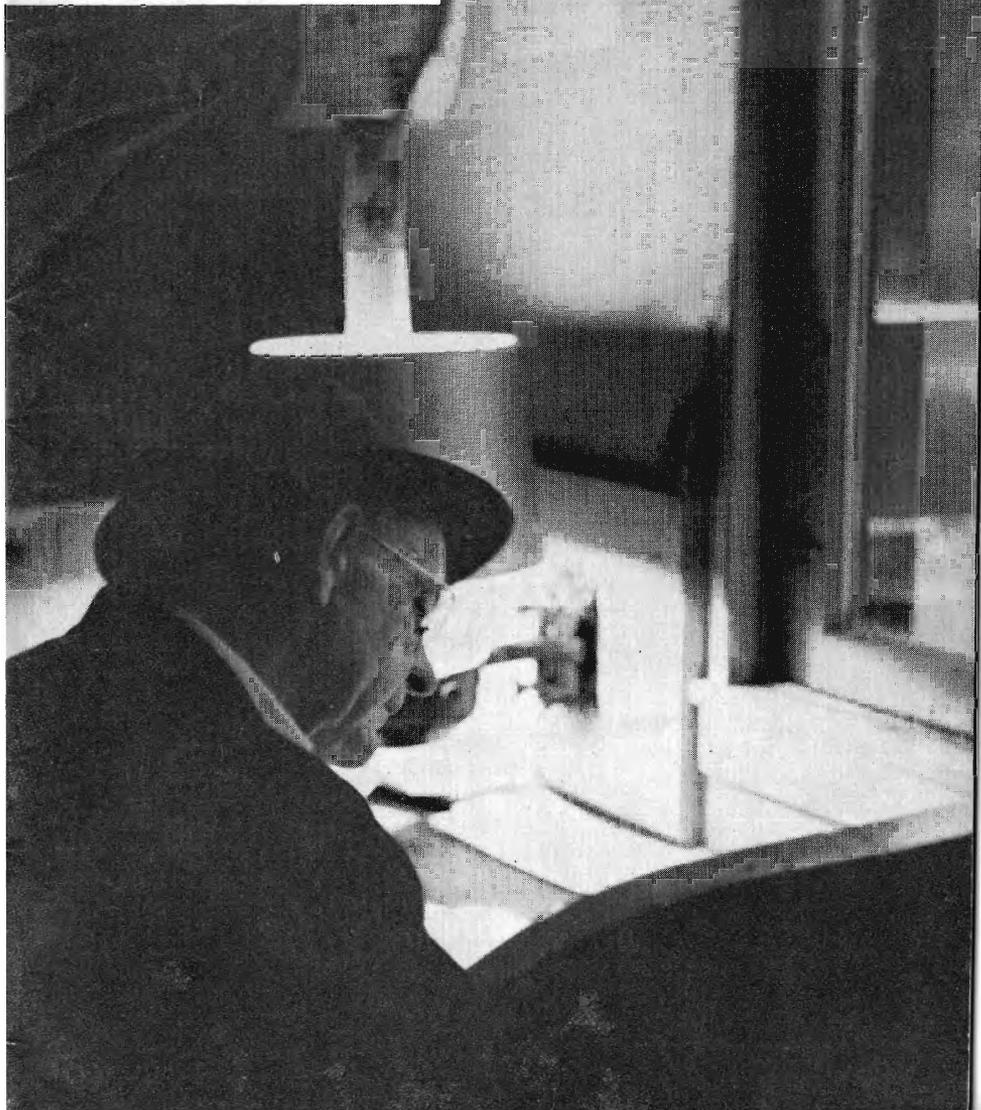


WESTERN PACIFIC
Mileposts
MAY 1956



WESTERN PACIFIC Mileposts



Vol. VII, No. 10

MAY, 1956

*Milepost No. 82

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

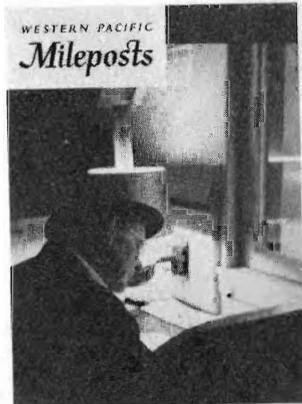
Member

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

* Milepost No. 82: An eastbound freight nears station Wyche, about 10 miles west of Stockton.

COVER

Conductor G. F. Yarrington catches up on a few of his many train and car reports in the caboose of the Oroville-Keddie local as the train nears Keddie and end of run shortly before midnight.



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MILEPOSTS



About to leave
Oroville Yard

it's a long, busy day
for the crew aboard the

Oroville-Keddie Local

Railroaders and others who may have occasion to be near the railroad's main and branch lines are accustomed to seeing Western Pacific freight trains roll by at a good rate of speed. There's a good reason why these freights go speeding by; because shippers expect fast service in moving their products from one location to another, and it's up to Western Pacific to deliver.

There are other Western Pacific freights, however, which operate on slower schedules because they perform a different kind of service. One such train is the Oroville-Keddie local. It leaves Oroville yard each Monday, Wednesday and Friday morning, and returns from Keddie every Tuesday, Thursday and Saturday. During its average 14-hour, 78-mile run each way through the Feather River Canyon, the local makes many stops, picking up and setting out empty and loaded cars, unloading equipment for

crews working along the railroad, or delivering food and other supplies for outfit cars. The local often has to take a siding to keep the CTC-controlled main line open for passing trains such as the *California Zephyrs* and the high-speed freights mentioned above.

When Train No. 96, pictured above and on the following pages, left Oroville Yard on a recent Wednesday morning, the conductor's record showed 18 loads and 15 empties totaling 1,404 tons. One flatcar hauled an airplane fuselage of excess height and width which, because of the many tunnels along the railroad, required slow-order movements for close check of clearances, which would not be practicable for a faster-moving freight.

The crew aboard the local were Conductor G. F. Yarrington, Brakemen Frank Clark and James White, Engineer Al Sanford and Fireman Jerry Fritz.

MAY, 1956



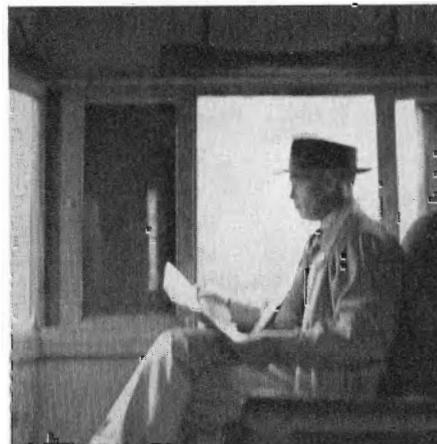
Local 96 with a GP-7 diesel road switcher on head end works its way up the Canyon.



One of several stops made to unload supplies for outfit cars.



Brakeman Frank Clark pulls the coupling pin and gives go-ahead signal to fireman.

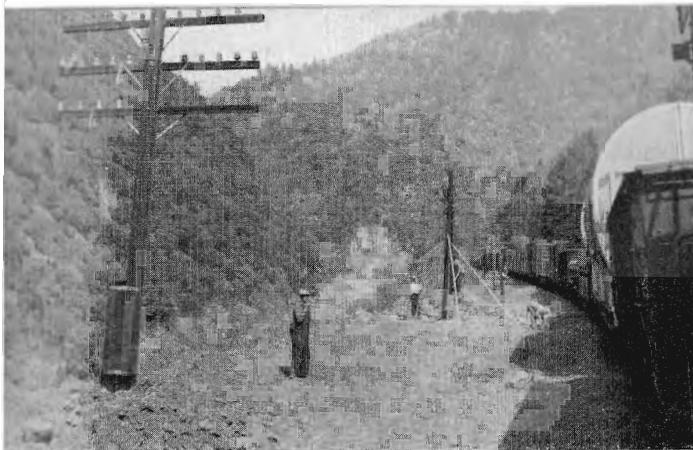


With cautious eye Road Foreman Norman Roberts watches for clearances while approaching tunnel.

Brakeman Clark clearly indicates to engineer distance between cars as local backs in to pick up a set-out car.

Local 96 waits on siding for oncoming westbound fast freight.





Local heads up Canyon, passing communications crew putting in new telephone poles.

Trainmaster Robert Madsen, who rode local to help with high-wide load, gets safe hand-hold before boarding moving caboosse.



