

WESTERN PACIFIC

Mileposts

APRIL 1958



Mileposts

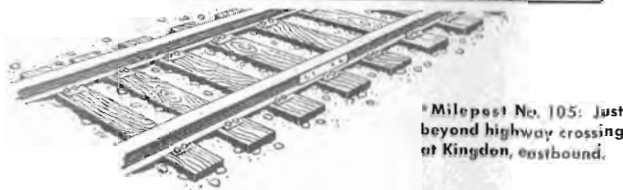
WESTERN PACIFIC

Vol. IX, No. 9

APRIL, 1958

*Milepost No. 105

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. 105: Just beyond highway crossing at Kingdon, eastbound.

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COVER: NBC and "Wide, Wide World" cameramen and technicians didn't expect to run into a snowstorm in California when shooting their telecast on March 30. But the heavy snow didn't keep this push-car mounted camera from dollying in for some broadside views of WP's "railfan special." Story begins on Page 4.



MILEPOSTS

"Play Ball"

YOU'LL soon hear this familiar cry ring out across the nation. The Pacific Coast, this year, is going to see big league ball for the first time. Local sports pages will be filled with scores of the games, pitching and batting averages, and pictures of sluggers such as Willie Mays or Ted Williams swatting homers into the distant bleachers.

Pinch hitters will win games, too, before the season is over. They're called to bat when the going is toughest. No time for strikeouts or high pop flies to the infield. It's time to roll up sleeves, spit on hands, grab a good bat, and clobber the first good pitch that comes over the plate.

All teams need pinch hitters; our railroad team needs 'em, too. Especially now. We're in a slump but it's not time to head for the showers. It's time to pick up a bat, step in there, and swing!

In normal years our railroad has a tough enough time just with competitors. This, however, isn't a normal year. Now the schedule is much tougher. Business continues to drop off, inflation has upped the cost of everything the railroad buys, and trying to keep the cost of operation below the amount of revenues the railroad takes in is like trying to protect a one-run lead. It's time for a little pinch hitting.

Many of our railroaders are turning in some pinch hitting performances. We need more pinch hitters to win our game. It will require an entire team of home-run hitters.

It means that every Western Pacific railroader must roll up his sleeves and

step up to the plate. He must give more thought to the job he has to do, how it can be better done, and how he can make an assist for his team mate. It's not a one-man game. Team work wins ball games, and it can do the same for us.

ALL over the nation the press is taking sides with the railroads, spear-headed by the recent hearings in Washington, D. C. They're telling the true railroad story, the plight of our condition, how railroads alone in the transportation business serve the public without subsidy from tax funds. The public is being informed why trains have been cut off, why forces have been reduced, why suppliers are affected and why their workers are being cut off because railroads have been required to cut down on purchases.

But that's not enough. The public must be made to realize that they need the railroads, but it will have to be proved—through action. We must deliver goods faster, in better condition, and at competitive rates. We rely on shippers for our business and our jobs, but we're going to strike out if we can't hit their pitches. We'll be out of the competition. We have to prove we're on the ball, that we can take their pitches and go on to score. Pinch hitting is the answer.

We've got a two and three call; the bases are loaded. We can't all be a Willie Mays or a Ted Williams, but we can all get in there and swing.

Let's team up and go out and "Play Ball."

Western Pacific featured on...

WESTERN PACIFIC railroaders should feel proud that their railroad was chosen to play a prominent role in NBC's telecast "Wide, Wide World" show on March 30. The 90-minute documentary spectacular, sponsored by General Motors, highlighted the romance of American railroading in a show titled "Flag Stop at Malta Bend." According to NBC officials, an estimated audience of about 35 million viewers saw WP's 9½-minute portion as the finale of the show. Other railroads in the show were Baltimore & Ohio, Missouri Pacific, Pennsylvania, and Seaboard Air-line Railway.

Hawley, six miles beyond Portola in Sierra Valley, was chosen for the WP scenes, since the transmission could be picked up from there by the TV relay station atop Mt. Rose. The location was ideal; the weather anything but good! More than a foot of snow fell during Saturday night. By Sunday morning,

Despite flying snow during the fast run, the camera in the diesel's nose got fine shots.



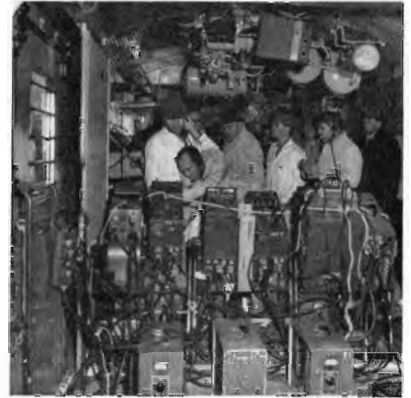
day of the show, all location marks placed during rehearsal the day before had been obliterated, and other obstacles added to the strain of those responsible for the telecast. A show such as this is a tremendous operation, requiring weeks of advance planning ("Wide, Wide World" and NBC officials worked with our public relations department almost daily for over a month), teamwork by hundreds of personnel, and split-second timing. That it was an outstanding success is due only to miraculous efforts on the part of NBC, Telephone Company, KCRA-TV (Sacramento) technicians, and our own railroad personnel, all

"It's going to take a little pushin' to get this mounted camera rolling," muses Rover.

A little ingenuity on the part of this television cameraman gave protection for his lens, but the men weren't so lucky.

* * *

Below: The PT&T crew was busy with installations inside the stationary baggage car.



Above: NBC technicians worked monitoring installations in the Zephyr baggage car.

* * *

Recording action from push-car, camera picks up interview with Roy Graves standing by rail.





Roy Graves, left, "Bill" Cope, and "Pat" Demery, as they appeared on your screen during interview with Dave Garroway.



The live show was picked up by Mt. Rose relay station through the tower in the background and micro-wave transmitter shown in gondola.

of whom worked under most trying conditions.

WP's portion of the show featured a 79-m.p.h. run of a simulated *California Zephyr* type "railfan special." It opened with Dave Garroway lauding the phenomenal interest "fans" have for railroading. A model *California Zephyr* train appeared on the screen as Garroway said: "The most talked-about train in America." Actual scenes of the train on a transcontinental run, taken from the movie "*California Zephyr*" were also shown. Then, live from Hawley, a TV camera mounted on a push car, next dollyed in for closeups of those interviewed.

First to appear "on camera" was Roy Graves, prominent railfan who fired

on the narrow-gauge Northwestern Pacific 50 years ago. For Graves, the day had a double meaning. It was the date of his 48th wedding anniversary and Mrs. Graves was on location for the occasion. Next "on camera" was Wilbur "Bill" Cope, road foreman of engines, the only WP employee interviewed by Garroway. "Bill" introduced "Pat" Demery, age 9, the son of George Demery, former WP water service maintainer, helped him up to the cab, and highballed Engineer N. H. Wakefield to begin the run. It was the thrill of the youngster's life as the train picked up speed and "Pat" was asked to pull the whistle cord—which he did, but good!

The "special's" equipment included

The "special" takes off for its TV run.

Photo credits: Three lower photos Page 5, Miller's Photo, Portola; two lower photos Page 4, Henry Peterson; Cover, top Page 5, top right and bottom Page 6, G. H. Kniss.



How We're Doing

Replacement of timber with concrete lining in Tunnels 27 and 28, near Keddie, is scheduled for months of March through December. Estimated cost for the work to be done by Company forces is \$321,000. . . .

An estimated \$60,000 has been spent to extend and rebuild the weir in Alameda Creek below Bridge 29.24 (near Fremont) and place about 4,000 cubic yards of riprap around the bridge piers to protect the structure in flood periods. . . .

Work has been started on remodeling and modernizing Elko depot and office building. Completion is scheduled for this fall at cost of \$125,000. . . .

A new \$40,000 Preco mechanical carrying machine, latest of its kind, went into service by Western Pacific and Valley Ice Company at Stockton on February 27 to expedite perishable freight shipments. . . .

