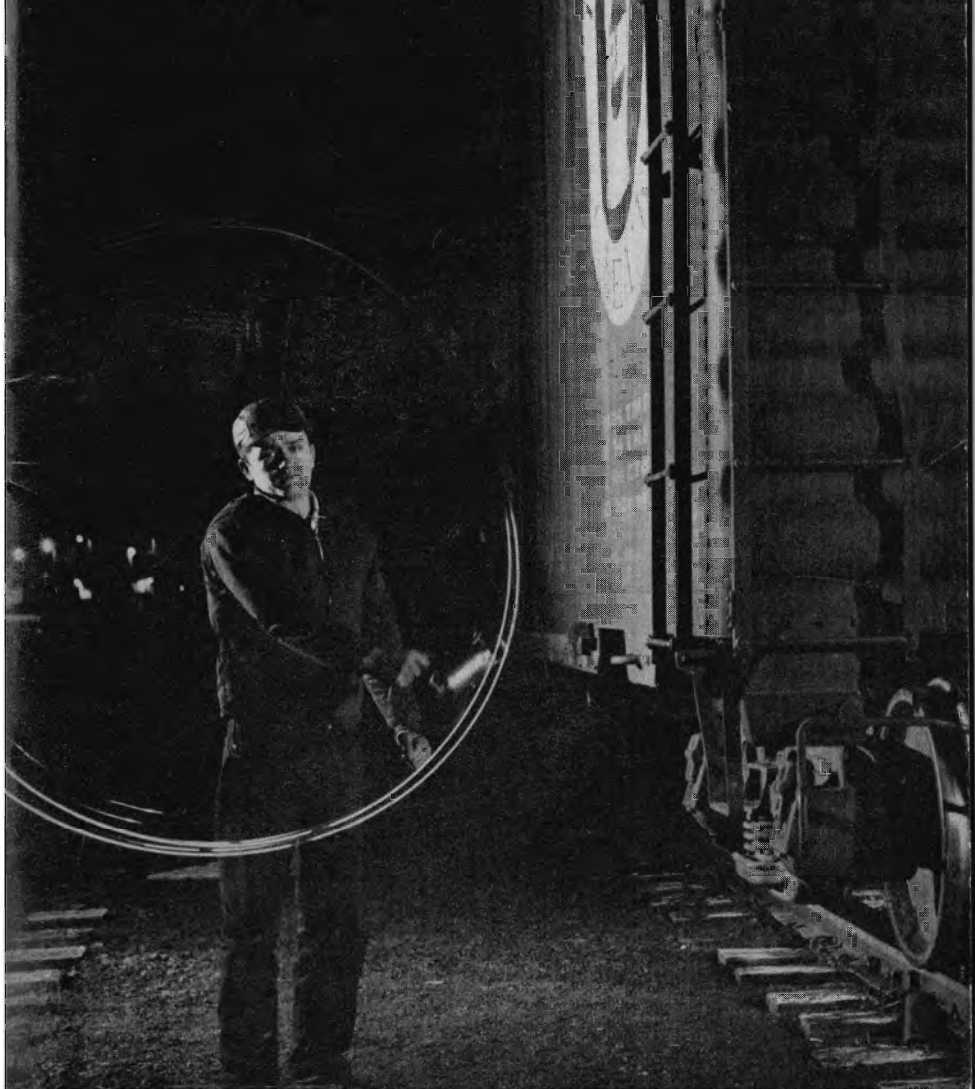


WESTERN PACIFIC
Mileposts
JUNE 1957



Mileposts

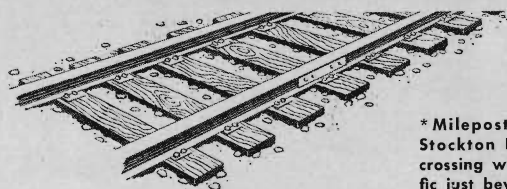
WESTERN PACIFIC

Vol. VIII, No. 11

JUNE, 1957

*Milepost No. 95

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. 95: Passing Stockton Box Co. El Pinal crossing with Southern Pacific just beyond.

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COVER: Brakeman Patrick M. Roney gives backup signal to engine crew in Portola yard. Pat is the son of Conductor Orville E. Rooney, former B.R.T. local chairman, and began WP service September 16, 1954. He is married and has two children. Other night train pictures on Pages 18-19.



MILEPOSTS



Over-all view shows photostat camera, retouching table, pako dryer at left; padded forms under rail weights, center; cutter, Xerox machine and offset presses at back on right.

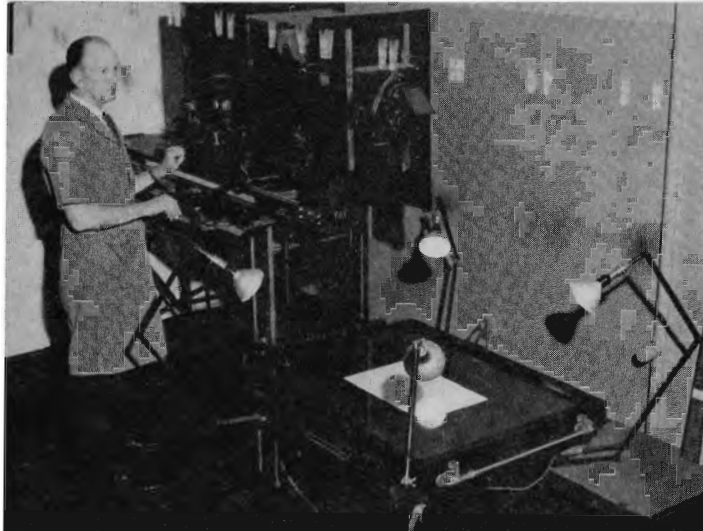
Three-Man Print Shop

IT takes a lot of paperwork to help keep a large railroad running smoothly, and a goodly proportion is done on a form of one kind or another. Hardly a day goes by that practically every railroader doesn't use a form, letterhead or some other type of printed material. There are reports to be made out by one department for the information of another, reports to the Government, to the I. C. C., to other railroads, and other forms for use in compiling statistics and other information for use within each department.

It keeps a three-man crew busy five days a week to keep the supply of printed forms up to date, a good many of which are stored in the railroad's stationery department for distribution upon receipt of requisition from just about every department on the railroad. In addition, a certain amount of printing is done by outside firms.

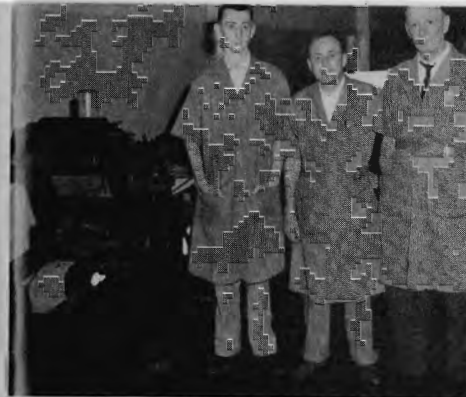
To prepare the forms printed by the duplicating bureau requires somewhere in the neighborhood of 10 tons of paper a year, in about 25 different types, sizes, colors and weights, at a cost of about \$15,000 a year for just the paper stock. To eliminate excessive stocking of inks, and additional cleaning of ink rollers, only three colors are used: black, light and dark blue. In addition to standard forms — which amount to about 325,000 sheets per month for an average of 25 to 30 forms — WP's duplicating bureau turns out each month about 1,700 Xerox duplimats, 1,500 typewritten duplimats, and 350 photostats. Many of these forms require padding and punching.

The railroad's duplicating bureau is one of the smallest departments on the railroad. It is supervised by Charles E. Vincent, and his staff includes Robert A. Pfeiffer and Mavro C. Coggins.



Vincent shoots picture of legal document with photostat camera. It operates much like any other camera but has more automatic controls.

Below: Lights below this glass-topped table illuminate negative being retouched by Vincent to eliminate part of original document not wanted in photostat copy.



The three-man crew: Mavro Coggins; Robert Pfeiffer; Charles Vincent.

printing letterheads, small forms and other short-run work. One is used exclusively for duplimat reproductions. The oldest of the two smaller presses has run off nearly 30 million copies during its 9,000 hours running time. The Xerox camera is used to transfer typewritten or other original

master copies to duplimats by a photographic process, and is also used to make small-form film negatives for the offset presses.

The 14 x 18" photostat camera is used for copying waybills, legal documents, and other papers needing, on the average, not more than one or two copies from the original. The power cutter will cut one ream (500 sheets) of paper at a time.

Forms are not only supplied for Western Pacific offices, but also for the Sacramento Northern and Tidewater Southern offices, and those of affiliated companies of the parent railroad.

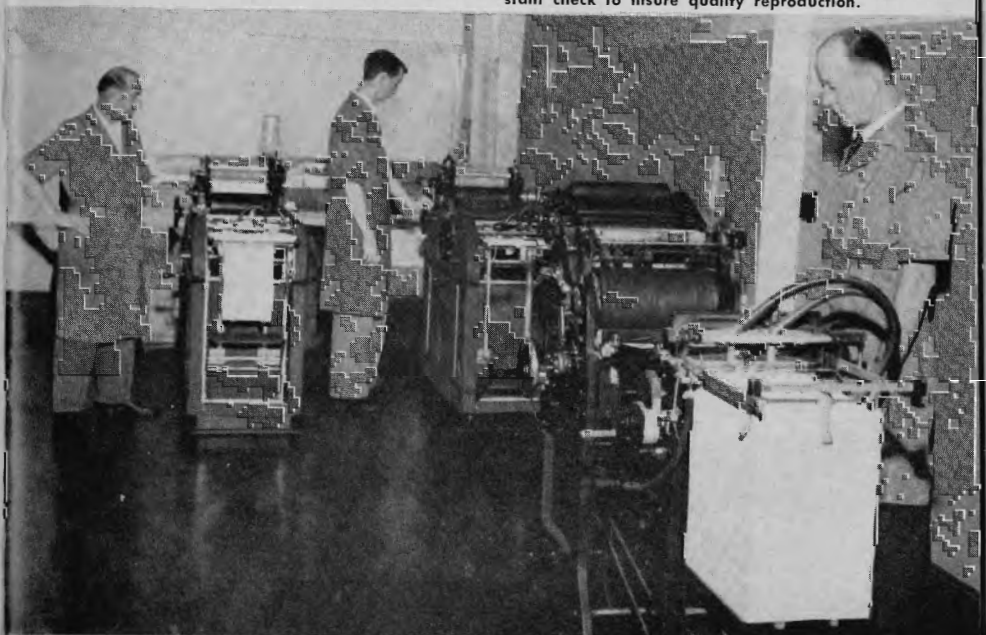
SUPERVISOR Vincent was born in Greenleaf, Minnesota, on May 27, 1901, and attended high school in Min-

Although the offset presses are about as automatic as is possible, good pressmen keep a constant check to insure quality reproduction.