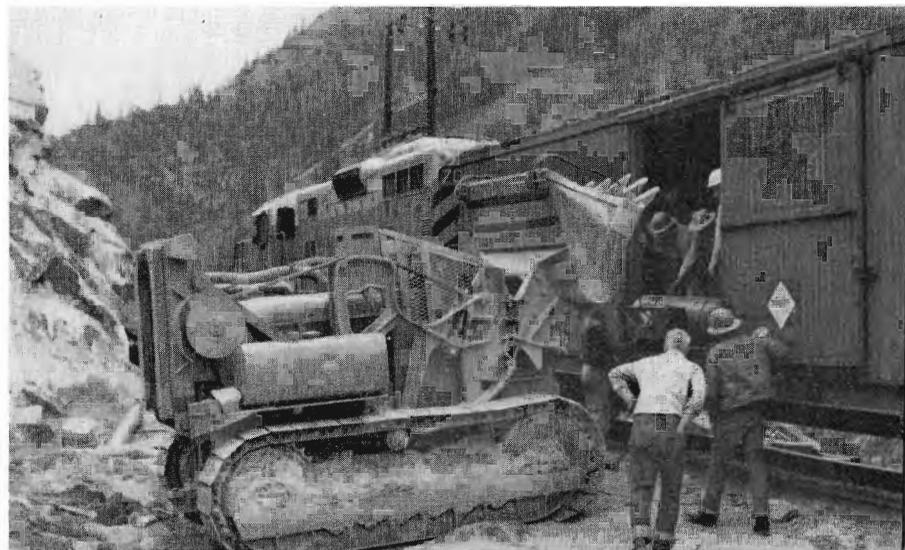
MILEPOSTS

Conductor Yarrington assists section crew in removing block from under springs of bad-order car for better coupling before making move.



Local pulls into stop at Milepost 250, site of recent slide and new tunnel, to unload more equipment. Work equipment in center background is just outside west portal.

Tunnel construction crew brought up front loader to remove 1,000-pound piece of equipment from box car. After a one-hour wait outside Tunnel 22 (Milepost 259) while tunnel lining crews finished their shift, local went on to Virginia where crews stopped for dinner at nearby highway restaurant.



Flying



The photo above shows a Boeing 707 jet airplane in flight, a prototype for the KC-135, America's first jet tanker-transport, now under construction at the Boeing Airplane Company in Seattle.

The reason that this photo made this page of a railroad magazine is that fuselage sections for the KC-135's are making a portion of their first "flights" over the rails of the Western Pacific. These 40-foot-long, 3,000-pound sections are built by the Ryan Aeronautical Company, San Diego, and travel to the Boeing plant on specially braced flatcars over Santa Fe, Western Pacific and Great Northern rails.

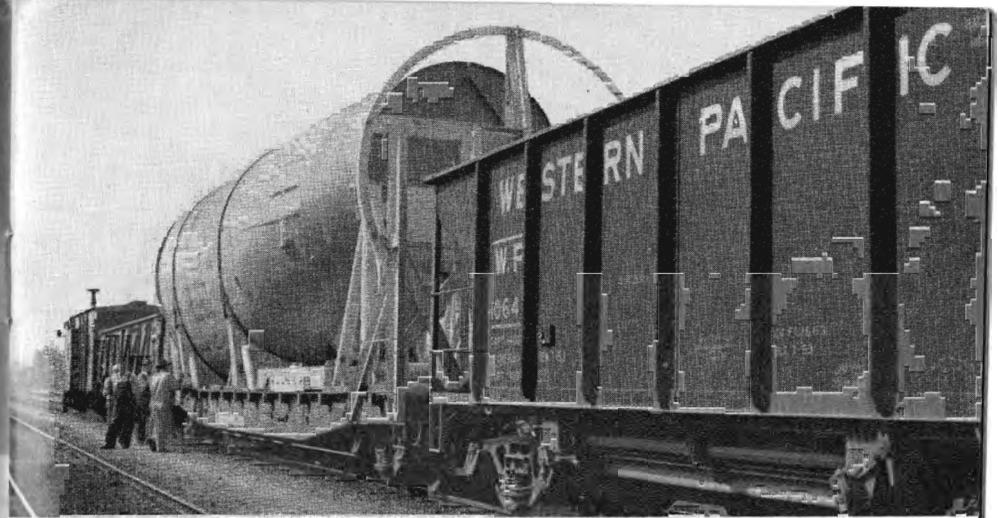
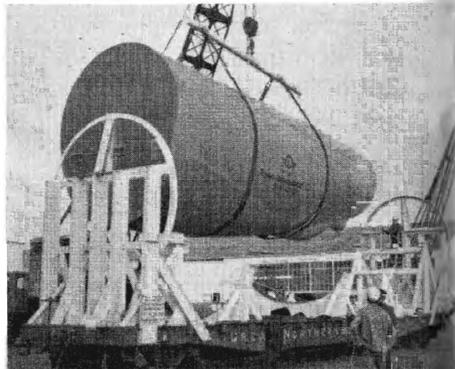
While these big loads have no trouble passing through tunnels and over bridges in the Feather River Canyon, they still receive the special attention given all loads which have a larger than usual over-all width and height. It is necessary, however, that the mid and aft sections of these fuselages, after being mated together at the Ryan plant, be broken apart and shipped separately to Seattle.

The KC-135's prototype, the 707, is 128 feet long, has a wingspan of 130 feet, and a gross weight of 190,000

pounds. Privately financed, the \$15 million plane made its first flight in 1954 and has reached speeds of more than 550 miles an hour and altitudes of more than 42,000 feet. The new Boeing KC-135 tanker-transport will be used to refuel the eight-engined B-52 and other jet bombers in the air, thus extending the Strategic Air Force's command of the skies to virtually any danger spot in the world.

Meanwhile, mighty as are these mammoths of the skies, to the railroads it's another transportation problem that takes place every day.

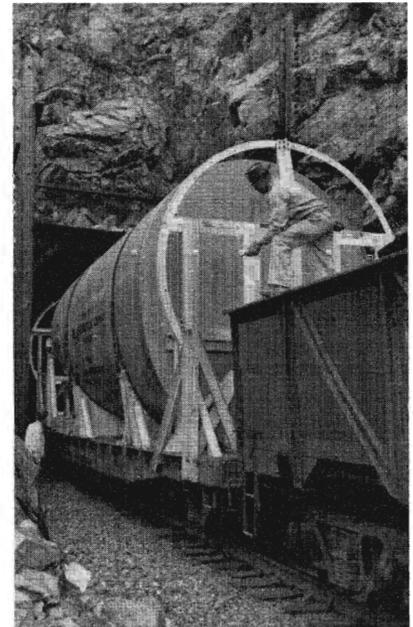
Ryan Company cranes place fuselage on flatcar with steel framework specially built for protection while load passes through tunnels.



Size of fuselage may be compared with caboose at rear end of the Oroville-Keddie local.



Before leaving Oroville yard, Road Foreman Roberts makes another clearance check with use of plumb line to verify shipping instructions. Note excess width and height sign.



Road Foreman Roberts with flashlight in hand and Trainmaster Madsen keep close watch as train proceeds through tunnel at slow speed.

What the DIVISIONS CASE means to Western Pacific

A most important lawsuit for the Western Pacific is now before the Interstate Commerce Commission. At issue are demands by Official and Western Trunk Line carriers for a greater proportion of through rates, which, if granted, would result in a substantial reduction in our revenues. The complainants are all of the Eastern carriers like the Pennsylvania and New York Central and some of the Midwestern carriers like the Northwestern, Rock Island and Missouri Pacific. The defendants are the Pacific Coast terminal railroads and the Rio Grande and the subsidiaries of these carriers.

The revenue in question is received for the transportation of transcontinental traffic. Vegetables and fruit for Chicago and New York and manufactured goods for the Pacific Coast are examples of this traffic. It is a very important source of revenue for the Western Pacific. At least half of our revenues each year are paid by transcontinental shippers. Any reduction in the percentage of the through rate received by our railroad would be a serious loss. The changes demanded by the Eastern and Midwestern carriers could result in our losing millions of dollars per year from our freight revenues.

The case began in May, 1954, and hearings are being held every few months before the Commission. Executive, operating and traffic witnesses for the East and Midwest have told the Commission their reasons for demand-

ing a larger share of transcontinental revenues. The next hearing will be held beginning June 5. More witnesses for the Midwest will be heard and some of the witnesses for the defense.

Among them will be some of our officers who will tell the Commission why even the proportion of transcontinental rates which the Pacific Coast terminal railroads now receive is inadequate in view of the enormous expenditures which must be made to keep abreast of Western developments.

Correction

The name A. J. Anton was listed on Page 13 of the April issue as the recipient of a Certificate of Merit Award for having had no reportable injuries in his department for six consecutive years.

MILEPOSTS apologizes to Mr. A. J. Ackerman, foreman of Section B-14, Little Valley, for having incorrectly spelled his name, and is hopeful that he will suffer no greater injury during 1956.

The quickest way to make yourself miserable is to start wondering whether you are as happy as you could be.

* * *

Wife: "Did you have a nice lodge meeting last night, dear?"

Husband: "No, it had to be postponed because the Grand Exalted Invincible Supreme Potentate's wife wouldn't let him out last night."

* * *

Judging by widespread accounts of juvenile delinquency, the reason some parents spare the rod is because Junior is probably carrying one.