Champion Paper & Fibre Co. purchased 1,500 acres adjacent the Sacramento Northern tracks at Dozier for construction of 300-ton capacity mill at cost of \$30 million. Construction,

expected to begin in 1960, will require two to three years.

Delivery of 20 Sacramento Northern 70-ton drop-bottom gondola cars expected soon at cost of \$212,000. . . .

The *California Zephyr's* average load in February, 1958, was 44.1% of the train's capacity, compared with 53.2% in February a year ago. . . .

Gross revenues from commercial freight in February, 1958, were 7.2% lower than in February, 1957; gross revenues from Government freight down 12.5% same comparable periods. . . .

Faster freight service for forwarder merchandise, reported last month, further amended to protect same fourth evening arrival, fifth morning Bay Area delivery, for all freight originating at Chicago and received there from Eastern connections. Corresponding schedule protects third evening arrival, fourth morning Bay Area delivery, for freight from St. Louis and Kansas City.

"Wide, Wide World..."

a two-unit diesel, baggage car filled with TV equipment, Vista-dome coach, sleeping car, and a roller-bearing gondola carrying more TV apparatus. Another baggage car, filled with special Telephone Company equipment, occupied a track adjacent to the main line. Those who viewed the show on their screens at home were "in on the ride," thrillingly recorded by cameras in the

nose of the diesel, in the cab, and in the Vista-dome. The fourth camera on a push car was disconnected as the "special" sped off into distance.

Because of space, MILEPOSTS cannot credit individually all of our railroaders who took part in the show. There were many, they know who they are, and their efforts were outstanding in every respect.

Traffic men in new territories

WESTERN PACIFIC expanded its service to shippers across the nation recently by establishing traffic department representation in North Carolina and in Texas. Joseph E. Moore will work from headquarters at Charlotte and will report to his former headquarters, the general agency at Cincinnati, Ohio. Donald O. Schroen was placed at Dallas and will be under the supervision of the general agency at Kansas City, Missouri.

* * *

The geographical limits of Mr. Moore's territory are the entire states of Florida, Georgia, North Carolina, and South Carolina; on and south of the line of the Chesapeake & Ohio from the West Virginia-Virginia state line to and including Lynchburg, Va., thence on and west of the Southern Railway line to Virginia-North Carolina state line; and all points south of but not including the line of the C&O from the Kentucky-West Virginia state line.

Joe has been a railroader for the past ten years. After three years with the Missouri Pacific he joined WP in 1951 and has been traffic representative in Cincinnati since 1953.

Prior to his railroad employment he held several government positions. These included a number of years as a court reporter in the state of Illinois. While holding this job in the tax hearing division of that state's Department of Finance, Joe also acted intermittently as confidential secretary and political reporter for the late Illinois Governor, Henry Horner. In 1941 he accepted an appointment at Washington, D. C., with the Marine Corps'



Plans and Policy Division, where he remained until 1948.

Joe is a native of Irving, Illinois, and celebrated his 44th birthday last October. Following graduation from high school in Hillsboro, Illinois, he completed his commercial training at Brown's Business College in St. Louis Missouri.

While in Washington in 1944 he married Mildred Evans, of Duluth, Minnesota, and they have one son, Jeffrey, age 9. "We have no baby-sitting problems," Joe will tell you, "as Mildred's parents make their home with us."

Joe's hobbies are numerous, as he is an ardent bowler, fishes when he can, plays golf at every opportunity, and has never been known to turn down an invitation to sit in at a good game of cards.

* * *



Schroen has a railroad background of 18 years' experience, all with the Toledo, Peoria and Western. He was appointed sales manager for that road at Tulsa, Oklahoma, several years ago, which position he retained when trans-

ferred to Dallas in 1956. He is intimately familiar with the territory.

Donald was born at Washington, Illinois, on February 2, 1920. He is a graduate of Browns Business College in Peoria, and the College of Advanced

Traffic of Chicago, Chicago, Illinois.

He is a member of several Texas transportation clubs, and the Scottish Rite and Hella Temple in Dallas.

Schroen is married, has one son age six and another age one month.

Shippers use the Zephyr



The man behind the handle-bar mustache in the checkered shirt is none other than Charles "Chuck" K. Faye, freight traffic manager. The occasion was a welcome for delegates arriving on the California Zephyr to attend the 54th convention of the United Fresh Fruit and Vegetable

Association. Others in the welcoming committee are: Richard Meyerhoff; United's President R. L. Berner; Ralph E. Moyse; S. F. Convention Chairman Philip Di Giorgio; and Ralph Coffing. "Chuck's" wife, Deedee, was responsible for the colorful push cart display.

WP participates in clinics

Good carloading and safe car handling in the nation-wide merchandising of California canned foods was stressed at a series of carloading clinics held this month. W. C. Emerson, transportation inspector, represented Western Pacific and took part in much of the program. It was the fifth series of its kind, jointly sponsored by the Canners League of California, California

Terminal Railroads, and the Association of American Railroads.

The theme, "Perfect Loading Pays," pointed up the necessity of good canner practice and packaging prior to shipment, the importance of good carloading, and the need for efficient railroad equipment and operations.

The clinics were held at San Jose, Oakland, Sacramento, and Modesto.

L. E. Thomas made trainmaster

L. E. Thomas, conductor since September 12, 1942, was appointed trainmaster effective March 16. His headquarters will be at Winnemucca.

Ed was born at Wentworth, Missouri, on February 9, 1917. He was graduated from Portola High School in 1935 and became a student brakeman in March, 1937. He began his service on May 16, 1937, as brakeman, and on September 12, 1942 was promoted to conductor. His seniority is on the Western Division, having worked mostly between Portola and Oroville, although he has worked east to Winnemucca.

He became treasurer of Lodge 841, Brotherhood of Railroad Trainmen, at Portola on January 1, 1950, which position he held for seven years and four months. He is also a member of



L. E. Thomas

Grizzly Lodge 601, F. & A. M., Portola; Royal Arch Masons, Granite Chapter No. 94, Loyalton; Knights Templar of California, No. 70, Quincy; Ben Ali Shrine, Sacramento; and Eastern Star, Chapter 321, Portola.

Ed was married on June 4, 1938, at Portola to the former Erva Lou Thrailkill. They have a son, Gerald, 13, and a daughter, Linda, 10.

Tell your friends

It's a long way from your home town to Washington, D. C., but members of Congress from your state or district are vitally interested in what you think and what you expect of them. They want to know, too, what others in your community think and expect.

More than ever before the public is being informed about the railroad story. You can back this up by supporting your railroad when talking with your friends. You not only have a right to tell them—you have a duty to tell them what you think. You also have a perfect right to get others to support your views if you can honestly persuade them to do so. We need that support from people in your community—people who will speak up.

It is urgently necessary that we all get the people in our communities interested in the critical railroad situation—interested enough to write to their Congressmen urging legislative relief before it's too late.

Have you written yet?

Where else but in America can folks burn gasoline on credit in cars paid for in installments on highways that won't be debt-free until bonds are paid?

WP will Remember

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

In behalf of all employees of Western Pacific and its affiliated companies, MILEPOSTS extends sincerest best wishes for future happiness to the following railroaders who recently retired:

Elmer J. Campbell, conductor, Salt Lake City.

Charles E. Graham, locomotive engineer, Portola.

Rex J. Hall, section foreman, Craig and East Arboga.

Ernest C. Johnson, locomotive fireman, Oakland.

Leonard E. Lanphear, roundhouse clerk, Elko.

John A. MacFarlane, switchman, Oroville.

S. Mena, Sacramento Northern laborer, Sacramento.

Lonnie F. Morrison, Tidewater Southern brakeman, Stockton.

Neil R. Noldin, switchman, Oakland.

Daniel J. Sullivan, machinist, Oakland.

W. C. Wells, yardmaster, Oakland.

Adolph J. Zinnell, machinist inspector, Sacramento.