The department first came into existence on June 6, 1928, when Western Pacific's general offices were located in the Mills Building in San Francisco. At that time Vincent had one assistant and his equipment consisted of one multigraph machine and one mimeograph machine. The first offset lithograph press was installed in 1935, seven years before the general offices were moved to the present location at 526 Mission Street. The duplicating bureau was at first located in the basement of the new headquarters, but because of need for more space for storage and operation, and because of convenience, a move was made to the ground floor at 518 Mission Street, its present location.

present equipment, was added in 1953.

The 12 x 18" offset press is used for long-run forms such as waybills and large-sized forms where from 30,000 to 100,000 copies are required. The two smaller 9 x 14" presses are used for





One of 5,000 copies an hour is shown coming off the drum of this newest offset press.

neapolis. He was the second youngest enlisted man in the U. S. Navy during World War I, entering the service with his parents' consent in January, 1917. Following 18 months overseas serving on mine sweepers, destroyers and battleships, Charlie entered the Navy Printing Office in New York where he received his apprenticeship. Following his discharge as Seaman First Class in March, 1921, he returned home and spent about eight months with his parents. He then reënlisted in the Navy for another four years, which included two years in charge of the Navy print shop on Yerba Buena Island (now Treasure Island) in San Francisco Bay.

Charlie's first job in private industry was with Western Pacific as supervisor of the duplicating bureau when that department first opened in 1928. On June 29, 1943, he was again back in military service, this time in the printing department of the U. S. Marine Corps, Department of the Pacific. He received his discharge three years

to the day later and returned to Western Pacific.

Vincent served as Division Chairman for the Brotherhood of Railway Clerks during 1949 and 1950, and was reelected in 1955 and still holds that office today.

He married Anna C. Scullion on June 22, 1924, and they have one daughter, Mrs. Adrienne H. Sousa, and three granddaughters, Candace Ann, 6, Pamela Marie, 5, and Robin Diane, 2. They have a summer place on Bethel Island in the San Joaquin River delta where Charlie enjoys being a "gentleman farmer" and fishing when the fish are cooperative. Their home is in San Francisco.

Bob Pfeiffer, machine operator, was born in Chicago on July 7, 1907, where he attended grade and high school. After a short while with the International Business Machines Corp., Bob went to railroading in 1926 with the Pennsylvania as an IBM tabulating machine operator at Chicago. He

Coggins develops a Xerox negative with dry chemicals which resemble very small BB-shot.



How We're Doing

Construction of WP's new train ferry, *Las Plumas*, is ahead of schedule. Tentative schedules now are for launching at Portland, Oregon, on June 27; a trial run on San Francisco Bay July 24; start service August 1.

Legal arrangements nearly completed with State of California for exchanging present Western Pacific line Oroville to Intake for new main line to be built around future Oroville Dam.

California Zephyr load averaged 63.4 per cent of capacity in April, 1957, compared with an average load of 65.2 per cent for April of last year.

Gross freight revenue for month of April, 1957, showed increase of some \$225,000 compared with April, 1956. Commercial traffic increased 6.4 per cent; Government traffic decreased 9.3 per cent.

Derailment of the eastbound *California Zephyr* on May 18 at Milepost 228.9, about 23 miles east of Oroville, caused by a dirt and rock slide following six and two-thirds inches of rainfall recorded nearby between 6:00 p. m., May 17, and 4:00 p. m., May 18. Total damage to three diesel units, a baggage car and coach estimated to be \$90,000, of which \$79,000 is covered by insurance as is the entire cost for rerailing the equipment. Estimated cost to repair track damage and work still necessary to completely clear slide area is \$15,000, all Western Pacific expense.

spent three years from 1943 to 1946 in the U. S. Navy printing office at Camp Faragut, Idaho, and at San Bruno, Calif. While stationed at San Bruno he met his wife, the former Dorothy Sampson, a member of the WAVES at the same base, and they were married there in 1945. Following Bob's discharge from the Navy he spent three years in the printing department of Pan American Airways and left there in October, 1949, to work for Western Pacific.

Their home is in South San Francisco, which keeps him sufficiently occupied on week ends to avoid embarrassing the leading local golfing amateurs who would probably give up the game were Bob to return to his one-time low-handicap game. He has

a high bowling average, too.

The youngest and newest member of the department is Mavro C. Coggins, junior machine operator, who began his railroad service with Western Pacific in September, 1955, as a file clerk in the auditor of revenues department.

Mavro claims Fresno as his birthplace; the date, August 25, 1935. After graduation from Vallejo High School he first worked for Hagstrom Food Stores in that city and began his printing career in December, 1956.

Mavro lives at home with his parents in Vallejo and is a thoroughly seasoned commuter to San Francisco from that city. His hobbies include photography and ceramics, the latter of which brings him added income through the sale of his work.

Promotions and Transfers

Alfred S. Kasper was promoted to the position of assistant to manager of purchases and stores, effective April 15, with the abolishment of his former position as material supervisor. His headquarters will remain in San Francisco.

In addition to supervising stock control in the various stores and acting as a one-man service department for field supervisors in checking on delivery of materials and the expedition of material movements, his new position will include more responsibilities as assigned by W. C. Brunberg, manager of that department.

Kasper was born at Plymouth, California, in 1907. He joined Western Pacific at Sacramento in July, 1923, as store helper, and later worked in the store department at Portola, Elko, Wendover and Stockton. From 1947 until his appointment as material

supervisor on July 16, 1954, he was storekeeper at Oroville.

Al lives in San Francisco with his wife, Judy, and a son, Howard, 19. Howard will soon enter California Polytechnic Institute at San Luis Obispo to study agricultural engineering.

Kasper is a member of Oroville Lodge, B. P. O. E., No. 1484. He shoots a nice game of golf, likes fishing and practically any sport, and was, when he worked at Elko, a member of a local baseball team with a number of other Western Pacific railroaders, who turned in some fine performances in competition with other nearby Nevada communities.

Kxy Pxrson

My typewriter is an old model and works quite well except for one key—the "x." I wish many times that it worked perfectly. It is true that there are forty-three keys that function well enough, but just one key not working makes the difference.

Sometimes it seems to me that our organization is somewhat like my typewriter.

You may say to yourself, "Well, I am only one person. I won't make or break a program." But it does make a difference because any program, to be effective, needs the active participation of every employee.

So the next time you think you are only one person and that your efforts are not needed, remember my typewriter and say to yourself, "I am a 'key' person in our organization and I am needed very much."



Traffic Agency Changes

Because of a steady increase in freight business originating in the Kansas City area and destined to the Pacific Coast, Western Pacific opened a general agency in Kansas City on June 3.

The office will be under the direction of J. J. Kirch, general agent, and he will be assisted by E. C. Richardson, who will continue there as traffic representative. Kirch has been general agent at Omaha, which agency closed on May 31.

Headquarters for the Kansas City agency will be in the Waldheim Building, 6 East Eleventh Street, and the agency will have jurisdiction over the following:

1. All territory now covered by Omaha, with the exception of that portion presently assigned to Denver.
2. All that portion of the St. Louis territory presently covered by Mr. Richardson.
3. The entire State of Texas except El Paso.

* * *

Effective June 3, the Denver territory formerly under the jurisdiction of the Omaha agency will be under the jurisdiction of H. R. Coulam, traffic manager Intermountain Region, Salt Lake City. On that date the Denver territory will be assigned to L. R. Glascock, formerly at Salt Lake City. He will succeed J. R. Stitt who is retiring. There will be no change in the Denver address, 301 Boston Building, 828 Seventeenth Street.

Effective May 27, the Memphis office was reestablished under the jurisdiction of Traffic Representative John W.

Hoppenjans, formerly of Cincinnati.

Territory covered by the Memphis office has been changed and will include the following:

Entire states of Alabama and Mississippi; the cities of Memphis, Collierville and Millington, Tennessee; and all points except Shreveport and Monroe in Louisiana. The State of Texas has been removed from the Memphis office.

The office address will remain at 822 Sterick Building, 8 North Third Street, Memphis.

Passenger Department

Gordon Knapp, formerly passenger traffic representative at San Francisco, was transferred to Los Angeles as traffic representative, effective April 22.

His first Western Pacific service was as clerk in the vice-president and general manager's office on August 30, 1948. He transferred to the passenger traffic department as reservation and information clerk in July, 1951, and became passenger traffic representative in December of that year.

* * *

Richard R. Reynolds succeeded Gordon Knapp as passenger traffic representative on April 22.

He first began working for Western Pacific as a relief clerk in the passenger traffic department's service bureau on June 3, 1952. Following return from military leave, he reentered the passenger traffic department and has served as reservation and information clerk and general clerk until his recent appointment.

Good News for Pensioners

A more simple and equitable test of eligibility for retired Western Pacific railroaders to retain the privilege of membership in the Medical Department was adopted by the Board of Directors at their meeting on April 25.

The revision, which completely replaces Rule 7(A), now reads:

"Retired employees may retain their rights to benefits of the Medical Department subject to the following conditions:

"A. 1.) That they have held continuous seniority with the company for at least 15 years immediately preceding retirement; 2.) were contributors to the Medical Department in good standing immediately preceding retirement, and 3.) were in an active payroll status for a minimum of 10 years of such preceding 15 years."