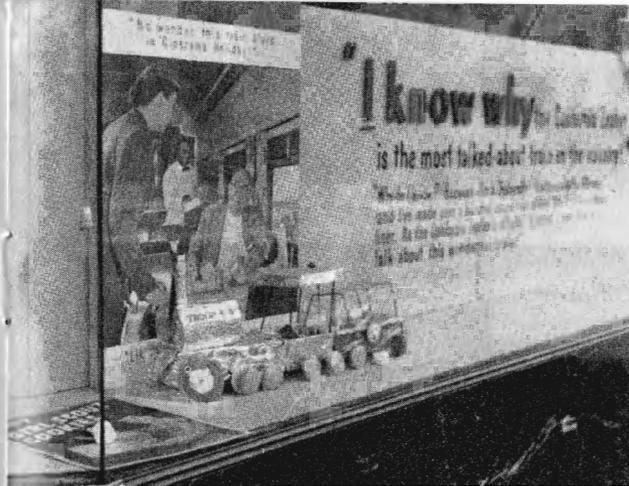
* * *

He ordered a martini with gin at a ratio of 27 to one of vermouth. "Okay," said the bartender. "And a twist of lemon peel?"

To which the fellow snarled: "When I want a lemonade I'll ask for it."

* * *

According to one young couple we know, a G. I. home is the government's revenge on a guy for not reenlisting.



Mrs. Reinhold Schmidt, Girl Scout public relations, arranged for the display. Mrs. Schmidt is the wife of Reinhold Schmidt, general chairman, Railroad Yardmasters of America, who works at San Francisco. Background advertising tells of recent Saturday Evening Post article about Zephyrette Nellie O'Grady.

Girl Scouts' Cookie Train

To help publicize the recent Girl Scout annual cookie sale, Brownie Troop 448 (Twin Peaks School in San Francisco) used a unique bit of railroad atmosphere featuring "the most talked-about train," and this riddle which appeared in the pages of a local San Francisco newspaper:

"The most talked-about train in San Francisco. You can't ride in it—it doesn't whistle, But you can eat its wheels and cargo."

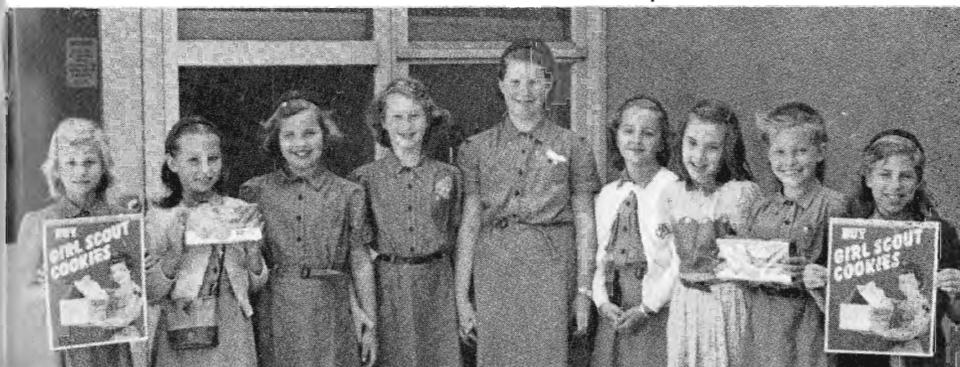
The answer to the riddle appeared in a window of Western Pacific's Post and Stockton streets ticket office—a miniature train with wheels and cargo

made of Girl Scout cookies, modeled after an early day train.

Many passersby saw the little train, according to members of Troop 448, who wrote a letter thanking Passenger Traffic Manager J. J. Hickey for letting them use the window for the display.

Funds from the cookie sale supplement those received from the Community Chest to provide a bigger and better program of Scouting for girls.

Brownies who built the train are: Wendy Watson, Nancy Forsburg, Mary Matson, Marilyn Anderson, Christine Chase, Janice Wood, Christine Johnstone, Heidi Schmidt, Kathy McGinley. Mrs. Gene Chase is Troop Leader.



*shippers learn how
damage to freight can be*

Substantially Reduced

Two cutaway working models of a Western Pacific cushion underframe car have been giving shippers and other interested persons an inside look at freight damage prevention.

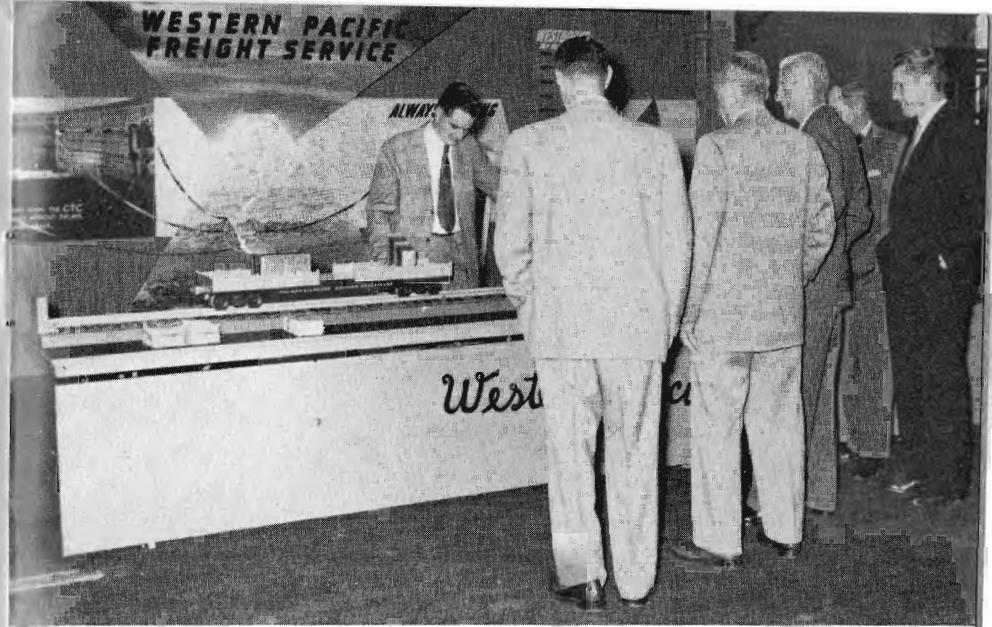
The two models, with tops and sides removed for better vision, carry a miniature load to simulate in proportion a loaded box car. With the cushion underframe device disconnected, an operator sends one car coasting down an incline to crash into the other car at the far end of a 20-foot track, at a speed comparable to 10 miles an hour. The loads are tumbled around just as would a carload of freight subjected to rough handling.

When the one car is again sent down the incline with the cushion underframe device in operation, the loads remain in their original position even though the force from the contact of the two model cars is identical to the previous demonstration. The effect

clearly demonstrates lading protection afforded by this feature.

A sliding sill running lengthwise through a car underframe is the secret to the cushioning effect of the cushion underframe car. When an impact is made against the car, contact by the striking car is first made on the coupler of the struck car. The coupler drives in, with closing action and impact absorption taking place in the conventional draft gear under mild, low speed impact. Under heavy impact the draft gear becomes overloaded and goes solid, leaving the bulk of dangerous shock energy to be handled by the cushion underframe. The impact forces the cushion underframe's sliding center sill through bolsters and crossbearers, which causes the lugs on the center sill to press against a rubber cushion

WP has a cushion underframe car, like the one below, on display at each showing. Arthur Lloyd, Jr., public relations representative, is shown on next page demonstrating model.

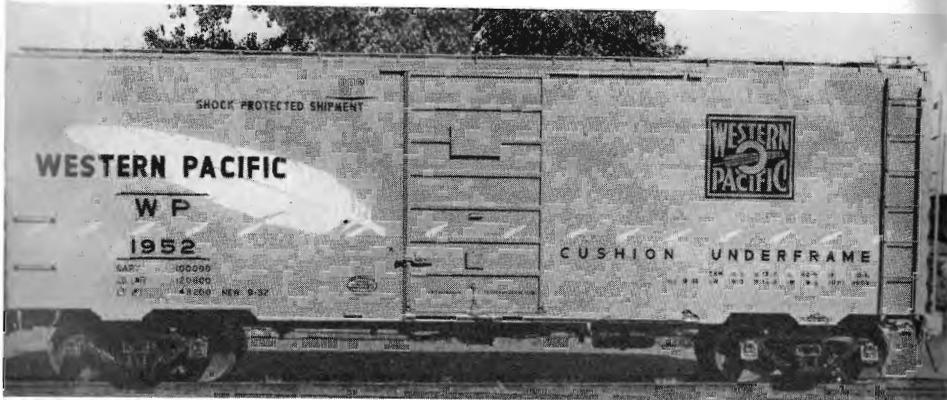


in the heart of the cushion underframe. As the cushion is compressed, it is squeezed against an abutment welded to a shear plate which, in turn, is fastened to the car body. When sufficient compression of the rubber cushion is reached, the inertia of the car body is overcome. The car then moves in the same direction as the sliding sill. This cushioning lengthens the travel of the impact, allowing energies caused by the coupler impact to fan out and run off gradually through shear plate, car body and lading, without permanent deformation or fracture. Coupler forces are not transmitted to the car structure through the body bolsters as in conventional cars. The cushion underframe elements return to neutral position, ready to absorb and dissipate the coupler shock of the next impact. Cushion underframe action is equally effective either buff or pull, such as

when train slack is being run out, and during road and switching operations.