Dear Editor:

Apology to Deseret News

The staff members of the *Deseret News* read with interest the comment on page 23 of the March MILEPOSTS. It referred to Arlan Woodward, son of Trainman A. G. Woodward, as being honored by his high school's student newspaper, the "Deseret News Hi Tales."

I can assure you this is not a high school newspaper, but a daily which celebrates its 108th anniversary this year. Our teen-age writer selects an outstanding student and honors him in the column, "Hi Tales." We were happy to recognize Arlan's achievements.

Enclosed is the newspaper which was

referred to as a student publication. Incidentally, the high school's newspaper is called the "South High Scribe."

Keith D. West
Promotion Manager
Deseret News
Salt Lake City, Utah

MILEPOSTS is well aware of the excellently published and edited *Deseret News*. The item to which Mr. West refers was correctly reported by MILEPOSTS' Salt Lake City correspondent, but for some unexplained reason—which does happen in the best of newspapers, too—the information was misinterpreted when preparing the copy

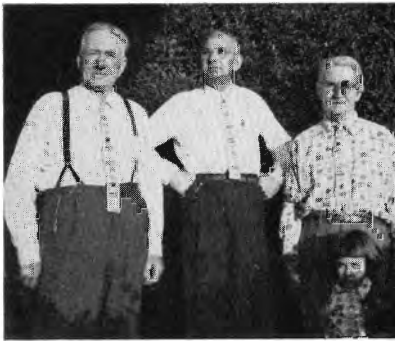
(Continued on Pages 12 and 13)

for the printer. The editor apologizes to *Deseret News*, Mr. West, and to the *South High Scribe*, and appreciates Mr. West's interest in calling the error to his attention.

* * *

Thank you, Mr. Ellis

Old rails, like old soldiers, never die; they don't even fade away as you can see by the enclosed picture, taken in



Harry, Homer, Charlie and granddaughter.

our back yard in the only available sunshine. Those marks on my face and that of my little granddaughter are shadows of leaves on our faces.

March 1 was the 50th anniversary of my first day as a WP employee and for one half of a century the WP has furnished the money by which I have lived, raised a family, put my daughter through college, and enables my wife and I to live in comfort in our old age.

Incidentally, the pension check I received from Western Pacific on the first of March was larger than the check I received for my first full month's work on the railroad!

My wife declared she was going to cook up a dinner to celebrate the event

and invited our oldest friends, Harry Davis and Homer Bryan and their wives, our daughter, Lucille Hough, her husband, Bob, and three children.

Harry Davis is the engineer I fired for the first day I worked on the WP, and Homer Bryan is the engineer I have known the longest and fired for the most. Besides Harry and myself, the only other employees that I know of who have been on the WP payroll for 50 years as employees and pensioners are Billy Metzger, Roy Huff and Harvey Mullen, although there are probably others.

The table was decorated with a tablecloth made from a piece of material embellished with railroad emblems. From the same piece of material, Lucille made a necktie for each of the men and a handkerchief for the ladies. The shirt I am wearing in the picture was made previously by my daughter. Flowers from the yard and a beautiful bouquet of carnations from Harry and Betty Davis completed the table setting.

With a salute to all old-timers and the present-day employees, and to the railroad that makes our pension possible.

Charles L. Ellis
4727 Meldon Avenue
Oakland 19, California

It is gratifying to Western Pacific to learn from letters such as this that it is contributing toward the happiness and comfort of many who have given a lifetime of service to the railroad, as well as helping to make it possible for those yet in service to achieve their necessities of life. MILEPOSTS hopes that those who are looking forward to retirement will find encouragement in what Mr. Ellis has to say.

They were a little late!

Thought you'd be interested in this item sent by a reader to the *Chicago Tribune* who published it February 22:

"Crown Point, Ind., Feb. 18—Your coverage of the Michigan City snowstorm was excellent and as a Hoosier who has spent his life, or 65 years of it, very close to Michigan City, my interest has been great not only in the snowstorm but in several of the facets thereof. The Indiana superhighway, which cost a million dollars a mile plus graft, failed completely, and cars and trucks and buses were abandoned. The subsidized airports were closed and planes could neither take off nor land. The subsidized ice breaker that tried to get into the subsidized harbor at Indiana Harbor failed entirely. But the poor old fleabit South Shore railroad with its own snowplows, on which it pays taxes, plowed out its own right of way, which it owns and on which it

pays taxes, brought in the people who could move by no other means. I am sure the South Shore regrets some of its trains were as much as 15 or 20 minutes late!

"It seems to me that we should give less thought to transportation to the moon and just take a good honest look at our own transportation in the Chicago area."

Carol W. Wilkie
MILEPOSTS Correspondent
Chicago

* * *

Good advice

I thought the cartoon on page 1 of today's *Tribune*, shown below, was a dilly." You might want to make use of it in MILEPOSTS.

Arthur H. Lund
Traffic Manager
Central Region
Chicago



MILEPOSTS



IN GOLD

MILEPOSTS congratulates the following railroaders who will receive Service Pin Awards during the month of April, 1958:

45-YEAR PIN		
Roy B. Gorham.....	Locomotive Engineer.....	Eastern Division
40-YEAR PIN		
Ronie E. Head.....	Stationary Engineer.....	Mechanical Dept.
35-YEAR PINS		
Benjamin F. Reppert.....	Train Desk Clerk.....	Western Division
Robert E. Travel.....	Machinist.....	Mechanical Dept.
30-YEAR PINS		
Ernst Gommer.....	General Passenger Agent.....	San Francisco
Charles R. Harmon.....	General Agent.....	Sacramento
C. C. Harvey.....	Machinist.....	Mechanical Dept.
Eric H. Heckers.....	Locomotive Engineer.....	Western Division
Joseph J. Kirch.....	General Agent.....	Kansas City, Mo.
Mike M. Matich.....	Carman.....	Mechanical Dept.
Robert L. McQuarrie.....	Conductor.....	Eastern Division
Edward R. Millfelt.....	Traffic Representative.....	Los Angeles
John C. Nolan.....	Assistant to Freight Traffic Manager.....	San Francisco
James Procarione.....	Machinist Helper.....	Mechanical Dept.
25-YEAR PINS		
Juan Castro.....	Track Laborer.....	Western Division
David G. Hutchinson.....	E&B Inspector.....	Western Division
Sam Richichi.....	Track Laborer.....	Western Division
Nimrod E. White.....	Inside Hostler Helper.....	Mechanical Dept.
William Wikander.....	General Bookkeeper.....	San Francisco
20-YEAR PINS		
Edward W. Holmes.....	Section Foreman.....	Eastern Division
Bruce L. McNeill, Jr.....	Acting Signal Engineer.....	San Francisco
William L. Stephenson.....	Telegrapher.....	Eastern Division
15-YEAR PINS		
William D. Benedict.....	Brakeman.....	Western Division
Olga R. Cagna.....	Statistical Clerk-Traffic.....	San Francisco
Chester C. Clevenger.....	Engine Watchman.....	Mechanical Dept.
William T. Cory.....	Hostler Helper.....	Mechanical Dept.
Hayden W. Davis.....	Locomotive Fireman.....	Western Division
John E. Fisher.....	Locomotive Engineer.....	Eastern Division
Walter V. Green.....	Switchman.....	Western Division
Robert R. Hare.....	Machinist.....	Mechanical Dept.
Dean M. Mastin.....	Yardmaster.....	Eastern Division
Blanche A. Miller.....	Telegrapher.....	Eastern Division
Darl A. Miller.....	Brakeman.....	Western Division
Thomas F. Nally.....	Night Ice Foreman.....	Eastern Division
John Norford.....	Chef.....	Dining Car Dept.
Frank O. Perkins.....	Electrician Helper.....	Mechanical Dept.
James L. Scranton.....	Stationary Engineer.....	Mechanical Dept.
Maxwell Stoughton.....	Passenger Traffic Representative.....	Oakland
Ruth Trimm.....	Car Records Clerk "A".....	San Francisco
10-YEAR PINS		
William H. Barrows.....	Store Helper.....	Purchases and Stores Dept.
Alice Creswell.....	Nurse.....	Portola Hospital
Cayetano Gonzales.....	Track Laborer.....	Western Division
Tiburcio Gonzales.....	Track Laborer.....	Western Division

(Continued at top of next page)

Beryl Hayes.....	Switchman.....	Western Division
Charles R. Jarman.....	Switchman.....	Western Division
William A. Linehan, Jr.....	Traffic Representative.....	San Francisco
John C. Miller.....	Assistant Engineer.....	San Francisco
Willie L. Obenshain.....	Clerk.....	Western Division
James G. Russell.....	Oakland Relief Position.....	Purchases and Stores Dept.
Luther Smith.....	Laborer.....	Mechanical Dept.
Fred L. Sweeney, Jr.....	Traffic Representative.....	Chicago
Alphonso J. Trujillo.....	Section Foreman.....	Eastern Division
William G. Wyman.....	Coach Cleaner Foreman.....	Mechanical Dept.