The remainder of Rule 7 is un-

changed; and this amendment eliminates the arbitrary provision under the old Rule wherein a pensioner might lose his eligibility by failure to pay one or two months' hospital dues during his last 10 years preceding retirement.

This amendment became effective May 1, 1957, and has no retroactivity insofar as present pensioners are concerned.

At the same Board meeting, a review of the 1957 budget affirmed the present dues rate of \$8.60 per month without further increase at this time as long as the experience remains the same as 1956 and benefits are continued without change in 1957. A complete financial report and evaluation of the 1956 operations of the Medical Department will be distributed to all members in the near future.

"Operation Frijole" Completed

Twenty-seven members of the WP Goodwill Ambassadors' Club received a boisterous sendoff by well-wishing friends at Stockton on April 16 as they departed on their second chartered trip, "Operation Frijole."

According to Engineer O. E. Lyles, who arranged the tour, a short stop was made in Los Angeles, then on to the Mexican border where they went through customs and changed dollars into pesos. Two days and two nights later they were in Mexico City, headquarters during their stay in that country.

Many gay and colorful tours were taken, visiting historical, religious, and popular tourist points of interest, a

boat ride around Floating Gardens, shopping in Taxco, noted for its silver jewelry and ancient architecture, night clubs and bull fights. Bargains by the dozen, such as Canadian Club Scotch, \$4 per quart, top sirloin steak dinner \$1.50, haircut 24 cents, serapes, purses, wrist watches, baskets, blankets and other assorted items. A pretty young Mexican girl, who was once a waitress aboard the Show Boat in Stockton, sold them onyx curios.

They experienced a long delay on the return trip waiting for Train No. 8, delayed by a washout in territory where no rain had fallen in seven years. Service otherwise was good, thanks to a Sr. Enrique Sanchez Ortis,

Getting Nowhere Fast

Since the outbreak of war in Europe in 1939, the average prices which railroads pay for fuel, materials and supplies, and the average level of wages have increased more than 179 per cent.

On the other hand, the average revenue received by the railroads for hauling a ton of freight one mile and the average revenue they receive for carrying a passenger one mile have gone up only 42 per cent in this period, according to an Association of American Railroads survey.

Moreover, as railroad plant and equipment wear out and must be replaced, the depreciation reserves which have been set aside on the basis of pre-inflation costs do not begin to amount to enough to buy the equipment needed for replacement at today's price levels.

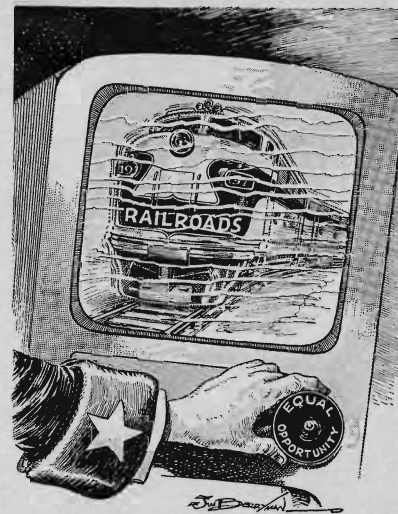
For example, the cost of freight cars, which averaged about \$2,500 in 1939 and \$4,000 as recently as 1947, now amounts to approximately \$8,500. In the next five years, railroads will require at least 75,000 new freight cars annually. These cars must be financed largely from depreciation charges and retained earnings based on pre-inflation costs.

The problem of inflation is doubly

"Operation Frijole" . . .

inspector of Pullman service, who was also Pullman conductor and dining car steward from Mexico City to Juarez.

Back through customs their first thrill was the welcome chatter of English. On to Tucson, Phoenix, Los Angeles and to Stockton, where they completed 3,000 miles of travel. Hasta Luego to our Mexican friends!



Time to clear the picture.

burdensome because the regulated railroads are not privileged to price their services to cover these increased costs, as can be done by most other industries. Of late, the Interstate Commerce Commission has endeavored to expedite consideration of applications for general rate increases, but there is almost invariably a costly time lag between the filing of application for increased rates and the approval of such increases, if granted, by the Commission.

New PG&E Project

The Pacific Gas & Electric Company has announced that installation of another hydro-electric project at Belden, mid-way in the Feather River Canyon, has been approved. Construction will begin sometime during 1958.

MILEPOSTS



IN GOLD

MILEPOSTS congratulates the following railroaders who will receive Service Pin Awards during the month of June, 1957:

35-YEAR PIN		
Paul E. Rutherford.....	Trainmaster.....	Oakland
30-YEAR PINS		
William C. Brown.....	Machinist Helper.....	Mechanical Dept.
Richard F. Czekowitz.....	General Radio Supervisor.....	Communications Dept.
Charles W. Freeman.....	Conductor.....	Western Division
Angelo J. Guilio.....	Clerk.....	Western Division
George Shine.....	Switchman.....	Western Division
Fred Shuster.....	Stationary Engineer.....	Mechanical Dept.
John G. Wright.....	Section Foreman.....	Eastern Division
20-YEAR PINS		
Herbert W. Borgfeldt.....	General Clerk.....	Western Division
Everett E. England.....	Bill Clerk.....	Western Division
Jerauld E. Fritz.....	Locomotive Engineer.....	Western Division
Harold H. Garriott.....	System Wire Chief.....	Communications Dept.
Robert E. Jones.....	Conductor.....	Eastern Division
Eugene A. Macomber.....	Traffic Representative.....	San Francisco
Otto T. Marler.....	Stationary Engineer.....	Mechanical Dept.
Marvin A. McLain.....	General Clerk.....	Western Division
Thomas P. Mall.....	Locomotive Engineer.....	Western Division
Walter A. Powell.....	Conductor.....	Western Division
William I. Robertson.....	Electrician's Helper.....	Mechanical Dept.
Robert H. Salkeld.....	Transit Clerk, Aud. Rev. Dept.....	San Francisco
Joseph D. Sonzogni.....	Locomotive Engineer.....	Eastern Division
Henry de P. Teller.....	Claim Investigator.....	San Francisco
Alfred L. Truckey.....	Carman.....	Mechanical Dept.
Raymond T. Woodward.....	Conductor.....	Eastern Division
15-YEAR PINS		
Harry A. Tracy.....	Brakeman.....	Western Division
Henry E. Baldwin.....	Clerk.....	Western Division
Darrell E. Bancroft.....	Brakeman.....	Western Division
Joel P. Bishop, Jr.....	Locomotive Engineer.....	Western Division
Robert F. Brew.....	Asst. Staff Specialist, Station & Yard Offices.....	San Francisco
William D. Brew.....	Asst. to General Auditor—Taxes.....	San Francisco
Donald Carman.....	Records Analyst.....	San Francisco
James C. Caughey, Jr.....	Roundhouse Foreman.....	Mechanical Dept.
Edwin L. Dunn.....	Brakeman.....	Western Division
Eugene W. Goodrum.....	Assistant Chief Clerk.....	Western Division
Chester Hancock.....	Red Cap.....	Western Division
Stephen L. Hernandez.....	Clerk.....	Eastern Division
Samuel B. Kent, Jr.....	Steward.....	Dining Car Dept.
John Mlaker.....	General Icing Foreman.....	Eastern Division
Donald L. Naylor.....	Clerk.....	Western Division
John J. Susoeff.....	Clerk.....	Western Division
Alta Thomas, Mrs.....	Clerk, Aud. of Rev.....	San Francisco
George Zambelles.....	Marine Deck Hand.....	Western Division
10-YEAR PINS		
Chester V. Blagg.....	Signalman.....	Signal Dept.
Anastasio C. Chaidez.....	Section Laborer.....	Western Division
Alex L. Chapman.....	Foreman, Extra Gang No. 1.....	Western Division
Holly Doyle.....	Secretary to General Agent.....	Oakland
James J. Duyn.....	Traffic Representative.....	Oakland
Edwin V. Emerson.....	Cashier.....	Herlong
Billie N. Gage.....	Relief Clerk.....	Western Division
Nathan H. Garrett.....	Signalman.....	Sacramento

WESTERN PACIFIC MILEPOSTS

526 Mission St., San Francisco 5, Calif.

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Permit No. 5371

Form 3547 Requested

Don't Forget Postage

Several copies of MILEPOSTS are being returned by the post office each month, evidently extra copies obtained by our employees for mailing to friends who are not on our mailing list.

The senders evidently are not aware that the metered postage stamp imprinted in the upper right-hand corner of the back cover will not be accepted by the post office if received as an individual piece of mailing. This metered postage stamp is good only for mailing MILEPOSTS in bulk quantities under certain postal regulations.

We are happy that you want your friends to receive the magazine, so to make certain that they do, do not forget to affix a 3-cent stamp if sent as second-class mail, a 9-cent stamp if sent as first-class mail.

Better still, give your friend's name

and address to the editor and he will be glad to add the name to MILEPOSTS' mailing list.

What Is It?

It is more powerful than the combined armies of the world.

It has destroyed more people than all the wars of the nations.

It is more deadly than bullets; has wrecked more homes than the mightiest of guns.

It brings sickness, degradation and death; it destroys, crushes and maims.

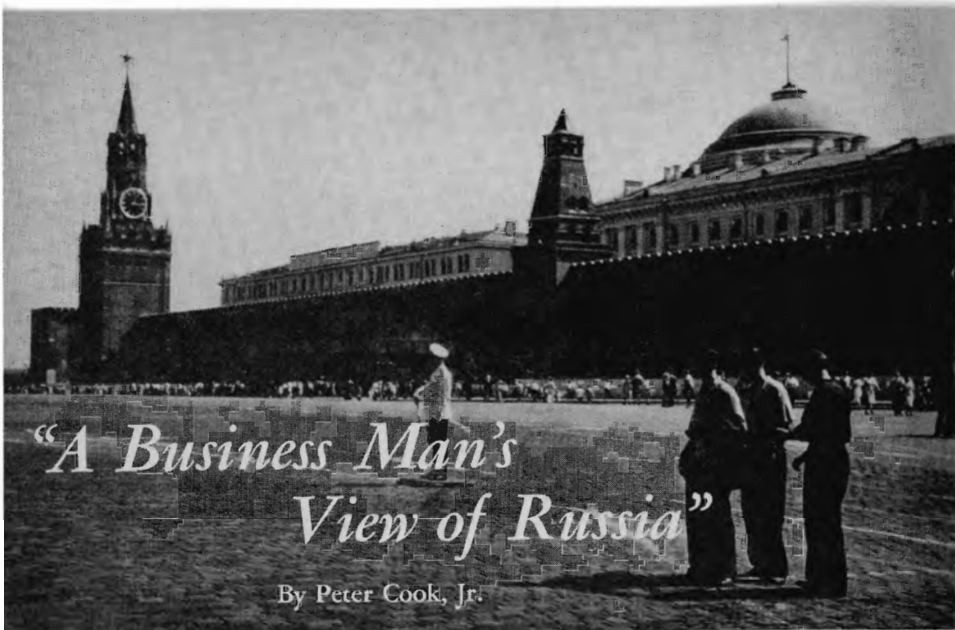
It gives nothing, but takes all.