In 1952, WP's research section and the Pullman-Standard Car Manufacturing Company sponsored a research program on two pilot models of CU cars. As a result of these tests, several other railroads have purchased CU-equipped cars for handling of damage-sensitive commodities. Results obtained so far have been very favorable, with a number of carriers reporting substantial reduction in lading damage on loads moving in CU cars.

The model was recently shown at the Foreign Trade Institute in San Francisco, and at San Jose for the National Model Railroaders' Association. At Los Angeles, WP received first Honorable Mention Award, the only rail carrier to win recognition in the Perfect Shipping Exposition.



MILEPOSTS



IN GOLD

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

40-YEAR PIN
Edna Scott.....Telegrapher.....Western Division

35-YEAR PIN
Amos W. Fuller.....Locomotive Engineer.....Western Division

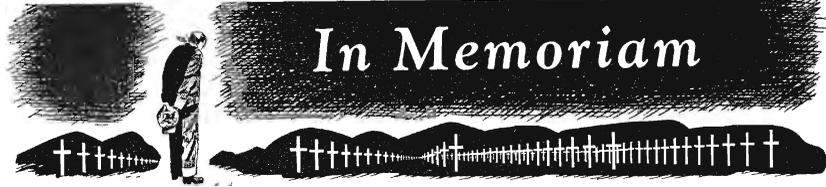
30-YEAR PINS
Vernon C. Brain.....Locomotive Engineer.....Western Division
William A. Racine.....Chief Clerk—Passenger Accounts.....San Francisco
Henry F. Seavers.....Interline Recheck Clerk.....San Francisco
Karl L. Wragg.....Asst. Mgr. Labor Relations.....San Francisco

25-YEAR PINS
John J. Coakley.....Miner.....Western Division
Ben Eiquihua.....Section Laborer.....Eastern Division
Morgan O. Howell.....Conductor.....Eastern Division
Marion R. Minor.....Conductor.....Eastern Division

20-YEAR PINS
Clarence A. Bailey.....Water Service Maintainer.....Western Division
William Benz.....Machinist.....Mechanical Dept.
Antone Capaul.....Store Helper.....Store Dept.
James W. Daniel.....Conductor.....Eastern Division
David W. DeMartini.....Clerk.....Western Division
Theodore J. Esterby.....Conductor.....Eastern Division
Wilbur F. Goldsberry.....Dispatcher.....Eastern Division
Ray W. Huffman.....Dispatcher.....Western Division
James M. Jenista.....Section Foreman.....Eastern Division
Elmer K. Jones.....Boilermaker Helper.....Mechanical Dept.
Valden L. Kimball.....Conductor.....Eastern Division
Archie A. Lucey.....Locomotive Engineer.....Eastern Division
Emma McClure, Mrs.....Chief Clerk, Law Dept.....San Francisco
Florence E. McClure, Mrs.....Telegrapher-Clerk.....Eastern Division
Kenneth F. McNeill.....Conductor.....Eastern Division
Wildy G. Miller.....Machinist.....Mechanical Dept.
Thomas E. Murphy.....Conductor.....Eastern Division
Francis D. Nugent.....Conductor.....Eastern Division
Frank J. Rauwolf.....Personnel Assistant.....San Francisco
Clifton M. Rockwell.....Brakeman.....Eastern Division
Carl B. Ross.....Water Service Maintainer.....Eastern Division
David Skotsky.....Loss & Damage Investigator.....San Francisco
John N. Starr.....Conductor.....Eastern Division
Andy E. Stene.....Conductor.....Western Division
William H. Thrailkill.....Conductor.....Western Division
Walter H. Warrell.....Bridge & Building Clerk.....Western Division
Samuel L. Worthington.....Locomotive Engineer.....Eastern Division

15-YEAR PINS
Howard D. Atkinson.....Locomotive Engineer.....Western Division
Clarence R. Brandt.....Carman.....Mechanical Dept.
Virgil A. Burdi.....Carman.....Mechanical Dept.
Maurice W. Deeley.....Traffic Representative.....Pittsburgh, Pa.
James W. Evans.....Locomotive Fireman.....Western Division
Lorenzo Ghilardi.....Blacksmith Helper.....Mechanical Dept.
Paul Glover.....Switchman.....Western Division
Alfredo Gonzalez.....Section Foreman.....Eastern Division

(Continued on Page 15)



In Memoriam

On behalf of all employees of West-ern Pacific and its affiliated companies, MILEPOSTS extends sincerest sympathy to the loved ones of the following em-ployees whose death has been re-ported:

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

Edward P. Burke, retired B&B fore-man, January 13.

Ernest G. Carlson, retired ground-man, January 4.

John D. Coleman, Sacramento Northern lineman, March 13.

John C. Finney, locomotive fireman, March 7.

Harry B. Glatt, retired chief clerk, April 5.

Joseph N. Hohn, retired conductor, March 18.

Stanley A. James, retired locomotive fireman, January 23.

Jimmie Jenner, former conductor, March.

Albert M. King, transportation in-spector, March 29.

Fred N. Lorenzen, retired B&B car-penter, January 20.

E. C. Martin, retired switchman, April 7.

Ben D. Maynard, retired section foreman, April 2.

Roderick P. McManus, retired shop laborer, March 17.

George A. Meyer, retired machinist helper, January 30.

R. H. Moody, retired agent, April 7.

James H. Shepherd, retired telegra-pher, January 15.

Mileposts in Gold . . .

William B. Gray.....Machinist.....Mechanical Dept.	Neil L. Hagen.....Carman.....Mechanical Dept.
Archie D. Legg.....Dispatcher.....Western Division	Mads C. Madsen.....General Foreman.....Communications Dept.
Ernest Mancuso.....Locomotive Engineer.....Western Division	Lawrence E. McElroy.....Carman.....Mechanical Dept.
Walter L. Phipps.....General Chairman, BLF&E.....Stockton	Carl C. Rathburn.....Carman.....Mechanical Dept.
Harry K. Reese.....Clerk.....Western Division	John L. Wallis.....Locomotive Engineer.....Western Division
Lyle G. Williams.....Switchman.....Eastern Division	

10-YEAR PINS

Facundo F. Cisneros.....Laborer.....Mechanical Dept.	Alvin C. Gregg.....Crane Operator.....Western Division
Joseph J. Hale.....Laborer.....Oakland Coach Yard	John M. Huff.....Machinist.....Mechanical Dept.
Dan W. Lee.....Switchman.....Eastern Division	Charles B. Lindsay.....Transit Clerk.....San Francisco
Francisco Moreno.....Carman.....Mechanical Dept.	Floyd J. Parker.....Electrician Helper.....Mechanical Dept.
Clement J. Reilly.....Bridge & Building Helper.....Western Division	Kay K. Seko.....Section Foreman.....Eastern Division
William E. Swenson.....Store Laborer.....Store Dept.	Troy Wright.....Carman.....Mechanical Dept.

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:

Charles F. Benninghoff, clerk, Sacramento.

Claude M. Dryden, switchman, Oroville.

Pardon W. Jordan, conductor, Stockton.

Harry R. Kelley, machinist and machine inspector, Oakland.

Thomas A. Nelligan, assistant trainmaster, Oakland.

Nels P. Peterson, locomotive fireman, Elko.

Thomas F. Reed, locomotive engineer, Oakland.

Golf Date Changed

In order to accommodate a greater number of golfers it has been necessary to advance the date for Western Pacific's annual golf tournament.

Originally scheduled for June 23, the increasingly popular event will now be held on June 9. There has been no change in the location, and tee-off time is still scheduled for 11 a. m. at the Castlewood Country Club (old Hearst Ranch), Pleasanton.

Jim Hickey and Frank Rauwolf are working out the details now with regard to prizes, starting times, etc., which will be announced later this month through the usual bulletin channels. Meanwhile, they suggest that those who wish to make up their own foursomes, do so as soon as possible and turn in their names for preferred starting times.

Pat and Mike, touring Switzerland, were caught in a sudden blizzard. Half buried in the snow, Pat was about giving up hope. Suddenly up came bounding a St. Bernard rescue dog with a large cask of brandy fastened to his collar.

"Look, Pat," said Mike, "cheer up, here comes man's best friend."

"Aye, Mike," said Pat, brightening, "and look at the big dog that's with it!"

28-Hour Week

That 3½-day week probably sounds fine, but the fact is a lot of Americans now work just 28 hours of their 40-hour week to provide themselves and their families with the food, clothing, housing and other things they need.

The rest of the work week—1½ days or 12 hours—goes to pay the cost of government. That's right, *taxes*.