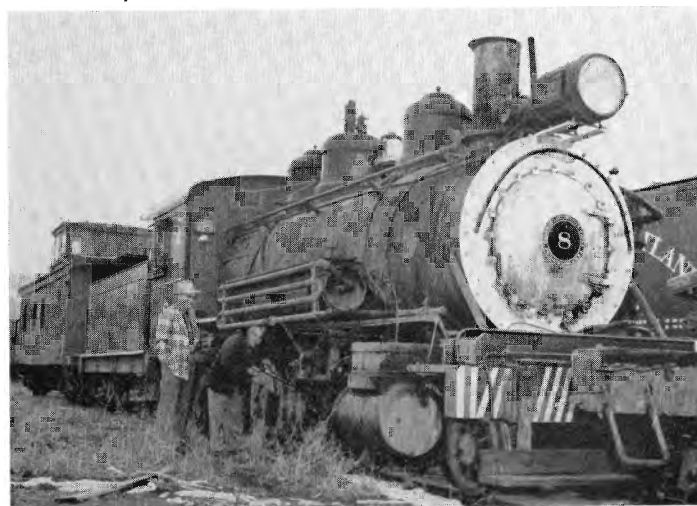


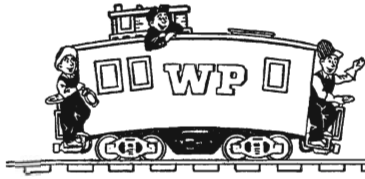
"I didn't expect this call," said Mrs. Hazel Wochos, chief operator, after arriving in H. C. Munson's office last month to receive her 40-year Service Pin. Smiling approval are Dick Beltz, Ken Plummer, Norman Menzies, Munson presenting the pin, and "Red" Allen.

Exhibit for Plumas County Fair

Trainmaster George Lorenz watches Road Foreman Bill Cope add a final touch of oil to Number 8 prior to her departure from Loyalton on March 14. The locomotive, two logging cars and one caboose were donated by The Feather River

Lumber Co. to be installed as a permanent exhibit at Quincy Fair Grounds. Western Pacific cooperated by moving the equipment on the Loyalton-Portola local, then to Quincy on another connection. Photo by Miller's Studio, Portola.





Caboosing

OAKLAND

John V. Leland

Members of Terminal Lodge of the Brotherhood of Railway Clerks held a dinner on February 11 at San Leandro. Honored at the dinner were KARL HENRICH who had worked for the railroad since October 5, 1913, and BARNEY FLOOD, whose service dates back to July 18, 1934. "Heinie" worked on many jobs with the railroad and retired as stationmaster at Western Pacific Mole. Barney was most recently warehouse foreman at San Jose.

The affair brought out a number of clerks and their wives and it is hoped that it will become an annual event. The only speech was a short one made by the president of Lodge 1304 and after the welcome the guests enjoyed a fine dinner and late stayers enjoyed dancing.

New officers of Oakland Lodge, Brotherhood of Railroad Clerks, are all WP railroaders. President is ORVEL HATFIELD; GEORGE CORNETT, vice-president; D. C. CARTAGENA, secretary-treasurer; ANDY PICKENS, sergeant-at-arms; CHARLES CAVIS, guard; and W. L. BOGGS, legislative representative.

A 10-year-old Junior Patrolman who guards the school crosswalks in San Leandro is \$1.30 richer, thanks to JIMMY DILLON and CECIL DUCK, WP agents, respectively, at Oakland and Winnemucca. Young Johnny Owen left his wallet behind on the *Zephyrette*

which was found at Winnemucca and mailed to Jimmy by Agent Duck. Johnny was identified by a card signed by Chief of Police A. J. Lamoureux authorizing his duties as a Junior Patrolman.

Engineer JOHN L. WALLIS was one of four candidates filing for the San Leandro City Council. John has been with WP since July 31, 1941, and was promoted and qualified as fireman on the *California Zephyr* August 10, 1945. He was one of the founders and a past director of Washington Manor Home-owners Association, served seven years on the Ashland Board of Fire Commissioners, and is active in Scout work. He lives with his wife, Joan, in San Leandro and is the father of three boys aged seven, ten and eleven.

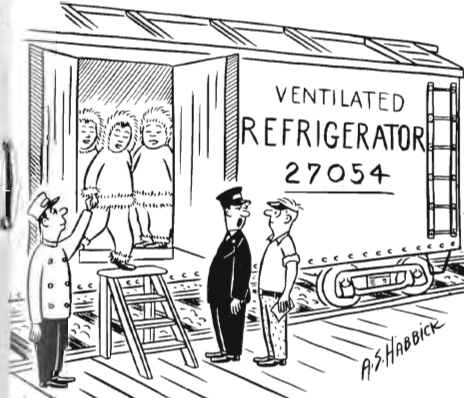
NEW YORK

Alan Hudson

With the recent resignation of ARR POTVIN, traffic representative, to accept a new job in the traffic department of an industrial firm upstate, Chief Clerk MERYLE REIGNER has gone off to New England to represent Western Pacific.

Likewise, JACK EDWARDS, former passenger traffic representative, is getting his freight feet wet in parts of New Jersey and in Brooklyn and Long Island.

Succeeding Meryle as chief clerk is JIM HANSEN, like Meryle, a former on-line man at Stockton, who worked



"They're touring the country, and insisted on traveling this way."

briefly in the St. Louis office before coming to New York.

We wish these three well in their new pursuits.

PERL WHITE and his wife, Mae, are making their annual trek to Florida's coast to relax and renew their skill in hooking into another record catch of that state's underwater population.

CHICAGO

C. W. Wilkie

Wind and snow with ten days of frigid temperatures ranging from 0 to 10 degrees Fahrenheit have preceded this writing. However, an air of spring prevailed in the Western Pacific office due to the generosity of BILL COOK, newly appointed assistant to traffic manager. Bill, on a quick weekend trip to his Los Angeles home, plucked armfuls of camellias from his garden and carried them eastward for the enjoyment of the Chicago staff.

With deep regret, we report the death on Sunday, February 2, of Mrs.

Callie Warren, wife of JIM WARREN, assistant to traffic manager. Mrs. Warren, who died while visiting her daughter in Duarte, Calif., is also survived by three grandchildren. Solemn Requiem Mass was said at St. Joachim and interment was in St. Mary's Cemetery of Chicago.

Due to illness of her mother, Mrs. Ina Lund, the wife of Bossman ART LUND, was called to Spokane, Wash., recently.

Western Pacific, Chicago, and WITT HANSON, foreign freight agent, entertained shippers on February 27 at the Palmer House during the World Trade Conference. The guests extended numerous compliments for the service given by JACK BOQUIST and the export clerks of the Chicago office.