It is everyone's worst enemy—but too few seek to avoid it.

It is CARELESSNESS!

—Submitted by H. A. O'Rullivan

Harold F. Hamilton.....	Rate Clerk.....	San Francisco
Reginald W. Heard.....	Signal Draftsman.....	Signal Dept.
Stanley T. Helton.....	Lead Carpenter, B&B Gang No. 2.....	Western Division
Gordon E. Ingles.....	Chief Clerk to Tax Commissioner.....	San Francisco
Grayce Josseland, Mrs.....	Secretary to General Agent.....	Sacramento
Gardner S. Rogers.....	Assistant Engineer.....	San Francisco
Thomas M. Shea.....	Division Lineman.....	Communications Dept.
Schirley Smith.....	Relief Clerk.....	Dining Car Dept.
Donald Vaughn.....	Electrician.....	Mechanical Dept.



"A Business Man's View of Russia"

By Peter Cook, Jr.

(This is the first of a series of articles by Mr. Peter Cook, Jr., a member of Western Pacific's board of directors, as given in an address before the Pacific Railway Club following his return from a visit to Russia during July, 1956. All pictures accompanying these articles were reproduced from 35-mm color slides taken by Mr. S. C. Allyn, president of the National Cash Register Company, and other members of his group who made a similar trip through the U.S.S.R. in June and July of 1956. Mr. Cook took only moving pictures during his visit in Russia and they are not suitable for reproduction. Mileposts is grateful to the Public Relations Department of the National Cash Register Company for making these fine pictures available.)

"IT was my experience to visit the U.S.S.R. during most of the month of July (1956). Possibly at the outset I should make a statement or two. I want you to know I was not representing the State Department or Farm Bureau; I am just a Californian who is interested in people in other parts of the world. Any statements I may make are my own and are not to be considered to be the thinking or observations of any organizations.

"I am sure you know, and I know, that you do not become an international expert by being in a country 25 days, but you do get impressions, and

there is room for many impressions in a large country like Russia. More is being written currently than has been written in many, many years.

"You realize that we haven't had tours through Russia for twenty years. In many places I visited, they had never seen an American. I might give you just a brief outline of the part of the Russian territory I covered. I went in from Stockholm, through Riga, Latvia, Leningrad down to Minsk, Kiev, Odessa, Yalta, across the Black Sea to Sochi, Tbilisi, Gori, Kharkov and Moscow, and returned home by Prague and Paris.

"You might be interested in some comment on the railroads. (Editor's note: The Soviet Union has, according



Peter Cook, Jr., was elected to Western Pacific's Board of Directors on June 24, 1953, and has served

continuously since that time.

Mr. Cook was born at San Francisco on May 18, 1898. He attended Rio Vista High School and one and one-half years at the University of California.

He served with the U. S. Army in 1917 and 1918; then returned to the Sacramento Valley to start farming and he has been continuously engaged in that occupation. Farming in the Delta is closely related to Reclamation work and the two have developed continuous problems which have occupied most of his time. Mr. Cook is a trustee of Reclamation District No. 999; trustee of Reclamation District No. 2084; vice-president and director of California Western States Life Insurance Co.; director of the American Trust Co.; Kern County Land Co.; the Emporium-Capwell Co.; and the Pacific Telephone and Telegraph Company.

to the latest available information, approximately one-third as much railway mileage as the U. S.) The railroads of Russia seem to run on a very slow schedule. There is not very much double track. There is one very modern train that runs from Leningrad to Moscow that would be considered good by the modern equipment in our country today, but most of the roads have Pullman accommodations and passenger accommodations that were in vogue in this country twenty-five years ago. They have two classes that they call 'hard class' and 'soft class'—the hard class has no upholstery on the seats. Those cars are really quite crowded because the fare on them is cheaper than the 'soft class.' The best accommodation you can get on a Russian train is the equivalent of a compartment with room for two. They make no distinction as to whether males occupy the compartments or male and female, and you are apt to have a partner of a different sex if you are traveling in Russia. It happened to be my luck to have a gentleman from Chicago, so it wasn't very exciting!

"I think most of us are not too well informed as to how the people of Russia live and what advantages or disadvantages they live under, but it is interesting to get these things firsthand. The Russian railroads are quite a surprise in many instances. On the pull from Tbilisi to Sochi the electric locomotive looked as though it came from a General Electric plant a month ago. That's not to say that all the locomotives are that class and kind, but they are being built, and they are being built in Russia. The Russians seem to have a great capacity to copy things. They get a prototype of something that



Billboards in Russia do not advertise merchandise but are used by the government for propaganda purposes. This one was seen most frequently and says, "To those who want peace we extend the hand of friendship." All of these boards are attractive and in color.

applies to our electric locomotive, to our aircraft, or American trucks, and seem to copy it very well. It's a very large system of railroading over there, and consequently modernization programs don't take place very fast, but they have some quite modern equipment, not much, to be sure.

"The freight moves very slowly, and they have quite a problem to freight perishable goods from one part of the country to another as their form of refrigeration is very limited. What refrigeration I did see on the rails was a compressor car in the middle of the train with large pipes leading out along the train distributing cold air to the remote parts of the load. I didn't think it looked very efficient but at least it was an attempt.

"While I am speaking of refrigeration, I only saw manufactured ice in one place in Russia. All the ice that

people use for refrigeration is cut from the ponds and it's a very dirty product. You see it being delivered around to the cities; it looks more like a load of coal than it looks like ice.

"Air transportation in Russia uses two-motor planes that look like copies of DC-3's. The DC-3 has been one of the most reliable and satisfactory planes we have ever had and it's a real work horse. They have copies of it and in great numbers. They have a few jets in service from Moscow to Peking. I had hoped to ride one to Prague but they were in use at the other end of the run; consequently I came out by two-motor ship. I think that the average speed was around 25 miles an hour by train. I checked with Ambassador Bolin and staff and they said the speed they calculated was 23 miles an hour, so it's not too rapid.

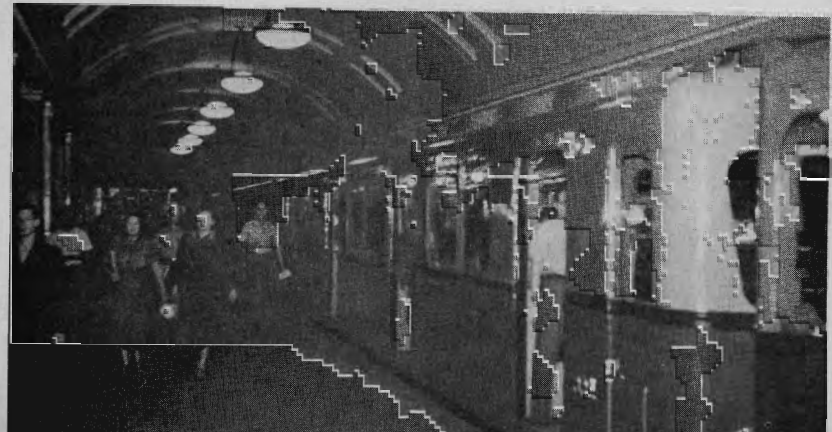
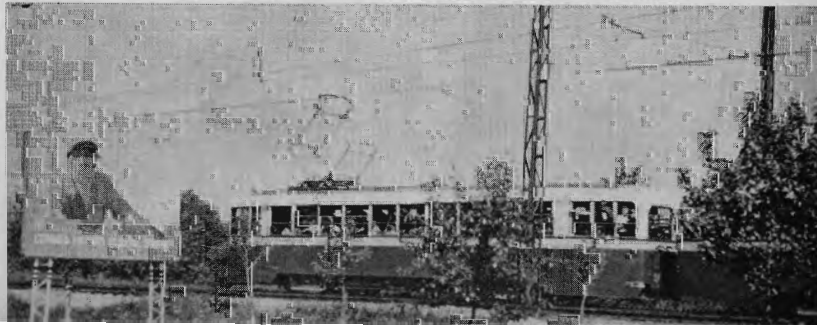
"People don't have private automobiles to any great extent. They depend on public transportation. It's rather amazing how good their buses are. Their trackless trolleys are very mod-

ern. People do a great deal of walking to and fro to get to the bus depots. Their subways are something that are probably the most famous thing they have. They are almost too good. They look like you were walking into Cartier's or Tiffany's. The architecture and decor are fabulous. The ornateness is symbolic of the Russian hopes and aspirations, and they are meticulously

clean. Any of the subways, and I guess I visited them all, were so immaculate that you could eat your lunch off the floor, and that included the railroad tracks, too. They are something the Russians are very proud of. There is nothing like them anywhere else in the world."

(Next month, Mr. Cook will tell about the Russian people, the questions they asked about America, and their thoughts on Russia.)

Public transportation by street cars and buses is good. Both modern street cars and up-to-date buses were found in all cities.





Night Train

in and out

of

Portola

Railroading is a 24-hour-a-day, 365-day-a-year business, which means a good many railroaders are working nights when most everyone else is sleeping. It takes full-time service like this to keep trains rolling, and maintaining an on-time performance is just as important in freight train service as it is in passenger service. To do this means not only fast running time over the railroad, but equally matched fast yard action if shippers are to receive their shipments when they are expected.