This new view of the tax bite in the 40-hour week has been turned up by the Tax Foundation, a private research organization. Their investigation shows that a man earning \$85 a week, which is not far from the average full-time pay in private industry today, works all day Monday and half of Tuesday to pay taxes to his Federal, state and local governments.

Before anybody gets the idea of starting to work at noon Tuesday, it won't jell. The taxes will just come out of what's left.

The traveling salesman ran out of gas on a lonely road and asked at the only house in sight, "Can you put me up for the night?"

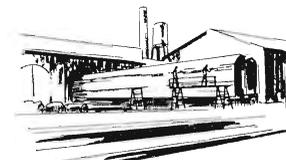
"I reckon so," replied the farmer, "if you don't mind sharing a room with my young son."

"Good heavens," gasped the traveling salesman, "I'm in the wrong joke."

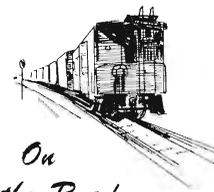
SAFETY FIRST



At Home



At the Shops

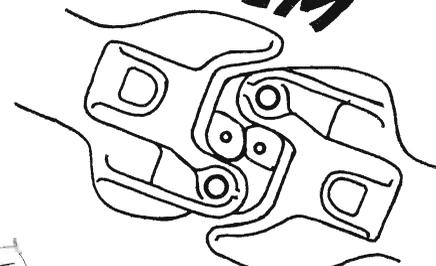


On the Road



In the Office

KEEP 'EM

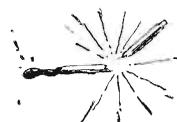


Be Careful with every Fire

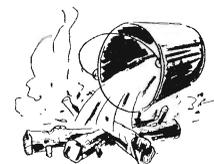


Crush your Smokes

COUPLED



Break your Matches



Drown your Campfire

FOREST FIRE PREVENTION

California Fire Prevention Committee
Railroad Section



SACRAMENTO SHOPS

Marcella G. Schultze

Like father, like son . . . Machinist Apprentice JIM MAMALIS has joined our ranks to follow in the footsteps of his dad, Machinist PETE MAMALIS, who has rolled up a record of 37 years' service with the WP, and is still going strong!

We hope to see Painter H. A. WILTSEY back at work soon. "Major" was an occupant in a taxi hit in a head-on collision. Although the cab rolled over three times, "Major" is recuperating nicely from his injuries and is now at home.

Retired carman and Mrs. J. W. TOMLINSON celebrated their 50th wedding anniversary March 5 at a party with friends and relatives. They were married on an Oklahoma ranch



Mr. and Mrs. Tomlinson

and have lived in Sacramento for the past 13 years. They have two daughters and a son, four grandchildren, and five great-grandchildren.

At its March meeting, Western Pacific Athletic Club honored past presidents and retired members. H. J. MADISON was master of ceremonies, HY O'RULLIAN spoke on behalf of the past presidents, and former Patrolman O. A. STARK spoke for the retired members. One of the highlights of the evening was the scrumptious turkey feed, prepared by Mrs. Santos, wife of President TONY SANTOS.

SACRAMENTO STORE

Irene Burton

EDNA SPRATT, registered nurse at the shops, was elected as delegate to the national convention of RBWA, which will convene at Los Angeles in May, and IRENE BURTON was elected alternate.

WILBURTA DOYLE resigned her position as 213 requisition clerk due to illness. She was presented with a small token by store employees and she in turn reciprocated by treating the employees to apple pie and ice cream.

While visiting here from Canada, LAVON ROBISON's little niece had the misfortune to fall and break an arm while on a tour of William Land Park.

H. J. MADISON and A. E. MADAN and their wives attended the AAR Pur-

The fashion show given recently by the Railway Business Women's Association of Sacramento was a huge success, financially as well as in attendance. It enabled the association to reach its quota of two pianos for presentation to the DeWitt Hospital, Auburn, for enjoyment of the patients there. Elvira Asbury, wife of Blacksmith Foreman Asbury, presented one, and a banjo-uke, and the Welfare Chairman purchased the other. They were transported to Auburn by the Southern Pacific for which we are grateful.

It has been decided to purchase a number of smaller musical instruments for use by other patients at the hospital.

A group of members entertained the men in the tubercular ward during April.

chase and Stores, Far Western Group, convention in San Francisco last month.

GABRIEL KAYS left for St. Louis to enjoy his vacation before the weather becomes too warm.

NINO PONCIONI, HORACE LATONA, JIM LEE and EDGAR ENSELE attended the Electromotive Division dinner at the El Rancho. Topic of the evening was EMD's "Progress on Parts."

AGNES ASH is on a leave of absence and will spend the time in her old home town, Indianapolis, Indiana.

GEORGIA CHINDAHL is quite busy these days getting her daughter ready for her trip to the Bermuda Islands where she will join her husband who

will be stationed there for a year or two.

We are just in the starting stages of our office remodeling and so far have not been interrupted too much. More on this later.

KEDDIE

Elsie Hagen

DUDLEY F. FLEETWOOD, operator, was married to Maria Louisa Domenques of Reno. Our congratulations!

JOE CLINTON, yardmaster, and Cy BATES, train desk clerk, and his family, were recent visitors in Sacramento.

Congratulations to L. J. FISCHER, SR., and his wife, of Stockton, on the marriage of their son, Louis Fischer, Jr., to Joan Isley of Paradise. Louis is in the Navy.

Brakeman Ed ROBERTSON is still a patient in St. Joseph's Hospital, but we understand he is getting along fairly well.

Our sympathy to Conductor JAMES BURROWS and his family of Stockton in the loss of Mrs. Betty Burrows. Nettie Fox and Mrs. Charley Self drove to Los Molinos to attend the funeral.

WALTER PHIPPS, BLF&E general chairman, was in Keddie for a few days during attendance at a meeting in Portola.

Engineer and Mrs. R. L. SMALL have purchased a home in Oroville. Operator and Mrs. TOM BERRY have also purchased a home there.

A joint session of the Granite and Plumas Chapters of Quincy met at Portola for a school of instruction under the auspices of the Right Excellent William Leeson, of Chico, grand scribe of the Grand Chapter, Royal Arch Masons. He was assisted by Walter O'Neil, inspector of the Fourth

District, and CHARLES SELF, inspector of the Sixth District.

Following the meeting, a dinner was given at the Red Feather Inn in Portola honoring CHARLEY SELF, yardmaster, with a life membership in the Royal Arch Masons. He is retiring as inspector.

Welcome to two new conductors, WALTER LASHELL and HERB WOMACK.

DON SEGUR, SR., and his wife were visitors last month from Hillsboro, Oregon.

Cabooses of three different vintages were open for inspection in Keddie Yard on March 18. The new "super de luxe model" is quite a change from the old ones.

STOCKTON

Elaine M. Obenshain

Congratulations to Brakeman and Mrs. A. J. BEATY on the birth of a son, Alonzo Gary, on February 14. The Beatys also have a daughter, Debra, age 5½.

Our deepest sympathy to Fireman K. COOPER and his family, whose mother passed away at Grand Junction, Colorado, and to Conductor and Mrs. J. T. BURROWS on the recent bereavements in both their families.

We wish speedy recoveries to Clerk GENEVA PENDERGRAFT, Engineer WAL-LACE BERG, Switchman EDWARD THOMAS' wife, Switchman C. V. VAN HORN's wife, Engineer R. W. TURNER's wife, and Brakeman G. E. RICKABAUGH, all of whom have suffered illness recently.

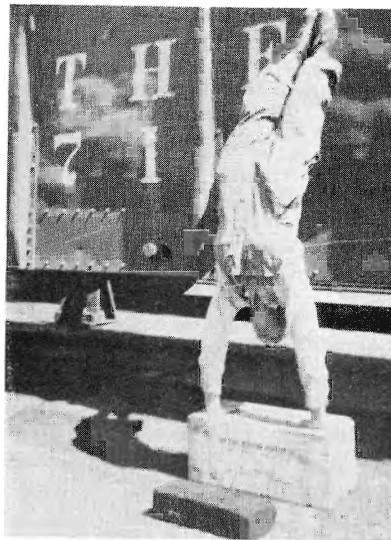
Lucky winners in the Easter wardrobe drawing were Clerks HARVEY L. ROSS and CHARLIE SMITH, who were in partnership on the winning ticket. To top it off, Harvey sold the winning ticket to take all the loot!

Fireman ERNEST MANCUSO has won world recognition for the 317-pound deer he shot in Colorado in 1954. Ernie had the head mounted and entered it in the 1955 North American Big Game Competition sponsored by Boone & Crockett Club of New York City, winning third place. The present world record is for a deer killed in Arizona in 1938 which scored 208-6/8ths. Second place scored 203-4/8ths for a deer killed in 1939, and Ernie's deer scored 201. Ernie now wants to try for the world record for fish which is a 70-pounder, just a little bit larger than his 40-pounder!