OROVILLE

Helen R. Small and Clayton D'Arcy

Western Pacific's two bowling teams in Oroville started off the second half of the season in good shape and after three weeks of play are in second place in their respective leagues. On the "varsity" team are BOB SHEPARD, CHARLES KENNEDY, FRANK ROGERS, CLAYTON HEINEMAN, RICHARD PATTISON and BURNELL GREEN. The junior varsity (a new team this year) lists BILL RANDOLPH, STEWARD McVEAN, JOE SUDRETH, C. G. GARVIS, and DAVE FORD.

Three baby girls have arrived recently to WP families here. Switchman W. B. HANSELL and his wife are parents of a new daughter, Carolyn Joan, born on January 7. Arriving the same day was Betty Lorraine, daughter of Brakeman and Mrs. W. H. FULLER. The birth of Betty made Engineer A. W. FULLER a grandfather. Third new

parent is Electrician Apprentice MORTON WHITMER whose infant daughter arrived in February.

Baggagemen-Caller H. R. MACAFEE is improving slowly, according to the latest report, at St. Joseph's Hospital in San Francisco where he underwent surgery recently.

Machinist JIM CONNELLY took his vacation early this year—to be married and vacation in Catalina.

Machinist W. B. GREY has left Oroville to work as roundhouse foreman in Keddie.

A new director of the Central California Educational TV Corporation is WP Oculist Dr. ROBERT D. BETHEL of Oroville. The corporation hopes to obtain a channel for a non-commercial educational television station which would serve the Modesto-Chico area. Part of the cost of this venture would be financed by a Ford Foundation Fund for Adult Education grant.

Funeral services for Mrs. Alta Smith, wife of Equipment Maintainer JOHN T. SMITH, were held on February 27 in Oroville. Prior to her marriage a year

ago, Mrs. Smith had resided in Oroville where she is survived by her parents, Mr. and Mrs. A. L. Howell, two brothers, Alvie and Melvin, and a sister, Mrs. Mildred Osborne. Another sister, Mrs. Velma Plaster, lives in Greenville. Burial was in Memorial Park Cemetery, Oroville.

The Feather River Concert Orchestra, sponsored by the Feather River Recreation, Park and Parkway District, presented a pops program on February 20 in Oroville. Conducted by Archie Gobba of Chico State College, the organization includes 46 members from various walks of life, including two retired WP employees, the daughter of an engineer and the daughter of a conductor.

All concerts are free to the public and members of the orchestra are unpaid. Anyone wishing to become a member may call J. E. Newbrough, chairman, at LE 3-2519 or write Route 4, Box 4500, Oroville.

WENDOVER

Esther Witt

Western Pacific employees in Wendover were unusually interested in the annual American Legion Auxiliary-sponsored Sweetheart Ball held recently here. Enthusiasm was caused by the fact that three daughters of WP employees were contestants for the honor of reigning over the ball as "Sweetheart Queen of Wendover."

Chosen Queen was Patricia Espinosa, daughter of Section Foreman FRANK and Waitress BETTY ESPINOSA of Shafter. Patricia was sponsored by the WP Hotel. Other railroaders' girls in the Sweetheart court were Shirley Ann Lee, daughter of Switchman DAN



The honor of reigning at the ball as "Sweetheart Queen of Wendover" went to pretty Patricia Espinosa, shown in the picture above. Members of the Sweetheart Court were Linda Nuffer, left, and Shirley Ann Lee, shown with her escort-brother, Dan, in the picture at the right.

and Telegrapher SHIRLEY LEE, and Linda Nuffer, daughter of Cashier and Mrs. PRESTON A. NUFFER.

Shirley, selected first Queen's attendant, was sponsored by Malone Bros. Grocery. Her brother, Danny, was a court escort. State Line Hotel sponsored Linda, fourth attendant for the dance.

Mrs. VARIAN ANDERSON has reported the sad news of the death of THOMAS B. ALDRIDGE, JR., who left WP in 1944 after 21 years with the Company. Mr. Aldridge, who died during February at the age of 62, had been living in Denver since leaving Western Pacific. WP was his "pride and joy," however, and he had saved every copy of MILEPOSTS and the former HEADLIGHT and often wrote items on Western Pacific history.

Roland Anderson, son of Water Service Maintainer and Mrs. VARIAN ANDERSON, was appointed assistant marshal at Grantsville, Utah. Roland is a native of Salt Lake City, but spent



"I've asked you not to do that, Cecil!"

most of his boyhood in Wendover. He completed high school at Grantsville and then entered Utah State Agricultural College at Logan. This was followed by a two-year LDS Mission to the Great Lakes. Upon his return from the Mission, Roland entered the Navy for four years. He married Mary June Ratcliff in 1953 and they have two children, Clay and Jan.



KEDDIE

Elsie Hagen

Serious injuries in an automobile accident will confine Johnny Shannon, son of Engineer JACK SHANNON, to the hospital for several months. Johnny suffered a severe skull fracture and a bad cut on his face when he was thrown from a car in which he and a friend were hitchhiking a ride home from a basketball game.

Also on the sick list recently was DON HOOUSEN who was treated for pneumonia at the Industrial Hospital. Mrs. MILDRED CHAPMAN, postmistress, is also recovering under the care of her son, Wilmer, and his family in Gridley.

Fireman JOHN HABERLE and his niece stopped off in Keddie recently for a short visit on their way home to Oakland after a holiday in Reno. Another recent Keddie visitor was Mrs. Campbell, widow of the late NEIL CAMPBELL.

Attending the Governor's Conference in Sacramento recently was Pete Hanley, son of AGENT HANLEY.

Our sympathy to JOHN SMITH, heavy equipment maintainer, whose wife, Alta, died February 24 following sur-

gery for a heart condition. Mrs. Smith died in San Francisco at Stanford Lane Hospital. Recent Keddie residents, the Smiths had moved to Sacramento for her health. They had been married since February, 1957.

WALTER HALLSTEAD was second trick train desk clerk while WILBUR STUBBLEFIELD vacationed with his wife in New York for one month recently.

ROBERT MCILVEEN was guest of honor on February 28 at a combination birthday and retirement dinner given by CLARENCE BANCROFT with the assistance of JOE CLINTON, GLEN METZDORF, BOB REDUS and many others. Many officers of the Company and the Brotherhoods were among the 74 railroaders and their wives who attended the party, held at Rainbows End in Paxton.

Bob was presented with two pieces of luggage and a deep-sea fishing reel, while Mrs. McIlveen was given an orchid corsage. In charge of the guest book which was given to the McIlveens at the close of the evening was Mrs. C. M. Bancroft.



Tommy Keith, son of Roundhouse Foreman Robert Keith, took this picture just as Clarence Bancroft presented luggage to the McIlveens.

SACRAMENTO SHOPS

Marcella Schultze

Newest addition to the machine shop is the "Lapmaster," manufactured by Crane Packing Company of Illinois. This machine, to be used for lapping air parts for both cars and locomotives and other fine work requiring accurate measuring, offers a method of generating surfaces of precision flatness and finish. With the Lapmaster, a surface flatness of 11.6 millionths of an inch can be consistently held. A micro-inch finish of 2 to 3 RM's is common on a wide range of materials such as steel, steel alloys, cast iron, bronze, quartz, ceramics, plastics and carbides.

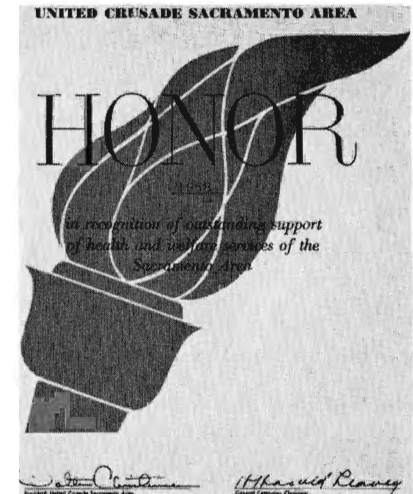
With the retirement of Machinist Inspector OTTO ZINNIEL after 20 years of WP service, the lunchtime poker game lost one of its most ardent players, who even managed to win \$5 on his last day at the Shops. Otto was presented with a monetary gift, besides his poker winnings, which he plans to use on his trip to Montana, Chicago and Detroit. He formerly owned a garage in Livingston, Montana, and hopes to look up old friends.

