from work recently. She is under a doctor's care and as we miss you, ANNA BELLE, we sincerely wish you a speedy recovery.

Wendover High School gymnasium was dedicated on April 17. Those who sang in the double trio were Patricia Nuffer, daughter of Cashier and Mrs. PRESTON A. NUFFER, and Patricia and Donna Shea, daughters of T&T Lineman and Mrs. THOMAS SHEA.

Eugene Shea, son of T&T Lineman and Mrs. THOMAS SHEA, has joined the



MILEPOSTS



Marines. He is now undergoing boot training in San Diego.

Our most sincere sympathy is extended to Motor Car Maintainer LIND HUTCHINSON of Wendover and B&B Inspector DAVID GLEN HUTCHINSON of Sacramento on the death of their father, Joseph, at the age of 93 in Gunnison. Mr. Hutchinson is survived by 14 of his 17 children.

Fireman and Mrs. JOHN P. DOWLING and son, Ray, have returned from vacationing in sunny Arizona. All report having a wonderful time.

Yardmaster and Mrs. HARLAN C. FORD spent April 22 in Elko.

Robin, daughter of Switchman and Mrs. COLEMAN PETTIT, had the misfortune to break the bone in the forefinger of her right hand. It doesn't seem to bother Robin, however, as she has something that none of the other chil-

dren have. What a nice outlook to have on life.

SALT LAKE CITY

J. B. Price

Wedding bells rang forth in the homes of Engineer and Mrs. ROLLA F. HOWELL and Brakeman and Mrs. ALVIN W. POWELL. The son in each of the families was married. Best of luck and good wishes to the young couples.

Conductor GLEN E. FOX spent his vacation by commencing construction of a new home which is to be occupied by his son.

It is pleasing to report that Conductor WILLIAM C. THOMPSON is making a rapid recovery, and we all hope that he can return to work very soon.

Our deepest sympathy is extended to the family of Brakeman and Mrs. ALVIN W. POWELL and Fireman and

Mrs. ART E. BIGGS on their recent bereavement.

Fireman and Mrs. RALPH AIELLO's daughter is making satisfactory recovery from a serious illness. For some time her life was in jeopardy.

A speedy recovery is wished to the father of Road Foreman of Engines MAURICE W. HAMMOND, who recently underwent surgery.

Conductor FRANK R. BOULWARE has returned to work after being off for several weeks due to illness. Glad to see you back and well again, Frank.

A joint meeting of the Utah and Idaho Brotherhood of Railroad Trainmen and the Ladies' Auxiliary from each was held in Salt Lake City, April 28. Attendance was excellent and present were MARY GORMAN, Worthy Grand President of the Ladies' Auxiliary, and MARGARET DONAHUE, Vice Grand President of District 8 Ladies' Auxiliary. Speaking to the trainmen were W. J. WILD, General Secretary and Treasurer, and Vice President McDONALD of the BRT. A banquet and dance were held after the meeting under the auspices of hostess Lodge Saltair 494.

Fireman ROGER T. HARMSTON took off the month of February for a vacation trip to Cuba and the East Coast, returning by way of New York and St. Louis.

KEDDIE

Elsie Hagen

Brakeman and Mrs. BLACKIE ADAMS spent their vacation in Chicago and environs.

Conductor and Mrs. HERB WOMACK had to leave for Illinois on account of sickness of Mrs. Womack's father.

BILL HECKELA and family spent part



Mrs. Nelms, Keddie Hotel, uses a pair of Western Pacific Safety Buttons for earrings.

of their Easter Vacation in Stockton.

Yardmaster JOE CLINTON celebrated his birthday on April 25, but instead of getting one cake, he was fortunate in getting three of them. He said he had lots of help in eating them, though.

Brakeman and Mrs. FRED LYNCH are proud parents of a baby boy born the last week of April. Name is Gregory Shawn.

Engineer GIBSON and family have moved to Keddie from Stockton. Welcome!

Vacationing are Brakemen W. M. THOMPSON, W. G. TIEHM, and CLAUDE TRIPP.

The High Line has been seeing more business lately what with Little Valley and Poison Lake getting very active with logging.

Mr. and Mrs. BILL STUBBLEFIELD and daughter, Marilyn, left on May 11 for New York to attend the wedding of son, WILBUR N. STUBBLEFIELD of the U. S. Navy, to Miss Catherine La Rocco of New York, on May 20. Wilbur has

been in the Navy for three years and prior to that time was Train Desk Clerk at Keddie. Following his tour of duty they plan to move West but until then will live in Brooklyn.