Best of luck to Car Inspector CLARENCE FINCH who retired March 30. He has 49 years of railroad service on 25 railroads which began in 1907 on the old Toledo, St. Louis & Western. He first came to work for WP as a carman at Winnemucca in 1915, spent 11 months in the Army Engineers during World War I, returned to WP in 1923, left in 1925, and returned again in



Clarence Finch. Note "retired" on box car.



A Finch handstand for Mileposts' readers.

1928 until retirement. Fellow employees and friends helped "Smokey" celebrate his retirement with a stag dinner at Risso's, March 29. He plans to spend his time caring for his wife, Sadie, who has been hospitalized for some time and returned home Easter Sunday, as well as dry-fly fishing. "Smokey" is a rugged individual, enjoying dips in icy mountain streams and still performs the feat of standing on his hands and/or head.

Clerk IVAN E. McATEE has finished his basic training at San Diego and has been regularly assigned as journalist to the U.S.S. Super Aircraft Carrier *Roosevelt* which was activated April 3 at Bremerton, Washington. His present duties are compiling press reports covering this ship's tour to Europe via South America around Cape Horn.

Conductor PARDON W. JORDAN retired

March 17 with nearly 48 years of railroad service. His service began on the Manitou & Pikes Peak Cog Road in 1908, changed over to Florence & Cripple Creek which once ran 40 first-class trains a day on single track with three to five per cent grade. He was with the Colorado Midland which was disbanded in 1918, and later with the Uintah Railroad, Denver & Rio Grande, Midland Terminal, before coming to WP on June 23, 1925. Pete has been a member of the Brotherhood of Railroad Trainmen continuously and recently received from them a 45-year pin.

NEW YORK CITY

Alan Hudson

Any doubts as to who the boss fisherman is in the PERL WHITE family were dispelled when Mae, after three years of trying, hooked, fought and bagged a six-foot two-inch 32¼-pound sailfish, after a 15-minute struggle. As the craft *Sea Legs*, skippered by Capt. Thomas Schoen, pulled away from her moorings at Marathon, Florida, on March 8, Mae told all aboard that this was the day she would realize her great dream. Of course, the dozen souls were not convinced, since Mae had been repeating this wild statement for several days, and some aboard had heard it on similar mornings in 1955 and 1954.

Our heroine pulled in various specimens earlier in the day, including three baby sharks and an 18-pound Amberjack. Lunchtime came and passed and "One-Fish" White (Perl, that is) had acquired his quota. Shortly before the *Sea Legs* was scheduled to return to Marathon, some particularly foolhardy sailfish, with ten baited lines to choose from, selected to engage our champ.



A triumph for the "weaker sex." Perl, Captain Schoen, and Mae pose before their catch.

Now, instead of being admired by the lady sailfish in the warm Florida waters, he must be content to accept the admiring glances of sundry humans and/or dogs who might visit the Whites at their Candlewood Lake, Connecticut bungalow. This prize catch is to be mounted (at a cost of \$98 to Perl, already!) and will grace the place as a fitting monument to a valiant woman's dominance over big fish!

WENDOVER

Esther Witt

Former Switchman and Mrs. GEORGE M. OLSEN and family of Washington state were guests of Switchman and Mrs. DAN W. LEE while here and they called on many WP friends. Other guests were Dan's sons, Danny and Ricky.

Wishes granted, but in an unwanted way were tendered to Switchman

COLEMAN "BILL" PETTIT who, after moving his family to Salt Lake from Wendover, was stricken with pneumonia which kept him in bed for better than a week. Bill had wanted a week of rest—but the kind one would normally spend on vacation.

Roadmaster's Clerk and Mrs. VICTOR C. LOPEZ entertained at a Stork shower for their daughter, Mrs. Valda McMahon. Valda received many beautiful gifts.

FRANCIS K. BYRNE, midnight yard clerk, spent his vacation in Wendover. Seems as if Uncle Sam and the State of Utah depleted Kenny's bank account, so outside of short trips to Elko and Salt Lake, he was very much of a home body.

While on a visit with his children, retired Fireman ALBERT D. DRAKE, from Grand Junction, Colorado, was a pleasant visitor among his old-time

WP friends here. He is enjoying life to the full extent.

Carman DOSS B. FERRIS, of Portola, stopped to renew acquaintances while visiting with his children who reside here.

Proud grandparents twice in February, is the honor held by General Clerk and Mrs. HARVEY J. NAYLOR, of Warner, Utah. Son, Don, and his wife, Eileen, presented them with a granddaughter, and daughter, Lois, and her husband, D. E. Sandberg, presented a grandson.

Yard Clerk BEN J. STONES resigned to complete his G.I. schooling, and JAMES M. SIZEMORE has replaced Ben. Good luck, Ben; and Jim, a hearty welcome to you and the family.

Received a letter from W. FRANK PITTMAN, former telegrapher of Elko, now in Alaska. Seeking the end of the rainbow for years, Frank thought he had found it after reading so much about the wonderful outdoor life in Alaska. Surprisingly, he tells that what fish and game may have once lived near any available road have long been caught or killed. Good fishing and hunting in remote places reached only by plane are a certainty, but "bush pilots" require the purse of a millionaire and your chances of returning are about fifty-fifty. What Frank calls good fishing is somewhere where you can dig up a few worms, buy a gallon of gasoline, run out a few miles and haul 'em in. Frank fell for the Alaska "paradise" but his tip is to stay in the good old States.

A doctor had an urgent call from a gentleman who reported that his small son had sucked all the ink out of a fountain pen and swallowed it.

"All right, I'll come right over at once," replied the doctor. "What have you been doing in the meantime?"

And the man answered: "Using a pencil."

SACRAMENTO FREIGHT

Nancy De Riso

Former Claim Clerk CHARLES F. BENINGHOFF has retired and is now batching with his grandson on a Placerville ranch. We miss you, Charley, and wish you much happiness.

Welcome to ROSEMARY E. CROWLEY, steno-clerk! Rosemary replaced ELSIE GONSALVES who is now working in the superintendent's office.

Best wishes to MARIE M. KISTLE, claim clerk, on her May 13 birthday.

SALT LAKE CITY

J. B. Price

Conductor and Mrs. ELMER J. CAMPBELL accompanied retired Conductor and Mrs. THOMAS FOX on a trip to Las Vegas and from there through Death Valley. A desert wind and dust storm caused extensive damage to Elmer's car, but surviving the ordeal, they continued on to Pismo Beach for a delightful time. Returning home they stopped at Los Gatos to visit with



retired WP employees, HERB GRIMM and GEORGE KING, then crossed over to Merced and came up to Oroville, through Reno and Winnemucca and home, stopping a day or two in each place.

The dedication of the new Latter-day Saints Temple in Los Angeles was attended by some of our employees, among them Engineer and Mrs. HEBER D. JONES and daughter, Marcia. It was there they met Conductor and Mrs. FRANK R. BOULWARE who were visiting their son and his family. The Jones family also visited Disneyland and Knott's Berry Farm, returning through San Francisco where they spent several days visiting with another daughter, and taking in "Cinerama Holiday." Retired Conductor and Mrs. THOMAS FOX boarded the train at Oroville and they reminisced en route home.

Conductor and MRS. FRANK R. BOULWARE spent their vacation in Los Angeles, other southern points and San Francisco, visiting historic Missions and missed by one day the return of the swallows to Capistrano. A day was spent at Milpitas where Frank surveyed the track-side industries.

After attending the flower show, Engineer and Mrs. ROY B. GORHAM went to Reese Field, Texas, to visit their son who is stationed there.

Engineer and Mrs. FRANK M. NELSON and granddaughter spent the Easter holiday at Fort MacArthur, California, visiting their son who is stationed there.

Sinus trouble forced Engineer CECIL G. TRUMBO and Fireman ROBERT L. SMITH to undergo surgery. We're glad to report both have returned to work.

OAKLAND

Hazel Petersen

ELMER LINDQUIST, commercial agent, took a week's vacation to visit Puerto Penasco, Mexico, in the upper Gulf of California. Elmer tells us there were—and still are!—plenty of fish there.

Switchman HARRY HILTON thanked Mr. Stork for his new baby daughter who arrived during March. He hasn't recovered sufficiently to tell us the little girl's name, but he'll "land" one of these days and we will find out.

TOM NELLIGAN, assistant trainmaster, retired March 31 and there was much wailing at Oakland yard. We're going to miss that boy around here.

WESLEY WILLIAMS, claim clerk at the freight station, is back at work after recuperating from an illness for about four months. Sorry to learn that HAROLD RICKMAN, yard checker, is still off from illness first experienced last October.

DON CARTAGENA spent his vacation in Phoenix, Arizona, but it was a sad one. We extend our sympathy to Mrs. Cartagena on the loss of her mother.

Welcome to PAUL RUTHERFORD, new trainmaster, who hails from Winnemucca. Paul likes the Bay Area but misses his family—still at Winnemucca until he finds a place for Evelyn, son Paul, 22, and daughters, Georgina, 20, and Florence, 18. Paul, Jr., completed his Air Force duty and returns to college next fall. Georgina is going to renew her nurse's training and Florence is just graduating from high school.