HERMAN F. SCHULTZE, sheet metal worker, is spending two weeks of his vacation attending the U. S. Naval Schools at Port Hueneme, California. Herman, an active reservist, is a chief petty officer in the Seabee Division of the Navy and will attend boiler school this year. Besides a wide range of training in various aspects of utilities, he has completed two years each of instructor's and amphibious warfare training. He is rated Utilities Chief.

A near tragedy was averted during the recent rainstorms when a huge eucalyptus tree fell on the home of Mrs. John Pelzman, mother of Carman

FRANK J. PELZMAN. The tree, about 35 years old and approximately four feet wide at the base, completely destroyed the kitchen and bath of Mrs. Pelzman's home. Luckily, Mrs. Pelzman was in another part of the house when she heard the tree cracking and managed to leave in time.

Sacramento Employees Honored



In a letter to President Whitman accompanying the above Honor Award, H. Harold Leavey, campaign chairman, Sacramento 1957 United Crusade, wrote:

"I am, indeed, gratified in being able to forward you an Honor Award for your employees. This is done by reason of the fact that their contributions to the 1957 United Crusade met or exceeded \$9 per capita.

"The Sacramento area and its citizenry owe you and your employees a debt of gratitude for your generosity."

SACRAMENTO STORE

Irene Burton

H. J. MADISON, ROY FALQUIST and JULIUS FRICK received their 25-year pins for membership in Capitol City Lodge No. 266. ED HAWKINS, president, made the presentation recently.

The Sacramento Inn was the scene recently of the Railroad Business Women's Association fashion show and luncheon. RBWA girls were attractive models for the "Spring Again" fashion parade. Honored guests included the wives of V. A. Anderson, Southern Pacific superintendent; M. M. CHRISTY, WP's western division superintendent; H. J. MULFORD, SN superintendent; and Bea Brickley of San Francisco, national recording secretary of RBWA.

AL MADAN and BRUCE STILWELL, reported sick last month in this column, have returned to work. Recovering, but with a month of recuperation at home remaining, is HORACE LATONA.

AGNES ORR, well known as a former employee in the superintendent's office, has been working on the 213 requisition desk while "our sick folks" are gone.

SALT LAKE CITY

J. B. Price

ELMER J. CAMPBELL donned his blue serge for the last time recently for his farewell trip as "skipper" of the *Zephyrette* from Winnemucca to Salt Lake City. WP employees at each stop along the way gathered to extend best retirement wishes to Conductor Campbell who leaves railroading after a career of almost a half-century.

Born in Unionville, Nevada, in 1893, Elmer and his family later moved to Winnemucca where he, in 1909, was

first employed by the Southern Pacific as a call boy. Deciding he could better himself on the new transcontinental road, he entered Western Pacific employ in 1914 as a machinist helper. Transferring to train service in 1915 he remained in this aspect of railroading until his retirement February 24.

Elmer married Marguerite Arbon of Grantsville, Utah, in 1920. The Campbells raised three daughters, Mrs. Guy Williams of Reno, Mrs. Don Lubeck of Clearfield, Utah, and Marjean, who died in 1947 at Yerrington, Nev., where she was teaching school.

A member of Winnemucca Lodge No. 17, F. & A. M., Elmer also belongs to the Scottish Rite and Shrine in Salt Lake. He has been a member in good standing of the Brotherhood of Railroad Trainmen for 43 years.

We wish Elmer and Marguerite happy retirement years with the hope that they will have a great deal of pleasure pursuing their hobbies of photography and investigating the ghost towns of Nevada.

PORTOLA

Gladys Largan

Two retired employees returned to railroading for a short while on February 28 when former Engineer JACK W. HARDY and Conductor WILLIAM W. THRALKILL were invited to a meeting held by the producers of "Wide, Wide



World." Background information was needed for a Western Pacific sequence for the show which was televised on March 30. Others attending the meeting were Road Foreman WILLIAM S. COPE, Assistant Division Engineer S. F. BURMEISTER, Trainmaster L. W. BREINER from Oroville, and GILBERT H. KNELSS from our public relations department. The story of Western Pacific's part in the telecast appears on Page 4 of this issue.

Clerk PHIL OELS sustained a broken leg on the Portola depot platform on February 26 and will be confined to the hospital for a while.

While assisting "CAL" DOROTHY adjust a television antenna atop his house,

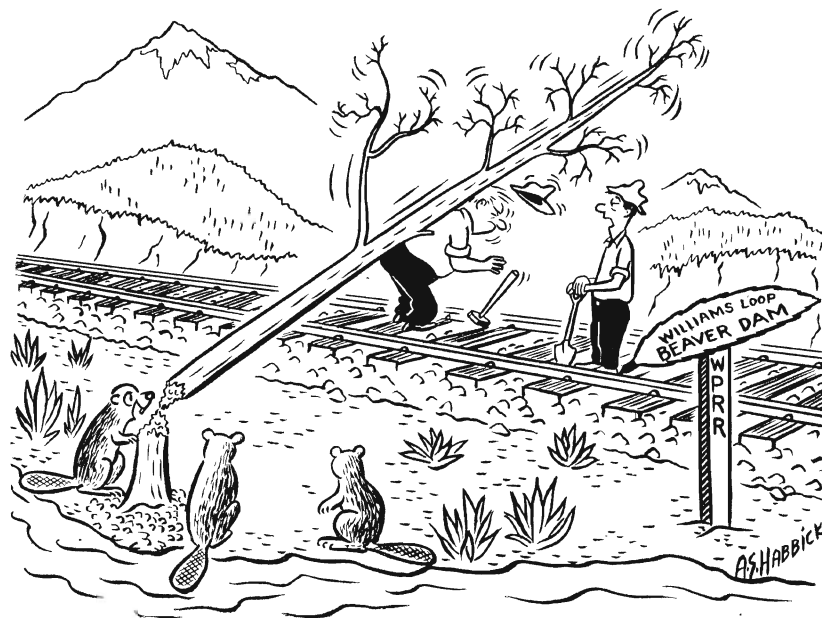
Conductor TED J. ESTERBY fell from the roof and broke a bone in a heel. He will be off duty for a while, also.

ED FARRIS, carman, became the father of a 10-lb. boy on March 21, who was named James Edward. Mrs. Frances Farris is the daughter of PAUL PARKS, carman at Portola.

WINNEMUCCA

Ruth G. Smith

Telegrapher and Mrs. DAYLE A. DAYTON are the parents of a daughter born January 16 in Winnemucca. The fifth child in the family, she has been named Daylene. A new baby has also been welcomed into the family of Mr. and Mrs. John Andrew Hamilton, Jr. The



"I warned you not to throw stones at those beavers!"

boy was born February 8 and named John Andrew Hamilton III. He is the grandson of Yardmaster and Mrs. J. A. HAMILTON.

Sympathy is extended to the family of Conductor M. R. "PIKE" MINOR, who died at the Humboldt County Hospital on February 23 following a heart attack. Conductor Minor had worked at Winnemucca during most of his railroad career, starting as a brakeman in 1928 and being promoted to conductor in 1936. He is survived by his widow, Fern, and daughter, Mrs. H. M. (Joan) Ables.

Mrs. Alta Marie Smith, wife of JOHN T. SMITH, equipment maintainer, and daughter-in-law of Engineer JOHN SMITH and Roundhouse Clerk RUTH G. SMITH, died of a heart ailment on February 24 in San Francisco. (EDITOR'S NOTE: Our sincere sympathy to our correspondent, RUTH SMITH, and to the other members of the late Mrs. Smith's family.)

Reported confined to the Palo Alto Hospital is HARRY MEALS, furloughed hostler helper. Mr. and Mrs. Meals



now make their home in Mountain View, California.

Retired Agent WILLIAM T. MANSELL has been made justice of the peace in Gold Run Township, Golconda, Nev.