A good example of such service is illustrated on the cover and in the pictures on these pages, which show the arrival and departure of a high-speed westbound freight in and out of Portola yard, and a few of the men who get the job done. There are many more men, and women, who are also working the clock around just to get this train over the railroad, each one performing a necessary duty which, when all combined, means better service for our shippers.

A certain amount of terminal time is required for servicing of the train and diesel power, and for cutting in and out cars to be moved to various destinations. But this time must be kept to a minimum if Western Pacific is to remain competitive with other railroads and other forms of transportation. Better tools and methods are being found to keep our railroad in high gear, but it still requires the skill and unified cooperation of men like these and other WP railroaders to do the job day in and day out.



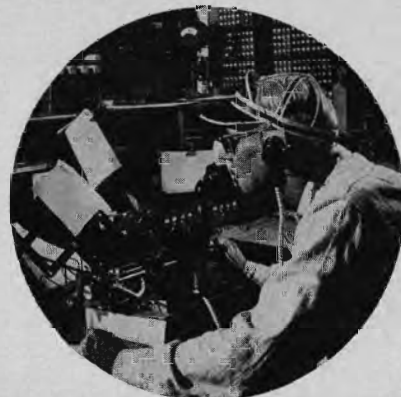
Mechanical department man makes running-gear check as newly made-up train leaves yard.



A long high-speed freight enters Portola yard on its west-bound run.

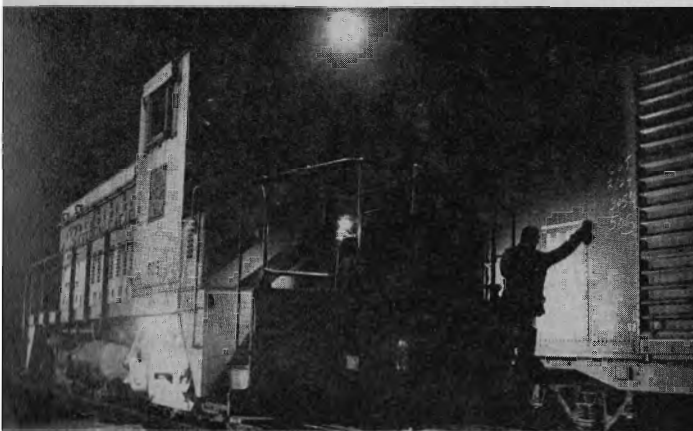
New engine crews climb aboard while mechanical department crews give diesel units fast but thorough servicing.

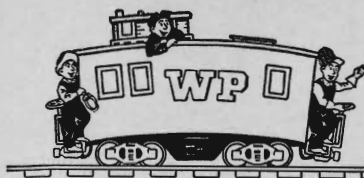
Yard switcher is ready to cut out cars destined for Reno and Pacific Northwest.



Operator phones ahead giving new consist of train, time of departure, and other information needed later.

Right on schedule, caboose disappears into darkness on rear of highballing freight.





Caboosing

SACRAMENTO SHOPS

Marcella G. Schultze

The Annual Spring W. P. A. C. Bass Derby was won by Carman LYLE PULTZ. Machinist DICKIE STADLER placed second, and third place was taken by Machinist Helper IRA GIBSON.

One of our newer Machinists, GEORGE MANIKAS, who formerly worked for SP, announced the birth of his first son and second child on April 3—weighed in at a good solid 8½ pounds. And, of course, Grandpa "FAYE" TOMLINSON, not to be outdone, reports his eighth granddaughter has safely arrived—making a present total of 17 grandchildren!

Our sympathies are extended to E. N. MARLER, electrician, whose brother passed away suddenly after surgery; to the family of J. C. RICHARDSON, former machinist who passed away after a lingering illness; and to the family of EDWARD A. BERDE, retired machinist, who passed away at the age of 93. Mr. Berde was the trainer of WP's championship soccer teams, and had been very active in the affairs of the Mechanics and Machinists Union No. 33, at one time serving as General Chairman. For years he had been active in civic affairs in the Oak Park area and chairman of the committee which staged the after parade entertainment in James McClatchy Park in Oak Park's big annual Fourth of July Celebration.

At the May 22 meeting of Oak Park

Lodge No. 1344, BRCoFA General Chairman CLAIR TOONE presented twenty-five 20-year membership pins and two 30-year pins to members. D. G. RICHARDSON and E. L. TOMLINSON, recording secretary, were recipients of the two thirty-year pins. Vice-President Gibbons of the Grand Lodge also attended the presentations.

SALT LAKE CITY

J. B. Price

It was with some misgivings that Conductor and Mrs. ALFRED G. WOODWARD finally gave consent for their son, Arlan, to become one of a party of 70 on a Colorado River Expedition on March 28. Perhaps it was with the realization that with the construction of Glen Canyon dam in the Colorado River many of the historic spots in that vicinity will be destroyed which won the favorable nod for the lad.

The party traveled by bus from Salt Lake City, stopping for a short rest at Hanksville, Utah, where the famous discovery of a dinosaur skeleton was made. We understand the skeleton will now be housed at Utah University instead of at Yale.

From Hanksville the party journeyed on to Hite, Utah, where after the inflation of their rubber boats and rafts they entered the river of turbulent waters under the careful guidance of Al Quist and Mac Ellingson, head guide.

Among the historic spots visited,



Two of the Colorado River Expeditioners work their way down the Colorado, as did Arlan.

which will be destroyed by the inundation, were the Crossing of the Fathers where the exploring Spaniards led by Fathers Escalant and Dominguez forded the turbulent Colorado on their return to Santa Fe after attempting to discover an overland route to Monterey, California. Also, the Hole-in-the-Rock where the Mormon cavalcade in 1880 pushed their way through the narrow opening with their possessions to travel on to the new West. The Mormon Steps which were cut into the Hole-in-the-Rock will also vanish.

Though it was thought for some time that Rainbow Bridge, the world's highest natural bridge, would also be destroyed, it is now found that it will remain and perchance, due to the new lake to be formed, be even more beautiful than before. The Navajos call the bridge "Rainbow-turned-to-Stone." It is a perfect rainbow of stone standing 309 feet above the stream bed and is 278 feet wide.

The Glen Canyon Damsite also held the attraction of the party. Many of those employed are working in dangerous locations preparing for the

blasting and other work prior to actual construction. Thence on to Lee's Ferry where the party disembarked on April 6. They arrived home on April 7, tired, but with lots of exciting stories to tell.

Fascination for the many ghost towns throughout Utah and Nevada, which once led to many rich finds of ore in nearby mountains and were an incentive for many pioneers who made the desert their home, took Conductor and Mrs. ELMER J. CAMPBELL on an exciting recent trip.

After visiting with their daughter and family, Mr. and Mrs. G. C. Williams, in Reno, and visiting Virginia City, they left Reno on April 22 for Hawthorne, Mina, Tonopah—location of the famous Bottle House—thence to Goldfield and Beatty, Nevada. On to Las Vegas and then to Overton to view the Valley of Fire, a vivid red canyon which rises above the north rim of Lake Mead. Here they stopped at Gypsum Cave which was once used as a lair by the ground sloth, a beast much larger than the giant grizzly bear. The walls of the Valley of Fire are of soft rose hue, but as you descend the color gradually deepens. The valley is six miles long and four miles wide. Elmer explained that erosion through the years has formed what is known as the Pink Elephant, under whose trunk most tourists have their pictures taken. Atlatl Rock is covered with Indian writings, some of which are legible, and is in a narrow pass that at the setting of the sun gives the red sandstone the appearance of intense fire. Just beyond is the Overton Museum, which contains many of the arts and relics of the Pueblo Indians. Lost City, now covered by Lake Mead, was the source of most of these relics.

"Home for the Holidays"—regardless of which one—called Trainmaster BOB MADSEN to San Francisco for a family reunion on Easter Day and from all accounts he had a wonderful time.

TIDEWATER SOUTHERN

Jane E. Navarro

After General Agent U. F. BOHNE returned from a recent trip to Yosemite National Park with visiting relatives, telling tales of the beautiful Spring countryside, the writer couldn't resist a short week-end trip down with local friends on opening day of trout season. Two color rolls of movie film



"Susie," as she appeared through the lens of Jane's camera.

were shot and a mascot, "Susie," was gained. Pictures were also taken of two young black bears, evidently hungry as they approached the car. The camera kept grinding away until their noses were inches away from the lens. We then decided to move on—no extra passengers wanted in the open convertible. A pleasant evening at beautiful Ahwahnee Lodge ended the short excursion for our group.

Retired Engineer FRANK EDGERTON vacationed in Old Mexico City with a group of Stockton WP rails on "Oper-

ation Frijole" (see Page 10). Cards received from Frank told of the wonderful time he was having.

Opening day of trout season brought tragedy to the Tidewater. Agent BOB THOMSON, Manteca, was seriously injured when his jeep overturned on him while he was trying to negotiate a steep and narrow grade near Cherry Valley. Bob is in the Tracy Hospital with a broken jaw (two places), broken leg, broken ankle, and broken shoulder. Real bravery goes to Bob, who was 15 miles from camp when the accident occurred, as he had to stay conscious over 40 miles of rough roads to direct his friend driving him out of the wild country to the nearest hospital. The accident happened near Jawbone in the Cherry Valley at approximately six in the evening, Bob not reaching medical aid until two the following morning. Everyone at TS wishes a speedy recovery to a wonderful associate.

PORTOLA

Gladys Ruse

Conductor FLOYD E. MILLER, SR., on April 15 made his last trip on the Reno local to close out a career of more than 43 years, the last seven of which have been on this run. Floyd hired out with WP on August 5, 1913, as a brakeman at Stockton. He was promoted to conductor on September 22, 1917, and worked out of Stockton and Portola until 1931 when he went to Keddie, where he was made yardmaster in 1935. He served as terminal trainmaster at Portola from 1945 until November, 1950. He is a former member of the Portola City Council and for years was one of Portola's most avid baseball fans. He and his wife plan to



Road Foreman W. S. Cope, left, greets Conductor Floyd E. Miller, Sr., following his last trip before retiring on the Reno local. Mrs. Miller was also on hand to greet her husband. Photo by Mrs. Bertha Miller, of Portola.

leave for Panama City, Florida, where they intend to make their home.