The Freight Agents played off a tie with the Sheers Jewelers at Piedmont Bowl and, according to Agent JIMMY DILLON, the "rails" gave the "jewelers"



the "works," winning two out of three games, both 800 series!

We extend our deepest sympathy to HENRY HELSINGER, retired Fruitvale section foreman, whose wife recently passed away.

OROVILLE

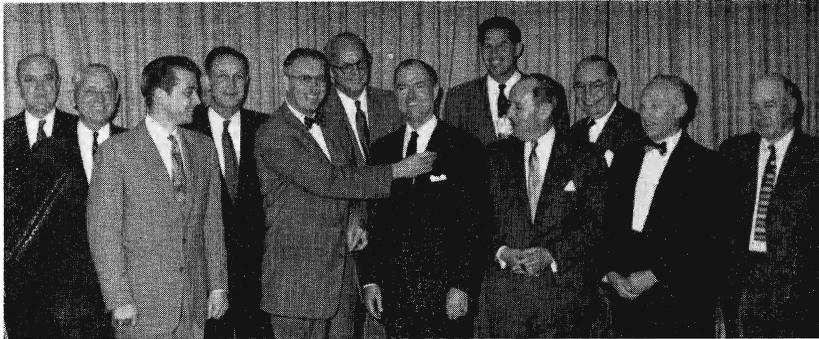
Helen R. Small

Carman and Mrs. CLARENCE BRANDT have announced the marriage of their daughter, Patricia Mae, to Maynard Bell McMahon of Red Bluff. The wedding took place in St. Thomas Catholic Church in Oroville and a reception was held at the Brandt home in Canyon Highlands. Mr. McMahon is a member of the Red Bluff High School faculty.

Mrs. R. L. Bliss left March 27 for Salome, Arizona, to visit her only living cousin who was seriously injured in an auto accident. Husband,

More than 80 WP friends, some from the eastern division, helped Car Inspector and Mrs. Ed Hellensmith celebrate their 46th wedding anniversary, March 15. Pictures by Max Munson show friends in the Hellensmiths' rumpus room and Betty and Ed cutting their cake.





On hand to see Oakland General Agent C. W. Mangum receive his 30-year pin, being presented by Vice-President M. W. Roper during a recent freight traffic department luncheon, were T. P. Wadsworth, E. H. Lindquist, Jim Duyn, and S. E. Dinkel. Between Roper and Mangum is F. B. Stratton, then D. H. Copenhagen, C. K. Faye, J. C. Nolan, L. B. Larson and J. L. Amos, Jr.

"BOB" BLISS has been off several weeks due to illness.

Clerk HARRY D. WATSON is back at work again after a leave of absence from duties at Oroville yard since November.

JAMES WOOD replaced Clerk S. E. McVEAN for one week in April while Jim was on vacation.

Recent word received by Conductor A. W. DRYDEN tells that son, Mervin Charles, left the Philippines aboard the U.S.S. *Shangri-La* on a world cruise, and the latest stop was Hong Kong, China.

Carman GEORGE STREET's wife left with her sister and husband for a three weeks' trip to New Orleans and Natchez, Mississippi, then stopping at Poplar Bluff, Missouri, to visit her father before returning.

HELEN R. SMALL, trainmaster's clerk, left New York on April 27 aboard a Norwegian-American Lines ship for a three months' tour of Europe.

Hundreds of Oroville youngsters participated in the Easter Egg Hunt between Baldwin Avenue and the

Western Pacific tracks, sponsored by the Kiwanis Club with the assistance of Sea Scouts.

Lack of rainfall in Oroville during March approached a 66-year record, according to U. S. Weather Bureau statistics. And to think we had so much at the end of last year.

Switchman C. M. DRYDEN retired on March 31 after more than 30 years' service.

Retired Section Foreman B. D. "BEN" MAYNARD passed away at Oroville on April 2.

TIDEWATER SOUTHERN

Betty Rand

Carpenter Helper D. M. HOLBROOK is the proud father of twin girls. Our congratulations on the wonderful news!

LOYD FLINDERS, section foreman at Hatch, is recovering from an emergency appendectomy and should return to work soon.

Brakeman TOM THORLA retired after 20 years' service with Tidewater



"I knew it would come to this sooner or later."

Southern, and Engineer FRANK EDGERTON has also retired with 30 years' service. Best of luck on your retirements!

Roadmaster WILLIAM ST. JEOR is back to work after a recent illness and we hope you're feeling much better.

We had an opportunity to meet Vice-President M. W. ROPER, Freight Traffic Manager C. K. FAYE and Assistant to Vice-President M. M. CHRISTY when they visited here recently, and were honored.

PORTOLA

Louise Wilks

Congratulations to S. S. TIGHE, agent at Blairsden, and GRACE GAYNOR, telegraph operator, who were married in

Reno on March 4. They plan to make their home in Blairsden.

Conductor FRANK R. BOULWARE renewed old Portola acquaintances when he stopped here to visit his daughter, Mrs. Vaughna Peroni and family.

A group of Portola High School boys volunteered to go to Yuba City to help with the reconstruction work in the stricken flood area. Carman "HOP" POWERS took a carload of the boys who left here at 5:30 a. m. on a Saturday and reported to the Farm Bureau, receiving various farm assignments. They slept in the Marysville High School, were fed by the Red Cross, and returned home Sunday evening.

Sincere sympathy to "CORKY" CARSKADEN, whose mother passed away

recently; to Yardmaster **TONY ANTHONY** and Marie, whose daughter, Loretta Munn, was killed in an auto accident; to Car Inspector **GLENN L. PINNY**, who was called to Scotts Bluff, Nebraska, by the death of his mother.

"**HAP**" **WINN**, diesel house clerk, is doing very well hobbling along with a cast on one of his feet. Says he hopes to have it off soon.

Retired Conductor **JACK SEBRING** passed away at Portola Hospital after several months' illness. He had no known family.

It's a daughter for Switchman and Mrs. **BILL BASS**. Debra Lynn was born on March 30.

Birthday cakes were quite in evidence around the station during March honoring Cashier **HANCE MURDOCK**, Ice Foreman **IRA BALDWIN**, Clerks **GLADYS HOMEN**, **PHIL OELS** and **LOUISE WILKS**.

WINNEMUCCA

L. E. Owen
Ruth Smith

Our deepest sympathy to **MARY CAMACK**, who runs the coffee shop, on the death of her mother at Paso Robles, California.

Yard Clerk **THEL LEWIS** recently returned to work after being confined to St. Joseph's Hospital in San Francisco for observation.

Retired Engineer **FRANK KANAVAN** was a visitor here in March. He is now living in Tacoma, Washington.

Operator **OLLIE EVANS** spent his vacation at home working on his car. Result: After two years out of service, the Ford is running again!

Congratulations to **B & B Foreman** and Mrs. **WADE WOODSON** on the arrival of a son.



"Sure, you're on time today, but where were you Monday, Tuesday and Wednesday?"

Agent and Mrs. **C. C. DUCK** returned the first part of March from a vacation which took them to New York City, New Orleans and Florida, and to visit with their son, who is in military service at Ft. Knox, and his wife. They also attended a family reunion of the Duck family in Kansas City, Missouri, and a reunion with Mrs. Duck's family in Hays, Kansas.

Engineer **JOHN SMITH** and Round-house Clerk **RUTH SMITH** were accompanied to Mexico City by their son, Machinist **JOHN T. SMITH**, on a two weeks' vacation in March.

CHICAGO

Dan Dutkiewicz

Our boss, **ART LUND**, is planning a trip down to Miami, Florida, and then over to Havana, Cuba. But before he arrives there, he and the Mrs. plan to stop over in South Carolina to visit with old friends.

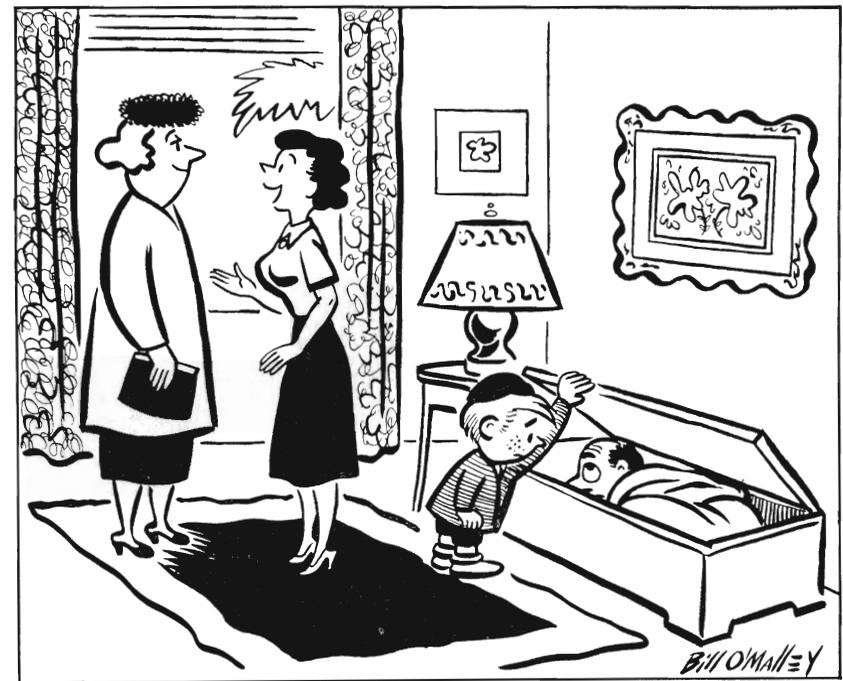
BOYD SELLS, secretary to freight traffic manager at San Francisco, had his usual workout during the last session of the TCFB rate meeting, but still looked good when ready to depart. He insists he gets all his energy from eating at Augustino's Italian restaurant where he is one of the best customers.