ELKO

John L. Murphy

Making way for progress and efficiency, wreckers are tearing down the old depot and office building which has been a landmark in Elko since 1909. The old building, being torn down by Contractors White & Alter, has been given mainly interior improvements through the years. Replacing it will be a competely modern, brick-faced, one-story structure.

Four WP men have been under doctors' care lately. Included are Assistant Roadmaster VIRGIL KEARNS who was confined with flu, Accident Clerk ERNIE MUELLER who underwent surgery at Elko General Hospital, WILLIE FREEMAN, trucker at the freight depot, who suffered an appendectomy, and BEN CORNEJO, janitor for the superintendent's offices, who was operated on for a lung condition.

Sympathy is extended to VIRGIL KEARNS who lost his mother February 23. Her death, in Elverta, California, followed a short illness.

STOCKTON

Elaine Obenshain

Roundhouse Foreman C. L. "LEFTY" MYERS has conducted many groups of children through the Stockton roundhouse. Because of his patience with these children and his interest in explaining the operation, he has often been complimented by these groups.



Above are Judy Trace and Susan Burke, daughters of Rate Clerk Eugene Trace and Conductor R. E. Burke. They accompanied, and took the picture at the left, of their group of Camp Fire Girls during a roundhouse tour with "Lefty" Myers.

An example is the following letter from Camp Fire Guardians Mrs. Ralph E. Burke and Mrs. Eugene Trace:

"This is to thank the Western Pacific and Mr. Myers who was so kind as to give us his time to show the Tanda Group of the Camp Fire Girls through the Roundhouse and let them see the engines. They all had a wonderful time."

Work progressed rapidly on the new yardmaster's tower in the Stockton yard and the structure was completed the first part of April. Also of interest is the near completion of the new Mohawk Rubber Co. plant in the WP industrial tract in Stockton. This plant will manufacture the recapping material known as "camelback."

Jim Burrows, son of Conductor and Mrs. J. T. BURROWS, has been awarded an athletic scholarship to attend Utah State College at Logan. An all-conference tackle last year at Stockton Junior College, Jim played on the winning

John Sterner, district special agent, took this picture of the new yardmaster's tower, March 13.



team for both the Olive and Potato Bowls' annual football games.

A recent college graduate is John Geil, son of Assistant Trainmaster and Mrs. W. W. GEL. John, who received a bachelor's degree from Chico State College in January, is now teaching grammar school in Sacramento. Good luck to him in his new career.

His WP friends are happy to see Conductor N. G. PENDERGRAFT back on the job after an extended leave due to illness. Best wishes are also extended to Mrs. ED THOMAS, wife of the Stockton switchman, who is recuperating nicely after surgery; to Crew Clerk MIRIAM ELLIOTT and Roundhouse Clerk MAE ELLIOTT, who have been confined to their homes; and to Clerk GEORGE SRILL and Switchman ROY WHITE, both hospitalized in Stockton. Cut-off Fireman W. H. DE ROUEN, JR., has been relieving Mae.

Congratulations are sent to former Clerk MERYLE REIGNER who has been appointed traffic representative in the New England territory. Replacing him as chief clerk to General Agent R. B. Ritchie, New York City, is former Ticket Clerk J. B. HANSEN.

Also deserving everyone's best wishes is Clerk CHARLES D. SMITH who retired December 31 with 15 years' service. Charlie plans to spend his new free time playing golf and gardening and also plans a trip to Washington and Oregon with his wife to visit their children.

C. E. FISHER, carman, was instrumental in saving the life of a transient who had fallen from a gondola car in the Stockton yard on February 27. For nearly thirty minutes Fisher stopped the bleeding from the man's amputated

Saves life



Carman C. Fisher. Picture by John Sterner.

legs until help came from an ambulance crew.

Fisher received a personal letter from E. T. Cuyler, chief mechanical officer, who wrote: "I want to take this means of commending you for your presence of mind and prompt action in saving this man's life. It was indeed a noble action upon your part."

Fisher was also congratulated by Cuyler for his own personal safety record. During Fisher's seven years and four months with the railroad he has never had a single personal injury, a credit to his alertness on the job.

A man took his Great Dane to a vet. "Doc," he said, "you've got to do something. My dog does nothing but chase sports cars."
"Well, that's only natural," replied the vet. "Most dogs chase cars."
"Yes," the man agreed. "But mine catches them and buries them in the back yard!"

SAN FRANCISCO

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

RICHARD CZEIKOWITZ, general radio supervisor, was guest speaker on February 28 for the Oakland Radio Club, Inc. Dick is a member of San Francisco's television interference committee, and an expert on the subject of radio and television so his topic, "Television Interference and How it Can be Eliminated," was most appropriate.

"Meet the Press" had a different meaning around one WP family's household on March 6 when a handsome young man weighing 7 pounds 12 ounces arrived at ten a. m. Named Mark Allen Press, the young fellow's initials possibly denote he may follow in his father's footsteps, since papa Bert Press does the estimating for the engineering department. Mark has a sister, Rhonda, about three.

We regretfully report the death of JAMES ANDERSON, 3rd car clerk at 8th and Brannan freight station, who passed away at St. Joseph's Hospital on March 15. He will be very much missed.

HARRY C. MUNSON, vice-president and general manager, was recently appointed membership chairman of the San Francisco Chamber of Commerce.

FRANK TUFO, secretary to assistant superintendent of transportation, became a proud papa of a son, John Dominic, on March 13. John made his 8-lb. 11-oz. appearance at St. Joseph's Hospital. The Tufos have two other children, both girls.

With deep regret we report the passing of JIMMY CURREY's mother, who succumbed on March 12 after a long illness. Jimmy, traffic department sales and service clerk, was most devoted

in caring for his mother for many years under unusually trying conditions, but was never seen without a smile upon his face.

LARRY SHAUGHNESSY, accounting, was runner-up in his flight in the San Francisco City Golf Tournament which concluded at Harding Park on March 16. Larry medaled an 87 on a soggy course, but his opponent won the match two up. In the semi-finals the week before, Larry scored a 5 and 4 win by trouncing his opponent with a medal 78 on the likewise mushy, long Sharp Park course.

PETER CITRON, general agent freight department, was recently elected third vice-president for 1958 of the Railroad General Agents' Association of San Francisco.

D. H. COPENHAGEN, traffic manager metropolitan (S.F.) region, was elected a director representing railroads for the San Francisco Bay Area chapter of the National Defense Transportation Association.



"So you're the one who is placing all those Western Pacific business cards in travel books!"

Queen Irene, seated, and her Royal Court.



Queen for a year

UNTIL next November, pretty Irene Soohodolsky will wear a crown on her head. Not as a messenger girl in the freight traffic department nor where she formerly worked as ticket clerk in the passenger department, but as Queen of the Annual Invalids Ball, sponsored by the Russian Veterans Society of San Francisco.

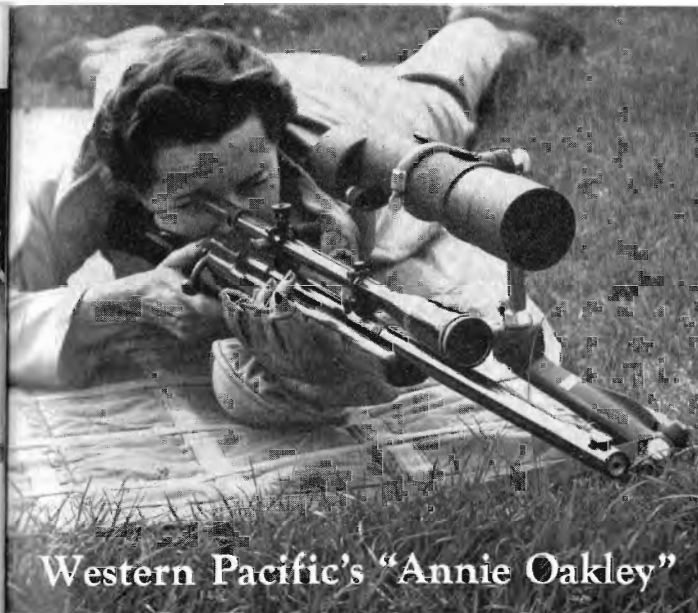
Last August Irene was one of five candidates elected by the Society, one each from different organizations. For her it meant three months' hard work collecting advertisements for a program, and house-to-house canvassing for collection of funds used to aid Russian disabled veterans of World War I (outside of Russia). To help the young girls each organization sponsored luncheons, dances, concerts and other entertainment and the money collected was applied to the subscription list of their respective candidates. It wasn't until November 16 that Irene learned at the Ball that her collections totaled more than twice those of her nearest competitor and nearly equaled

the collections made by the four other contestants.