Loretta Jones, Worthy Advisor of Portola Rainbow Assembly, daughter of Brakeman and Mrs. LEE M. JONES; Grace Ray, daughter of Engineer K. A. RAY and Clerk ERMA N. RAY; Loretta Martin, daughter of Roadmaster and Mrs. JOHN J. MARTIN; Judith Cullen and Rita Freeman went to Sacramento to attend the California Grand Assembly of Rainbow for Girls. Mrs. John J. Martin accompanied the girls during the assembly which was held April 14 through April 17. During the meeting Norma Ray, Past Worthy Advisor, and older daughter of Engineer and Mrs. K. A. Ray, was installed as Grand Representative to the State of North Carolina.

Our deepest sympathy is extended to the families of retired Engineer ROY LAMPSON, who passed away in St. Joseph's Hospital on March 26; and re-

tired Conductor HARRY R. LAWRENCE, SR., who passed away at Portola Hospital on March 30; to Switchman MERVIN A. GROTH and his mother on the death of his father and, also, to the Engineer K. A. RAY family on the death of Mrs. Ray's mother in Salt Lake City.

Sharon Pittman, daughter of Brake-man JESSE R. PITTMAN, was elected Student of the Month by the Portola High School Senior Student Council.

Yardmaster and Mrs. C. M. BEEM were called to Kankakee, Illinois, early this month by the serious illness of their brother-in-law, George C. Kirkman, who passed away on April 14. Mr. Kirkman was also the uncle of Engineer and Mrs. A. J. HECKALA, and Trainmaster's Clerk GLADYS RUSE.

CHICAGO

Dan Dutkiewicz

TONY DURBAN, steno-clerk, enjoyed an enviable planned vacation—sort of a beach comber idea. Down to Nassau for three days, then across the Caribbean to the sunny coastal shores of Florida for a glorious ten days. From what he told us, beach combing was just what he did.

GLORIA JAGER, steno-clerk, recently left our employ to take up the duties of housekeeping. The stork is expected to arrive about the first part of November at which news we are all delighted. Happy days ahead, Gloria!

SHIRLEY MICHALEK, our cute PBX operator, gave us all nothing but worry recently when she came down with the measles. Now everyone is wondering who will be next. So far we are all healthy.

If Patrick Henry thought taxation without representation was so terrible, he should see it with representation.

WENDOVER

Esther Witt

At a recent meeting of Wendover American Legion Post No. 40, Switchman DAN W. LEE was elected Commander; Yardmaster HARLAN C. FORD, 2nd Vice Commander; and Switchman GERALD D. SHEPHERD, Adjutant. Congratulations to you fellows!

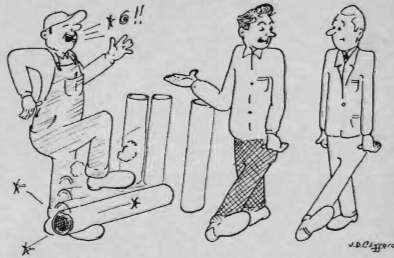
Signal Maintainer and Mrs. EDDIE GIEBER welcomed another little miss into their home. She will not lack for companionship as she grows older, since she will be well looked after and cared for by two brothers and two sisters. Congratulations!

The Local Chapter of the Eastern Star, seeking to raise funds for the Shrine Children's Hospital, raffled off a beautiful handmade quilt. The lucky winner was Dorothy Curtis, cashier at the State Line Hotel. The raffle netted a tidy sum of \$173.

We lost our midnight Porter GUS ADAMSON, who is now working for the State Line Cafe, but Gus is still an occasional visitor among the boys.

Telegrapher ANNA BELLE ALBRECHT had as a guest former Auditor EARL BENTZ. As Anna Belle was taking some time off from work the two went to Ruth, Nevada, to view the Ruth Copper Pit, thence to Salt Lake for some shopping and sightseeing. Then, because of illness, Earl had to take back to sunny California. Anna Belle spent a day in Elko visiting with Grace Biancani and looked refreshed when she returned to work.

It was a quiet but beautiful home wedding which united in holy matrimony Lelia Gibson, daughter of Section Foreman and Mrs. HOWARD A. GIBSON, and Dale Callister, son of Line-rider and Mrs. ALFRED B. CAL-



"Now there's a word you don't often hear!"

LISTER. May theirs be many years of happiness as life companions.

It was good to see retired Engineer and Mrs. DON T. WOODS, who stopped by for a hearty "hello" on their return to Salt Lake after vacationing in the Southwest and in Mexico. We hope they will return again soon for a longer visit.

Milton, son of Brakeman and Mrs. CHESTER R. BURNETT of Elko, has completed "boot" training in San Diego. After spending Navy leave with his family, he departed for Bainbridge, Maryland, where he will take training in communications and electricity.

Yard Clerk FRANCIS K. BYRNE vacationed in Salt Lake and Wendover in April.

Switchman and Mrs. DAN W. LEE and family are sporting a new car. It's a beauty and we know it will bring them many hours of pleasure.

STOCKTON

Elaine Obenshain

Congratulations and the best of luck to Conductor JAMES W. CHAPMAN, who retired April 22 with 29 years and 9 months of service. The Chapmans have no plans for the future, although Jim tells us he's thinking of raising pigeons to occupy his time.

We wish to extend our sincere sympathy to the family of Student Traveling Auditor RICHARD H. MANVERSE. Dick was well thought of by everyone who had contact with him while he was here in Stockton, and his untimely death caused sadness to all of us.

On April 16 Navy Lieutenants D. M. Rhodes, W. Garbalinski, M. J. Leslie, and H. K. Welge spent several hours in Stockton Yard as a part of their training period in the Transportation School at Oakland Navy Supply Center. We enjoyed having them with us and hope the knowledge they received of our operations will be of help to them in their studies.

Our deepest sympathy to Brakeman W. G. SWASEY, whose wife passed away after an extended illness; to Agent ANGELO PRATO on the loss of his mother; and to Mrs. W. C. Jarrell, whose husband, recently retired Engineer W. C. JARRELL, passed away suddenly. Also, to the family of retired Engineer



"Pay no attention. That's mostly for guys who work with rolling stock."

W. A. RILEY, who passed away on May 1.

Conductor and Mrs. M. C. BECK have been enjoying a visit with their son Bill Obenshain and family. Bill is in the U. S. Navy and is being transferred from Norfolk, Va., to Long Beach, Calif. Bill is the brother of DON, WILLIS, and EUGENE OBENSHAIN, switchman, clerk and brakeman, respectively.

ELKO

John G. Ford

Our condolences to Brakeman NELS ANDERSEN due to the passing away of his wife, Sarah, at Elko General Hospital on April 15 after a lengthy illness.

Mrs. Kearns, wife of Assistant Roadmaster VIRGIL KEARNS, received the shocking news that her father, Chester Holloway, passed away on April 22. Mr. Holloway resided in Stockton and he apparently was in excellent health immediately prior to his death. We extend our deepest sympathy.

Traveling to Reno on April 20 were Head Timekeeper and Mrs. ALLAN THORPE, to attend the wedding of their son, Don, to Miss Deanna Toothman, daughter of Mr. and Mrs. R. J. Toothman, of Elko. The new Mr. and Mrs. Thorpe were married on Easter Sunday at St. Thomas Cathedral in Reno. Both are students at Stanford University.

Welcome back to W. C. BOND, who returned to Elko to assume a dispatching assignment after being transferred from Sacramento.

Nice to see Assistant Division Engineer ART SCHMITT back at work after a short illness. We always like to have Art around.

Fishing is in full swing. From a very

reliable source of information, we learned that the "Old Master," CLIFF FIELDS, road foreman of engines, has already made some fine catches. Six rainbows in one catch that could just lay out straight in the kitchen sink would make any fisherman's mouth water.

This reporter, and a certain conductor, are again engaged in our annual encounter which begins with Spring and ends with Fall. CONDUCTOR BUTLER allows as how the Chicago White Sox have sprung on a spree. But as sure as the coming of Fall, and the New York Yankees, I'm beholden to believe my friend will again be singing the usual refrain of hibernation entitled "Wait 'Til Next Year"!

We congratulate the increase of our WP family during the month of April—three little girls. Susanne, weighing 8 lbs. 10 ozs., on April 9 to Telegrapher and Mrs. TOMMIE RIGGS; Vanessa, born on April 15 to Telegrapher and Mrs. K. B. QUINTANA; and Judith Marie, born April 25 to Yard Clerk and Mrs. MAC SALAZ, and weighing 9 lbs. 1 oz.

Understand Danny Tatomer, a freshman in Elko High School, and the son of Brakeman and Mrs. DAN TATOMER, is getting to be quite a musician on the sousaphone. Danny is quite active in the Clinic Band as well as playing solos in the High School concerts. We wish him much success with his future in music.

And then there's the wealthy Texan who bought an MG—to drive to his Cadillac!

* * *

There's nothing quite like a good, old-fashioned, home-cooked meal—not in most homes, that is!

* * *

Now when you miss a day's work the government loses as much as you do.

KEDDIE

Elsie Hagen

Spring must have arrived in Keddie since a few of our brave young men took their first swim in the Feather River the first of May. Though they claimed it wasn't cold we must disagree with them because that river can be cold!

Conductor JIM FOX has been trying his luck at getting TV reception in Keddie, with no success. Finally disgusted, he up and took his set and antenna to Nubeiber. Mrs. Fox accompanied him and from what they say reception there is pretty good and they will be able to enjoy their set.

Our deepest sympathy to Mrs. Mildred Chapman, our Postmistress, and to the family of her brother-in-law, Mr. Porter of Gridley, who passed away in April. Mrs. Chapman is the wife of the late W. CHAPMAN, former WP engineer.

IRVIN ESLINGER and his family have been receiving many expressions of sympathy in the loss of their loved one, Mrs. Eslinger, who passed away in Oroville. Irvin is in Keddie quite often and has many friends here and his great loss was equally so for all of us.