Engineer and Mrs. BOB SMALL and Engineer and Mrs. JACK DeCOSTA have moved to Oroville.

Our Postmistress took a short vacation which she spent around Gridley and home. Mrs. Bill Stubblefield took over in her absence.

Utah Construction Company have some of their equipment in Keddie while working on the tunnels close by.

NEW YORK CITY

Alan Hudson

The welcome mat was spread for two new employees recently. First to appear on the scene was JOHN B. GOLD, blond, good-looking, out of Independence, Missouri, whence also came a celebrated former passenger on the Western Pacific not too long ago. John arrived in New York in March from Colorado Springs where he was employed for three years after a two-year hitch at Fort Carson, Colorado. He is a high-speed and high-efficiency stenotypist, has been assigned to PERL WHITE, TM-ER, as his secretary, and we don't have to tell you what we think he's worth his weight in.

Next aboard was JOHN H. HEUSSEL, also of pleasing mien, native of Southington, Connecticut (where the aitch are the eight million New Yorkers?), also an honorably discharged ex-G.I. "Jack," like John Gold, has demonstrated highly satisfactory competence in the short time he has been with us and we look forward to getting our clerical diffyoogetlies of recent days straightened out with their help.

Not yet aboard as of this writing, but expected soon, is another lad, yeplept, so help me, DICK TRACY! We were a little skeptical about engaging him until he assured us he was in no way related to "Tess Trueheart." Seriously, though, Dick looks like he'll round out our rookie trio in good fashion, having had three years' experience with the Erie Railroad here. More about him later.

SAN FRANCISCO

Doug Bruce, Rita Connolly, Molly Fagan,
Lawrence Gerring, Carl Rath, Bill Royal,
Frank Tufo.

Very sad was the news which reported that FRANK WILLIAMS, service bureau, and his wife, Edith, lost their four-year-old niece, Nora, in an auto accident one mile south of San Jose on April 13. Nora was thrown from the car and then crushed when it fell on her while turning over three times. Frank was shaken up and bruised and his wife received cuts and bruises and a severed tendon in one hand. R. A. CLEVELAND, 70, a former WP passenger department employee, riding with the Williams, was killed outright. Cause: another car, out of control, careened through the guard rail of a Bayshore highway overpass.

MARY KETTENHOFEN, passenger department secretary, was recently installed to the membership committee of the Travellarians of California, Inc., a Bay Area women's travel organization.

Welcome to ERNEST N. PERRY, who reported for assignment April 23 as junior engineer in WP's engineering department.

JOHN Y. MURRAY, assistant to general

auditor, has been elected vice president of the Systems and Procedures Association of America, San Francisco Chapter.

HELEN BEHN, auditor of revenues, just purchased a new pick-up truck, just the thing for the cabin which Helen and her husband are building in the country.

AGNES MCINERNEY, auditor of revenues, who doesn't plan to "rough it" like Helen, bought herself a sky-blue-and-ivory coupe.

DORIS DOHERTY, auditor of revenues,

taking a trip to Las Vegas. Good luck!

HARRY SARAFIAN and KAY FISCO, auditor of revenues department, off on vacation in Northern California fishing, and visiting family in Omaha, respectively.

NORMA O'NEIL, auditor of revenues, spent her vacation in St. Paul, Minnesota, and while there was matron of honor at her sister's wedding.

BERNADETTE MCHUGH, ticket clerk, announced her engagement on Easter Sunday to Frank O'Connell of San Francisco.

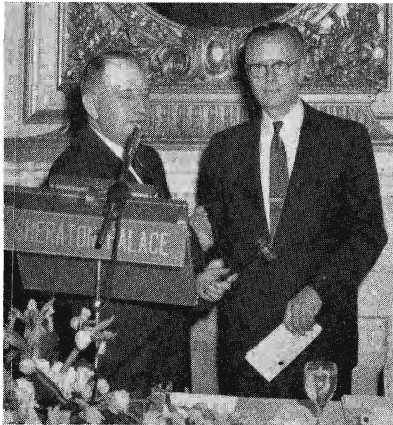
Allen elected PRC President

Grant S. Allen, superintendent of transportation, was recently elected president of the Pacific Railway Club for the year 1956. The honor was most rewarding since Allen has been a member of the club for many years and for the past three years has served as its vice president.