On December 7 Irene was a guest at the closed banquet of the Veterans Society of San Francisco and as Queen was officially thanked by its president for the fine work she had done. She received a gold medal and letter of appreciation from Europe, which was presented on February 2 at another reception.

On February 14 Queen Irene was an honored guest at the Los Angeles Annual Invalids Ball, accompanied by the 1st Princess and one representative from the San Francisco Committee.

In addition to the crown, which will remain with the Queen for one year, Irene's name was added to a large trophy on which the names of all past Queens since 1931 are engraved. Another trophy, a ribbon, the gold medal and letter are hers to keep.



GRAYCE JOSSERAND, secretary to General Agent C. R. Harmon at Sacramento, has again debunked the notion that rifle shooting is a man's game! She was the 1957 winner of the Capital City Rifle and Revolver Club's outdoor smallbore championships, beating the best of the male "hot shots" with a score of 3994 x 4000-307X. She turned in an identical score in 1955 to win this trophy, and was well on her way to winning in 1956 when a trip to the hospital took her out of the running.

To qualify, a shooter must shoot in 15 weekly matches during the outdoor season; the ten highest scores fired being added to give the aggregate score. The 40-shot matches alternate between 50 yards, 50 meters, 100 yards, and 100 meters; and the Dewar Course, 20 shots at each of 50 and 100 yards. Each shot has a value of ten when placed in the 10-ring, the size being

.89 inch at 50 yards and two inches at 100 yards on the NRA smallbore targets. The meter targets are slightly smaller. Inside the 10-ring is a ring half the size, known as the X-ring, this being used chiefly for breaking ties. Thus, 307 of Grayce's shots cut the smallest ring, 394 were inside the 10-ring, with six shots being spilled into the nine-ring.

Grayce and her husband, Peter, night chief dispatcher at Sacramento, have been interested in smallbore shooting for more than 20 years; her rifle being a Winchester 52 with heavy barrel, stocked by the late Alvin Linden, dean of the fine gunstockers.

"During the latter part of the 1957 season," Grayce is remindful, "my rifle began to suffer the effects of old age. The trigger gave trouble at times, and the barrel was losing its gilt-edge accuracy due to wear; about a quarter-million rounds of ammunition having

been fired through it. Reluctantly, I bade a sentimental farewell as the rifle was shipped away.

"It was sent to the riflescope maker who made up the rifle that set a new national smallbore record at Camp Perry in 1957, W. H. Womack, of Shreveport, Louisiana. In addition to fitting a hand-tailored 'Womack 400' barrel and Canjar trigger, he refitted the action, with special attention to ignition."

After shooting a 400-30X, possible with the renovated rifle at 100 yards, Grayce pronounced it more accurate than when it was new. While declaring her a "tough competitor" her husband, Peter, says: "I've pinned back her ears before and I'll do it again." He has a new "bull gun" built up by Womack on a Remington 40-X action.

WHEN Grayce first became interested in shooting, Peter noted her "holding" ability immediately. With iron sights, the movement of a rifle barrel cannot be detected in prone position. However, a telescope sight of from 10 to 25 power magnification tells a different story, revealing a "tremor" that may bounce all the way across the X-ring, or even worse. Some riflemen can hold on a .22 bullet hole; but rarely does one find a shooter, like Grayce, who can hold so that the cross-hairs appear to be painted on the target. However, this ability to hold is not always a deciding factor.

A good stiff wind will blow a .22 bullet several inches from the point of aim; mirage bends the light rays, making a bull appear to be one place when it actually is somewhere else; and variations in light tends to make one hold erratically. Grayce has an uncanny ability to "dope" these condi-



Grayce holds a perfect 50-yard target she had just shot, 200 x 200-20X. The 10-ring on this target is .89", the X-ring half that size. The upper bull is the sighting target, the four lower bulls contain five shots each for record.

tions and make allowances for their effect.

Shooters are rated by the National Rifle Association according to the average scores fired in registered competitions. Due to extremely bad range conditions in the matches last year, when all scores ran low, she is still shooting in the "Expert" class, being a fraction short of the 99 x 100 average which puts one in the Master class. She will try and, no doubt, succeed in shooting herself into the top bracket this year, where medals and trophies are not so easy to come by although she will be a rough competitor in that bracket. In the State Fair Match at Sacramento last year, in addition to winning the Women's match and the Expert class, she was second high in

the "field," beating all but one Master.

Up to 1957 she had never been beaten by a woman, having won the Missouri and Oklahoma women's state championships. However, Mrs. Elinor Bell, one of the top women shooters in the country, beat Grace at both State and Regional matches. The second loss was by a narrower margin; and Elinor can look for trouble again.

"It is the sport in which I am proficient," says Grayce; "so there's no mystery about my liking it."

When Grayce started shooting she weighed 85 pounds; her rifle weighing ten and one-half. She consistently shot her way onto all teams, prone, sitting, kneeling, or standing; thus demonstrating that "brawn" is not a requirement—that shooting requires the ability to relax under pressure. There is no advantage inherent in

This picture was made just after Grayce shot the 20-X possible shown in the photo on Page 30. She was testing a new lot of ammunition and her comment was not unexpected: "That stuff really shoots!" Photos by Peter Josserand.



the male, for women are more "competitive."

Grayce expects to add to her collection of medals and trophies in 1958 and, perhaps, add to the four place-settings of N.R.A. sterling silver won last year. We hope so, "Annie!"

To Mr. Rutland's friend

Each month a copy of MILEPOSTS, addressed in pen and ink to W. H. Rutland, 2200 19th Street, N.W., Washington, D. C., is returned by the post office marked "not at this address," and with a request for two cents postage due.

MILEPOSTS is not concerned about the two cents return postage, but thought the unidentified sender would like to know that Mr. Rutland has not been receiving the magazine for some time. If the sender can obtain Mr. Rutland's correct address, and so advise the editor, MILEPOSTS will be happy to add Mr. Rutland's name to the mailing list.

The sender might also like to know that had Mr. Rutland been receiving the magazine, he would have been required each month to pay the postage, since no postage stamps have been affixed by the sender. The imprinted "U.S. Postage Paid" stamp in the upper right-hand corner of the magazine's back cover applies only when the magazines are delivered to the post office in bulk quantities under prescribed postal regulations. This metered stamp does not apply when single copies are dropped in a mail box.

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Baltimore & Ohio now running Slumbercoaches on its strata-dome coach dieseliner "The Columbian" between Baltimore, Washington and Chicago.

• • •

Southern Pacific will install two-way radio equipment on 81 road locomotives, 127 cabooses, and 11 locomotives used in San Francisco-San Jose commuter service.

• • •

Northern Pacific expects 1958 oil and gas revenues to total about \$8 million.

• • •

Chesapeake & Ohio buys largest machine ever designed to load 6,000 tons of coal into hold of a ship in an hour.

• • •

Canadian National giving rigorous tests to prototype heated boxcar.

• • •

New York Central plans to reinstate annual passes over its lines for business travel by "foreign" line representatives.

• • •

Revenue freight loadings in week ending February 8 down 20 per cent compared with same week year ago; down 3.3 per cent compared with preceding week 1958.

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Wabash improved schedules between Detroit and St. Louis by improved diesel dispatching and utilization.