Conductor and Mrs. HERB WOMACK left the end of April for San Jose. They plan to stay there for a month and, if they like it, will be moving there soon.

ALLEN HANLEY, son of Agent PETE HANLEY, recently returned home after serving several years overseas with the Navy, and is now relief train desk clerk, in place of CY BATES, who is now working as file clerk at Sacramento.

Mr. and Mrs. HANSON MATHEWS have returned to Keddie after spending most of the winter in Oroville. He received medical care in San Francisco

for his injury incurred last Fall and was not able to work all Winter. We sincerely hope he continues in good health.



"Plenty of time . . . no need to make reservations . . . there'll be a spare roomette . . .!"

SACRAMENTO STORE

Irene Burton

Congratulations to MARTIN D. COUGHLIN, section stockman, who has passed his forty years of service with Western Pacific. His pin was presented to him by General Storekeeper H. J. MADISON.

AGNES ASH spent a few days in San Francisco recently—after the earthquake shocks were over, of course.

PERCY WRIGHT stopped into our office to say "howdy" while on vacation from his home at San Juan Island, Washington. It was good to see him again.

BRUCE STILWELL has returned to work after a year's leave of absence and looks real chipper. Bruce's return will put BETTY LATINO on the furloughed list.

JOSE CHAVEZ is on vacation in Chihuahua, Mexico. The Chavez family have just moved into a new home at 4131-38th Avenue and the family like it so well they elected to stay at home this year, leaving Jose to make the trip alone.

An article concerning Mental Health Week appeared in the April issue of MILEPOSTS, which prompts us to mention RBWA's work in this respect. For the past few years the Railway Business Women's Association have adopted two wards at the DeWitt Hospital for the mentally ill. The Hospital is located at Auburn, 36 miles north of Sacramento, and the group make a trip there once a month, to provide entertainment and serve refreshments. The members who participate find a great deal of satisfaction in this project and the response from the patients is remarkable. EDNA SPRATT, registered nurse at the Sacramento Shops, is the chairman of the Welfare Committee of RBWA.

WINNEMUCCA

Ruth G. Smith

Our population is increasing steadily. Engineer and Mrs. HAROLD CLAUSEN are the parents of a son born on March 30. They now have three children, the other two being daughters.

Agent and Mrs. CECIL DUCK are the grandparents of a daughter born to their daughter, Beverly (Mrs. Richard Banks), on March 30. This is their first grandchild.

The second boy and third child in the family arrived at the home of Yard Clerk and Mrs. VALENTINO MARTIN on April 16. The newcomer has been named Tony.

Engineer G. J. "JACK" MARRS was

made a grandfather on April 26 when a girl, Jaci Rae, arrived at the home of her parents, Mr. and Mrs. George J. Marrs, Jr.

Brakeman and Mrs. JOHN W. VETTER are the parents of a baby boy born on April 28. This is the first child in the family.

Congratulations to all of these new parents!

Olga Cattliff, of England, was married to Stanley K. Miller in Sparks, Nevada, on April 7. Stanley is the son of Operator and Mrs. M. C. MILLER of Weso. We wish these newlyweds many happy years.

It was with a great deal of sorrow that we learned of the death of the wife of Brakeman NELS ANDERSON. She passed away of a heart attack in April.

Brakeman JAMES LEE JENISTA has been promoted to Seaman First Class and leaves soon for his station at a



Jimmy Jenista

naval base in Japan. Congratulations on your promotion, James, and our best wishes are all with you.

Mechanical Foreman LEONARD WILLIAMS retired on April 30, completing a Western Pacific service of nearly 35 years. Leonard started with the company as a machinist at Elko on May 10, 1922. He came to Winnemucca on January 1, 1926, as roundhouse foreman and remained until his retirement. He was married to Jemima Lloyd on June 6, 1923, and they have two children, Beth (Mrs. John Grether) of La Habra, Calif., and George, of Arcadia, Calif. The newest one of six grandchildren, John Leonard, was born on April 17 to his son and daughter-in-law, Mr. and Mrs. George Williams. Leonard and his wife plan to remain in Winnemucca for the summer and will probably spend the winter in Southern California near their children. Leonard also plans to do some fishing this summer and he was presented with a fishing outfit for that purpose by his fellow employees at the time of his retirement. We hope the fishin' is good, Leonard, and that you and your family have many happy days together.

OROVILLE

Helen R. Small
Clayton W. D'Arcy

Groups of grade children, accompanied by teachers, have been making trips on the *California Zephyr* to Marysville and return as part of their study of Butte County's transportation facilities. These trips offer the children a first-hand opportunity to learn of the streamlined diesel locomotives, vista-dome trains and many other features of modern railway transportation and



"Do you mind turning down your TV?"

have been very successful and very much enjoyed by the children.

Mr. and Mrs. W. L. Putnam have announced the engagement of their daughter, Ella, to MORTON B. WHITMER. Plans are for a June wedding. Ella is a senior at Oroville Union High School and her fiance also attended the school and served with the U. S. Air Force as a paratrooper. He is employed at the roundhouse.

Carman R. S. PATTERSON and wife attended the wedding of their son George L. and Shirley Doreen Millsaps, of Willows, on March 17. The newlyweds will live in Willows where the marriage took place, and where George is manager of the Willows Gas Service. Our congratulations!

Switchman and Mrs. FLOYD M. BARNES are the proud parents of a son, Anthony Michael, born April 11 with a weight of 8 lbs. 9 ozs.

Signal Maintainer AL HUGHES, of Pulga, suffered a heart attack on April 9 and was confined to the Oroville-

Curran Hospital for several weeks. While he is back at home he will not return to work for possibly a month.

Myrtle M. Rush, age 58, passed away at the hospital on April 14. She is survived by her husband, Carman HARRY RUSH, one son, Preston, of San Francisco, and one daughter, Mrs. Emma Johnson, of Eureka. Our sincere condolences to this family.

Gladys Eslinger, wife of Assistant Signal Supervisor IRVIN T. ESLINGER, passed away at the hospital on April 14. Gladys was a native of Pennsylvania and had lived in Butte County nine years. She was a registered nurse and had been assisting several days a week at the hospital until just a few weeks prior to her last illness. She was a member of Beckwith Chapter Order of Eastern Star. Surviving are her husband and two daughters, Janis and Bonnie, two brothers and a sister. We all extend our sympathy.

Linda Mae Barton, wife of Conductor WALTER BARTON, passed away at home on April 22. She is survived by her husband and one sister, Mrs. Clarence Miller, of Doyle. She was a member of Amapola Chapter of Eastern Star 119. Our sincerest sympathy to Conductor Barton and family.

The Western Pacific Amusement Club of Oroville had their final dinner party at El Medio Hall on May 4. Fried chicken dinner was served and games were enjoyed by all who attended, numbering about fifty members and their families.

He rounded the bend at close to 40. A sudden skid and the car overturned. They found themselves sitting close together, unhurt, alongside the completely smashed car. He put his arm around her waist.

"It's all very nice," she said, "but wouldn't it have been easier to run out of gas?"



When Kaiser Company decorated their general offices in Oakland with garlands of flowers advertising Oakland's annual Home and Garden Show, WP's city ticket office on the ground floor made an attractive appearance for passers-by. Photo by Bill Wasson, Kaiser Co.

OAKLAND

John V. Leland

Our most sincere sympathy to PETE VAN DEN ENDE, marine deckhand. Pete recently took an emergency trip to Holland to visit his aging mother, only to be recalled home to handle funeral arrangements for his wife who passed away suddenly of a brain tumor. The van den Endes are in their thirties.

Switchman B. L. BROWN announced the arrival of David Andrew on April 12. David, nine pounds, is the fifth son. The family also includes two daughters.

Ol' WALT BLY, trainmaster's office, recently performed a feat involving intrepidity and unusual skill when he was successful in annihilating a fly with his typewriter, without damaging the latter. Details available on request.

MAX MUNSON, revising clerk, and his wife returned from nearly a month-long, 2,100-mile trek into the heart of Mexico, which afforded Max an endless number of feet of color movies and stills to add to his collection. He also came within three numbers of winning an \$80,000 lottery!



The "Hot Boxes," winners of recent Oakland bowling tournament, receive trophy from B. Burke. Members are A. Pickens, H. Huffman, M. Gordon, and William Powell, captain. Missing were W. Brunberg and T. Kyle. In the foreground are W. A. Bergman, special agent-claim adjuster, and wife, Barbara, general clerk.

SAN FRANCISCO

George Bowers, Doug Bruce, Rita Connolly, Elizabeth Fagan, Lawrence Gerring, Carl Rath.

LORETTA SMITH, comptometer operator in the auditor's office, along with her mother sailed for Europe on May 18. In the three months Loretta hopes to see Ireland, France, Switzerland, Italy, and Spain, and on her return to Ireland the beauties of the British Isles.

To aid Loretta into the swing of things, NATALIE PAOLONI gave a luncheon for the voyager at her newly decorated apartment.

PATRICIA MONTANA has had her travel folders out and has signed for a tour through the southern part of the United States, the Bahamas, Washington, D. C., New York City and Chicago. Sounds wonderful!

ELINOR GOWAN is going to have a BIG look at Texas during her vacation, and will be met there by her mother from Kansas.

JAMES A. SNIDER reported for assignment in the engineering department as engineer's aide, on the morning of April 15. Glad to have you with us.

The First Unitarian Church in Berkeley was the setting on May 5 for the wedding of FRANK BROGDON and Lee Childers. Frank works on the mail desk in the auditor of revenues department. Reception was held at the Rockridge Woman's Club in Oakland. RON TOFANELLI, who works with Frank on the mail desk, was one of the ushers.

ALTA THOMAS, passenger accounting, and her husband, Roy, celebrated their 35th Wedding Anniversary on May 6. They observed the occasion at a dinner party at the Sir Francis Drake Hotel as guests of their son, Richard, and his wife, Lorraine.

A hearty welcome back was given DELLA KESSLER, who returned to work in the auditor of revenues department May 1 after a year's leave of absence.