Seems Mrs. McGrath went shopping one day and left Bill, Jr., at home alone. As little boys do, Jr. got into mischief. When the Mrs. got home and asked where her son's dog, Rags, was, Billy replied: "I put him in the deep-freeze, Mommy!" The dog was hastily removed and mother phoned the Vet, who told her to give Rags a teaspoon

of whiskey. Strange as it may seem to some people, father, **BILL McGRATH**, had let his supply of the bottled goods run out, so the Mrs. gave Rags a teaspoon of gasoline. Well, the little fellow jumped up and down and ran around and around and finally dropped. Just then father came home and asked what had happened. Billy, Jr., was quick with this reply: "He ran out of gas, daddy!" You can believe this or not!

A colonel was transferred to a new command. On reaching his depot, he found stacks of old documents accumulated in the archives of his predecessors, so he wired to headquarters for permission to burn all of them. The answer came back: "Yes, but make copies first."

* * *
A modern girl is one who sticks to the spinning wheel—until her chips run out.



"Ralph will be so sorry he missed you and Junior."

ELKO

Henry Wallock

FLORENCE "SCOTTY" DUNCAN, clerk, is visiting her sister in Boise, Idaho, during her vacation.

Division Engineer BERT ELLIOT and Assistant to the Division Engineer and Mrs. OWEN TERRY attended the AREA convention in Chicago and, aside from business, enjoyed a short vacation.

Accountant FRANK OLDHAM spent his vacation visiting relatives in Ogden, Utah.

Engineer SETH MANCA and his wife, Lois, clerk, spent their vacation with their daughter in Los Angeles.

Clerk FRANK WYTRAWAL just returned from a leave of absence which took him traveling around in Old Mexico and parts of the Southern states.

Engineer J. V. STAGER spent his vacation doing a little local sight-seeing

and just catching up on some needed rest.

SAN FRANCISCO

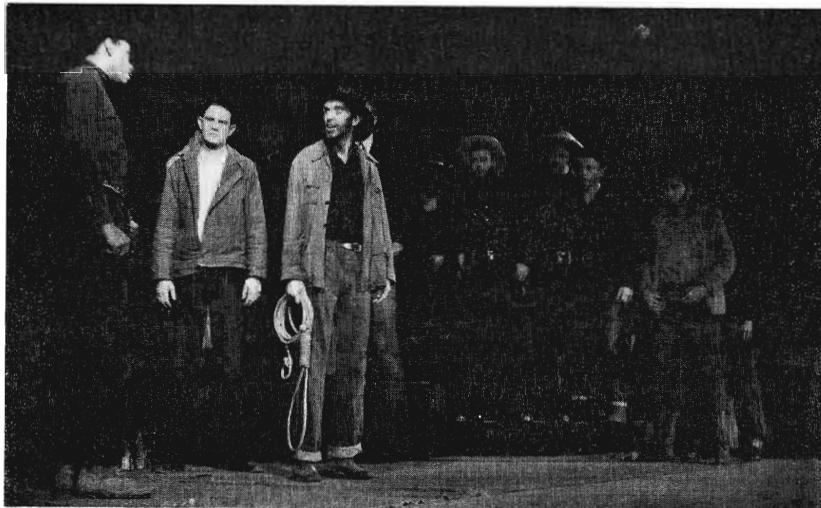
Doug Bruce, Rita Connolly, Molly Fagan, Lawrence Gerring, Carl Rath, Bill Royal, Frank Tufo.

LEONARD F. AVERY, chief clerk, A of R, left for a week's vacation to Death Valley by Volkswagen, which carries a dash plaque Leonard just received from the Air-Cooled Club of Oakland for placing fourth in their annual economy run. He averaged 44.4 miles per gallon.

LEE CLASSEN, head clerk, A of R, is recuperating from an eye operation which was performed on March 21.

TOM DOWD, A of R, was a member of the cast in *The Ox-Bow Incident*, which received its first production on any stage during March by the Marina Players' Production, presented by the Marina Adult School in San Francisco.

Tom Dowd, with hangman's rope, is cast as Smith in Walter Clark's *The Ox-Bow Incident*.



The Ox-Bow Incident has all the ingredients of a typical Western, the action of which took place in Nevada in 1885. In addition to taking the part of Smith in the play, Tom also designed the sets.

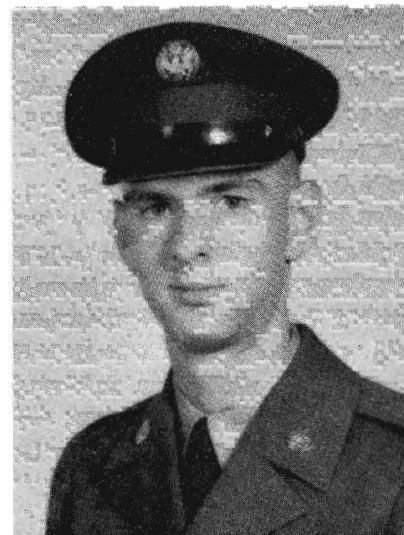
BOB HANSON, A of R, is now the owner of a couple of dogs, a Springer Spaniel, with pedigree, and a Cocker Spaniel, without a pedigree.

A bit of humor took place last month in the department of auditor of equipment service accounts, when some of the gals came in wearing smocks, subtly teasing PAT WRIGHT and JO ANN DIEMER who are expecting soon.

Members of the transportation department were saddened last month by the sudden passing of AL KING, inspector of transportation, who suffered a heart attack during his lunch hour. The following day, NITA LOVETT, secretary, was badly burned in a kitchen accident, which also further injured her husband, recently hurt in an auto accident, during his attempt to rescue her. This was followed by the death of the mother of sisters HELEN POWERS and PEARL CUNHA, who were called to Denver.

A. H. BLYDENBURGH, retired engineering department secretary, was a visitor at general office last month. "Bly" says he is really enjoying life and his chipper appearance certainly proves his statement.

JOHN CARROLL, traffic representative at San Jose, has been named general chairman of a fund campaign to raise money for a new proposed \$200,000 multi-purpose auditorium at Notre Dame High School in that city. Johnny's daughter, Beverly, is a Notre Dame student. He has also been an active worker in United Givers annual



PFC Richard Thomas, son of Alta Thomas, auditor of revenues department, was married to Lorraine Hunefeld in the Chapel at Fort Mason, March 26. They honeymooned at Dunsuir.

drive and other school and church campaigns.

LEE J. GOSNEY, vice-president and comptroller, was recently elected as an officer of the Transportation Club of San Francisco for 1956.

EVERETT O'DEA, car desk clerk at Eighth and Brannan freight office, brought his smiling face back to work again after a sick leave of nearly four years.

One of two women riding on a train suddenly realized that she had neglected to pay her fare.

"I'll go right up and pay it," she declared.

"Why bother?" asked her friend. "You got away with it—why worry?"

"I've always found that honesty pays," declared the first woman, and with that she hurried forward to pay the conductor.

Returning shortly she said triumphantly, "There, I told you honesty always pays. I handed the conductor five dollars and he gave me change for ten."

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CRAYLING, MICH.

Form 3547 Requested

RAILROAD LINES



Budd Company has another lightweight train on drawing boards. No details until tests have been made.

. . .

New York Central plans revamping-streamlining freight yard facilities on entire system.

. . .

Southern Pacific will replace wooden trestle across Great Salt Lake with 13-mile embankment; completion scheduled for 1960.

. . .

Chicago, Aurora & Elgin petitions for passenger service abandonment.

. . .

Great Northern's 1955 employee safety record again tops industry for third consecutive year.

. . .

Association of American Railroads constructing \$500,000 addition to its research center located at Chicago.

. . .

Boston & Maine and Bangor & Aroostook railroads inaugurate free pickup and delivery service for LCL freight.

. . .

Possible consolidation of Union Pacific's "Challenger Domeliner" and the "City of Los Angeles."