The Pacific Railway Club was organized March 1, 1917, "for the advancement of the science of railroading and to bring into closer relationship men employed in railroad work." The club is sponsored by the California Terminal Lines.

Membership is open to employees actively engaged in railroad service or allied trade industries. Applications may be secured from W. C. Emerson, assistant secretary (transportation inspector), or from any member.

Meetings are held each month, alternating between Northern and Southern California. The club's monthly publication, "Proceedings," carries reports of all activities.



Past President Tom T. Blickle, Santa Fe, turns over the gavel to President Allen.

King Arthur: "I hear you've been misbehaving lately."

Knight: "In what manor, sire?"

The honeymoon is over when he phones that he'll be late for supper—and she's already left a note in the refrigerator!

An old-fashioned husband is one who expects his wife to help him with the dishes.

"Teen-Agers" Look at Safety

Earl Boebert, son of Chief Special Agent W. F. Boebert, is a junior at the Albany High School, and editor of its school paper, the *AHS Newsetts*. On Page 2 of the April 13 issue, an excellent editorial by classmate Betty McKoon reads:

"Crash! A small word and easy to write, that is true. But in the case of automobiles, this word can mean much to those involved in its results. Were I to define this simple word, letter by letter, I would say 'C' stood for collision, the collision that caused it, or the calamity which followed. 'R' is for ruin, not only of the vehicles, but possibly of the lives of those involved or, in more tragic cases, those of their survivors. 'A' could stand for the accident that took place. No one really meant

that accident should take place; therefore, it was an accident. Or, should 'A' stand for aftermath? The aftermath of the tragedy—death, hospitalization, handicap, financial difficulties, or a revoked driver's license. 'S' should represent the smithereens and shambles of ruined automobiles and lives. 'H' represents havoc, showing carelessness and recklessness, to be avoided along with the rest of this Crash.

"Calamity, Ruin, Aftermath, Smithereens, Havoc—each letter stands for something that should be eliminated on our modern highways. They should be replaced with Courtesy, Right of Way to be yielded, Art, or skill of driving carefully, Safety, to be observed at all times, and Helpfulness—to your fellow drivers.

April 19, 1956

Mr. Eugene Fulton and members of the Western Pacific Choral Group:

On behalf of the Travelers, thank you for the wonderful program you presented before our group April 17 at the Fairmont Hotel.

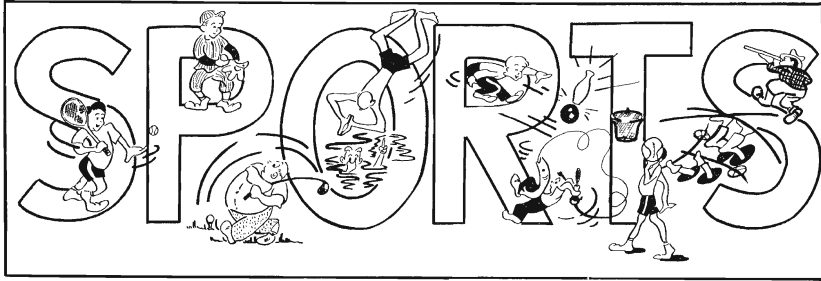
Your selections were beautifully rendered and judging from the applause and many complimentary remarks of those present, you have every reason to be proud of your accomplishments.

Sincerely,

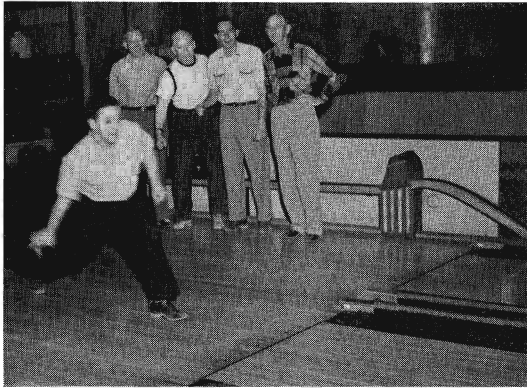
Mary Kettenhofen
Chairman
Railroad Night at
Travellers



Betty McKoon, Earl Boebert, and their paper.



Bowling Champs



Ray Miller, the captain for the "champs," rolls the first ball to open the playoffs. Teammates giving him support are Ray Stone, Henry Ashley, Bob Ditty, and Cliff Ditty.



Giving the champs the "old raspberry" are Loren Ogburn, Cy Kulas, Joe Lombardo, Harry Stade, Horace Lohmeyer.