GRACE ADLER, who retired several years ago from the same department, stopped in the office recently for a visit with her friends. She was then making plans to attend the Spanish American War Veteran's Convention in San Diego as a delegate from the San Francisco Auxiliary.

PAUL B. HARRIS, traffic representative, and WALTER MITTELBERG, former general freight agent and now president of Yuth, Jessop Products, Inc., New York, were co-hosts for an anniversary birthday party at the Transportation Club recently in honor of



This picture, taken on December 3, 1930, shows Tom Brown pointing to surveyor's stake marking Milepost 111.87, actual meeting point of WP and GN extensions which today is important "Inside Gateway Route" to Northwest.

THOMAS P. BROWN, retired publicity manager. Tom began counting Mileposts in 1879, the same year as Will Rogers. Invited guests included Mrs. Brown; the Browns' son, Attorney Thomas P. Brown, Jr.; Robert W. Pons, nephew of Walter Mittelberg; Ted Huggins, public relations, Standard Oil Co. of California; Phil McCombs, Allen's Press Clipping Bureau; Col. Phil Sinnott, public relations; Lester B. Johnson, vice-president, American Trust Co.; and Lee Sherwood, editor of MILEPOSTS. In presentation of a birthday gift by Ted Huggins, Tom was asked if 156 meant anything to him. After a pause, he said, "Well, that is twice 78!" So it was, i.e., three boxes of Corina Sports of 50 each, plus six loose ones, a total of 156 of Tom's favorite stogies.

MALCOLM W. ROPER, vice-president-traffic, was one of three nationally known shipping authorities to conduct a three-day freight traffic "clinic" for

Island shippers and consignees in Honolulu from May 21 through 23. Purpose of the "clinic," sponsored jointly by Castle and Cooke and Matson Navigation Company, was to acquaint Island businessmen with opportunities to use Mainland and trans-Pacific transportation facilities and services more economically and efficiently.

BOB BARRETT, retired agent at San Francisco, underwent surgery at St. Joseph's Hospital recently but is well on his way to recovery. Best wishes, Bob, from the local freight office crew!

FRED W. CARBINE, retired revising clerk at the local freight office, surprised everyone with a visit recently. Fred has been retired for seven years and looks as good as the day he left the company. He now resides in Felton, California.



Dear Editor:

Thanks

Through MILEPOSTS we wish to express our most sincere thanks to all our good friends and neighbors for the cards, flowers, thoughtful words of sympathy and many acts of kindness shown us in the loss of our wife and mother.

Irvin T. Eslinger
Asst. Signal Supervisor
Daughters Janis and Bonnie

* * *

Grateful Passenger

Conductor Guy Parry working on No. 17 and No. 18 between Salt Lake City and Winnemucca received the attached letter from Miss Dorothy J. Ogelsby, in which she is very complimentary to the personnel on Train 17 and also to the Ticket Bureau in San Francisco.

R. C. Madsen
Trainmaster
Salt Lake City

The letter read:

"I want to take this opportunity to thank you for the assistance and kind consideration shown me when I was traveling on your train, the *California Zephyr*, last month.

"While in San Francisco I contacted the gentlemen to whom you referred me and everyone was most kind and I am sure no stone was left unturned in an effort to locate the missing ticket. No ticket turned up, but I was advised

to contact the ticket office back in Harrisburg after the thirty-day period had elapsed and file a claim. This I have done and I am now waiting to hear from them. I just thought you might be interested in hearing about the progress I have been making.

"Everyone I have come in contact with has been most kind. I realize that it is no easy task to locate the missing ticket and appreciate all that is being done for me.

"I certainly enjoyed traveling on your train and hope you will continue working on the train. Maybe I'll have another opportunity to travel out that way and I would certainly enjoy traveling on your train. Again—thank you for all you have done, I really enjoyed my trip in spite of the fact that I lost my ticket."

Miss Dorothy J. Ogelsby
Harrisburg, Pennsylvania

* * *

Bert Howard Dies

I am enclosing notice of the passing away of Bert M. Howard, passenger conductor of the Western Pacific, at the time of his retirement. He was liked by all. He was called "Hard Luck" Howard and he liked to be called that. I asked him why once, and he told me because he was always in the ditch during construction period. Lived four blocks from me and I would call on him. He sat on the porch most of the time as he could not walk much.

Presume you have previously received this notice, but thought no harm in my sending you the clipping.

G. A. Pullen
Retired Agent-Telegrapher
2917 "O" Street
Sacramento, Calif.

According to the newspaper clipping, Bert M. Howard died at the age of 88. He ended a 60-year career as a railroad man when he retired in 1936. He was a native of Iowa and began railroading there, then railroaded in Montana and Wyoming before coming to the Western Pacific at Sacramento to work as a brakeman and conductor. He was a member of the B.R.C. He is survived by his wife, Iva, a daughter, a son, seven grandchildren and six great-grandchildren.

* * *

On Retiring

Weso telegraph office, open continuously since 1924, is closing right now (4:00 p. m.), just as I have finished the last shift to be worked here, so I for once, am not making out the usual operator's transfer sheet.

I have been a "fixture" at this busy station on first trick for over 30 rather pleasant years, fully appreciating its advantages over many other places and occupations. Railroading can be good. In my 40 years at it I have never lost any time whatever due to sickness or to bad weather and have worked a period of over 16 years without missing a single shift—no vacations at that time.

Not desiring to displace any junior employee, I am now retiring from all railroad employment; but not from other activities. I hope no one will ever give me a trotting chair, nor a watch to time my loafing.

I was born in Blue Island, Illinois, on September 14, 1887 (Whee!), but those many years have been very kind to me, so much so, that I feel that I could have continued in the service for years more. My education was mainly my own, caring more for railroading than for higher learning. After working for the Chicago & Northwestern, Milwaukee, Burlington, Soo Line, Colorado & Southern, and the D&RGW, I decided on the Western Pacific, liking the baby road so well that I stuck. I married a WP girl operator soon after and I felt that the setting was even more pleasant.

I have been a steady plug. However, I pulled too many "boners" for a good record, but I feel that the Company has forgiven me, for they always have kept sending me regular and sizeable pay checks and furnished me and my family with annual passes. Also, I hope that those whom I have offended now and then will remember it no more.

So, readying for other things and another life, good-bye!

Martin C. Miller
Now Ex-Telegrapher
Weso, Nevada

* * *

Cooperation Appreciated

Through MILEPOSTS I may be able to reach all fellow employees and thank them for their consideration and thoughtfulness on my retirement. Such a joy to make the last run and see familiar faces at each station.

It was this same fellowship that made my years of WP service a success. Without cooperation from every department nothing can be achieved. I've never had much occasion to let the section men know the deep appreciation I've always had for them. They

do a fine job which doesn't go unrecognized, although seldom mentioned.

I'm sincerely pleased with the lovely gifts I received and wish to thank one and all. They've given me much pleasure and will for years to come. I use them on my little trips I'm taking and I'm having the time of my life.

Al Vrismo
1855 Washington Street
Oroville, California

* * *

Vrismo first worked as a roundhouse employee from 1911 to 1914 and then in the shops. When he began firing he was No. 60 on the list. Promoted in 1920 he was No. 113 on the engineers' list and moved from there to No. 1 at the time of his retirement.

* * *

Home Soon

I'm still an airman in the U. S. Navy. I expect my discharge in August, and hope to be back at WP in September. I completed a traffic management course from the USAFI and have just sent for another course, "Principles of Traffic," from the University of Tennessee.

I have received all copies of MILEPOSTS since I have been overseas, so have kept up with latest developments on the railroad.

The Oahu Railroad no longer uses its tracks and they are falling apart. Most of the bridges and roadbed are washed away or covered with underbrush.

Albert L. Towne, AN USN
FASRON 117, Operations
Fleet Post Office, San Francisco

"Daddy, why can't I go out and play like the other kids?"

"Shut up and deal."

JUNE, 1957

Enjoyed Gerlach Story

Having known Ben Battles since he took over the Agent's position at Gerlach, I was intensely interested in the writeup in the May issue of MILEPOSTS.

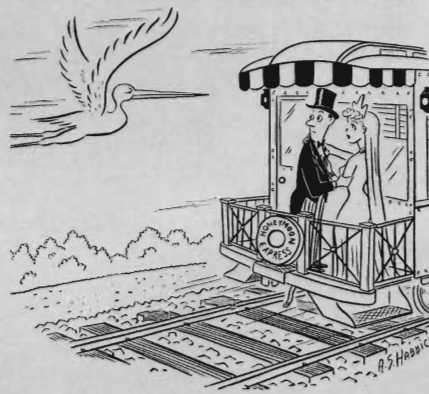
It is a very well-written article, absolutely correct, and the photography (I am a semi-professional) is excellent.

In fact, before his last election, I tried to get Ben to send me absentee ballots to help out! However, he was too honest to take advantage of it.

Such intimate sketches of your personnel add much to the interest taken in your excellent publication and let me give you a big pat on the back for it.

Walter A. Wise
Western Traffic Manager
U. S. Gypsum Company
Los Angeles

Once upon a time there was a wise creditor—a railroad, no doubt. After many attempts to collect, he wrote this note—and got his money promptly: "If you don't pay up immediately, I'll tell all your other creditors that you did pay me!"



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RAILROAD LINES



New fast freight schedules now in effect between Wendover, Wyo., and Houston, Tex., on shipments moving into and from the Southeast, Southwest, West, and Northwest by Colorado & Southern and Fort Worth & Denver.

Chicago & Eastern Illinois and Chicago, Rock Island & Pacific have announced a new direct interchange service in Chicago.

Central Vermont now completely dieselized.

New Haven's latest light-weight passenger train "Roger Williams" consists of two streamlined RDC head-end units with cab control stations at each end of train and four intermediate coach units without control stations.

Ten thousand passengers have used Burlington's "Slumbercoaches" since inauguration last October 28.

Permission to quit passenger service was granted to the Chicago, Aurora & Elgin. Freight service will continue.

Illinois Central expects complete conversion from steam to diesel power in about two years.

Plans to construct 400-mile monorail to carry passengers and freight through Canadian wilderness at speeds up to 150 miles per hour under study.