San Francisco

MILEPOSTS bowling team, winners of the second half of the Western Pacific San Francisco Bowling League, won a 160-pin victory over the Feather River team, winners of the first half, and became undisputed champs. The playoff took place on April 5.

After winning the first game by a close six pins, the Feather River five collapsed and dropped the second game by 131 pins and the third by 35. MILEPOSTS' Bob Ditty scored a 518 for high series honors during the playoff and Feather River's Harry Stade rolled a 191 high game.

The playoff scores were as follows:

MILEPOSTS	1st	2nd	3rd	Series
Ray Stone	174	153	148	475
Cliff Ditty	168	150	152	480
Henry Ashley	136	163	161	460
Ray Miller	148	173	147	468
Bob Ditty	160	180	178	518
Totals	786	819	796	2,401
FEATHER RIVER	1st	2nd	3rd	Series
Joe Lombardo	156	159	156	471
Harry Stade	191	108	128	427
Loren Ogburn	144	134	179	457
Cy Kulas	137	131	161	429
Horace Lohmeyer	158	150	131	439
Totals	792	688	761	2,241

First and second half team standings were:

(Continued on Page 34)

The easiest way to get ahead isn't very.

On the subject of marriage a father told his playboy son: "I've just two little pieces of advice. First, reserve one night to spend with the boys. Second, don't waste it on the boys!"

The average revenue of the railroads for a passenger-mile in 1954 was 2.620 cents, compared to 2.978 cents in 1924.

East Bay

Sylvania Electric, the second-half winners of the Western Pacific East Bay Bowling League, became undisputed champs of their league when they scored a 145-pin playoff victory over the Freight Agents, winners of the first half. It was a bad night for the Agents who had trouble hitting the pocket and when they did the pins wouldn't fall.

Even the winners weren't getting the strikes and spares they can normally collect with anchor men White and Brown rolling poor games and getting little support from their teammates.

The playoff scores were as follows:

SYLVANIA ELECTRIC	1st	2nd	3rd	Series
R. S. White	163	172	175	510
W. Brown	168	140	139	447
W. Wray	149	115	153	417
D. Gieseke	130	114	103	347
R. Palermo	140	152	101	393
Totals	750	693	671	2,114
AGENTS	1st	2nd	3rd	Series
J. Dillon	134	135	149	418
W. Weir	133	133	160	426
W. Westman	118	89	112	319
B. Burks	132	181	165	478
W. Bergman	109	105	114	328
Totals	626	643	700	1,969

Team standings for the first and second halves were:

(Continued on Page 34)

No man can tell whether he is rich or poor by turning to his ledger. It is the heart that makes a man rich. He is rich according to what he is, not according to what he has.

—Henry Ward Beecher

Children are natural mimics. They act like their parents in spite of all the efforts to teach them good manners.

(Continued from Page 33)

San Francisco

FIRST HALF

	Won	Lost	
Feather River	21	15	} tie
Split Pickups	21	15	

(Feather River won playoff)

Mileposts	20	16
Calif. Zephyrs	19	17
Transportation	18	18
Traffickers	17	19

SECOND HALF

	Won	Lost
Mileposts	29	16
Split Pickups	28½	16½
Calif. Zephyrs	25½	19½
Transportation	22	23
Traffickers	15½	29½
Feather River	14½	30½

Five highest individual standings at the end of the league were:

	Games	Average
Harry Kulas	81	170
Frank Thompson	70	170
Bob Ditty	57	169
Pete Casey	66	167
Joe Lombardo	81	164

The Sweepstakes Event was won by Frank Thompson, who rolled a 592, 75-pin handicap for a 667 total. Bob Ditty took second with his 588 series, 78-handicap, and a 666 total. Earl McKellips, with a 120-pin handicap and a scratch 538 series, took third with a 658.

A father returned home from his usual day at work and found his small son sitting on the front steps looking mighty unhappy.

"What's wrong, son?" he asked.

"Just between you and me, Pop," the lad replied, "confidentially, I simply can't get along with your wife."

East Bay

FIRST HALF

	Won	Lost	
Freight Agents	26	16	} tie
Sheer's Jewelers	26	16	

(Freight Agents won playoff)

Bell's	25	17	
Repair Track	20	22	} tie
Hot Boxes	20	22	
Passenger Traffic	18	24	
Freight Traffic	17	25	
Sylvania	16	26	

SECOND HALF

	Won	Lost
Sylvania	28	14
Bell's	25½	16½
Passenger Traffic	22½	19½
Sheer's Jewelers	22	20
Repair Track	20	22
Hot Boxes	20	22
Freight Agents	17	25
Freight Traffic	14	28

* * *

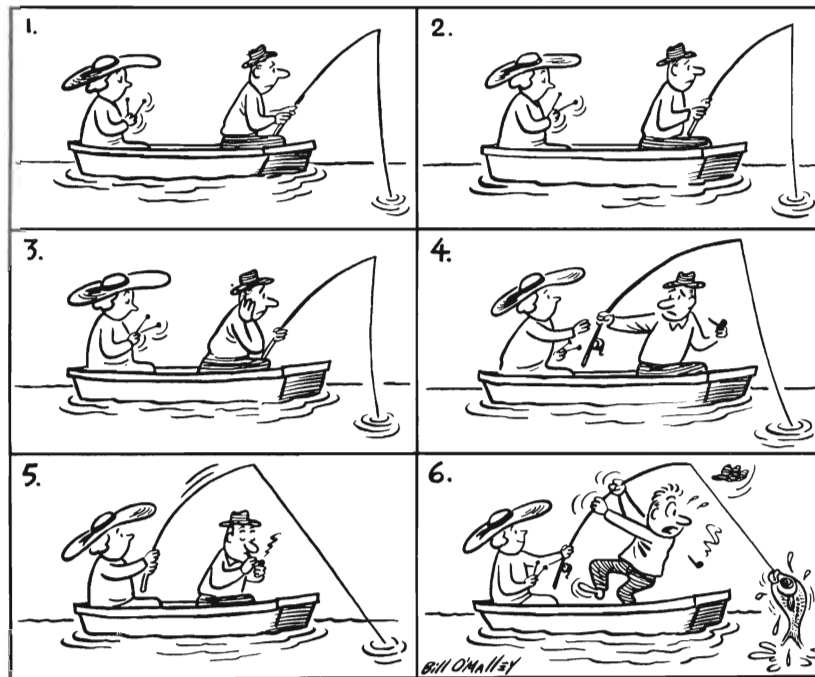
The California Zephyrs of WP's Oakland Bowling League lost out by 23 pins to the Delivery Service Co. in the championship of the Second Annual Invitational Team Tournament of the Metropolitan Oakland Industrial Athletic Association.

Dick Sellers paced the Zephyrs with a 191-191-199 high series 581 for the match. The railroaders gave up a 26-pin handicap, and the three-game totals for the two two teams were:

	Hndcp.	1st	2nd	3rd	Total
Delivery Serv...	174	859	859	849	2,567
Calif. Zephyrs..	849	902	339	148	2,590

Individual scores for the rails were:

	1st	2nd	3rd	Total
Carroll Briggs	144	168	167	479
Andrew Pickens	160	180	140	480
William Highsmith	164	183	157	504
Richard Sellers	191	191	199	581
Tommy Kyle	190	180	176	546



The Fish didn't know the difference

According to Tony Quill, assistant chief clerk, equipment service accounts, you don't need a fancy rod and reel and you don't have to go far to get an opening-day limit of trout. And he brought back proof. That's Tony on the right in the picture.

The trout you see (average six inches) were all hooked by Tony with an inexpensive catalogue house rod and line. His pal, an expert at the sport, kept Tony waiting for ten minutes while he loaded his gear into the car. And, with all the latest equipment, his

only catch of the day was a tiny fingerling shown dangling from his fingers.

The fishing took place in Capell Creek, about 17 miles west of Napa, just a short drive from their homes in San Francisco.



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RAILROAD LINES



Southern Pacific announces second common carrier pipe line project between San Francisco Bay refineries and Fallon and Reno, Nevada, in study stage.

Norfolk & Western plans expansion of its "piggy-back" lines.

General Motors' Electro-Motive Division expanding capacity of its La Grange, Ill., plant by a full 42 per cent.

Pennsylvania orders 79 new diesel locomotives.

Boston & Maine orders 50 "piggy-back" flats for inauguration of service this summer.

Article in recent issue of "Pageant" concluded safest mode of travel is by railroad.

For sixth consecutive year Texas & Pacific cited by Freedoms Foundation for an Honor Medal for its advertising. Norfolk & Western also a six-time winner.

Milwaukee discarding its orange and red passenger equipment colors to match Union Pacific's yellow, with grey and red trim.

"Fishybacks," steamship transported trailers, may be new rail competition.

General Electric to build universal line of nine diesel-electric locomotives for use on almost any railroad in the world.