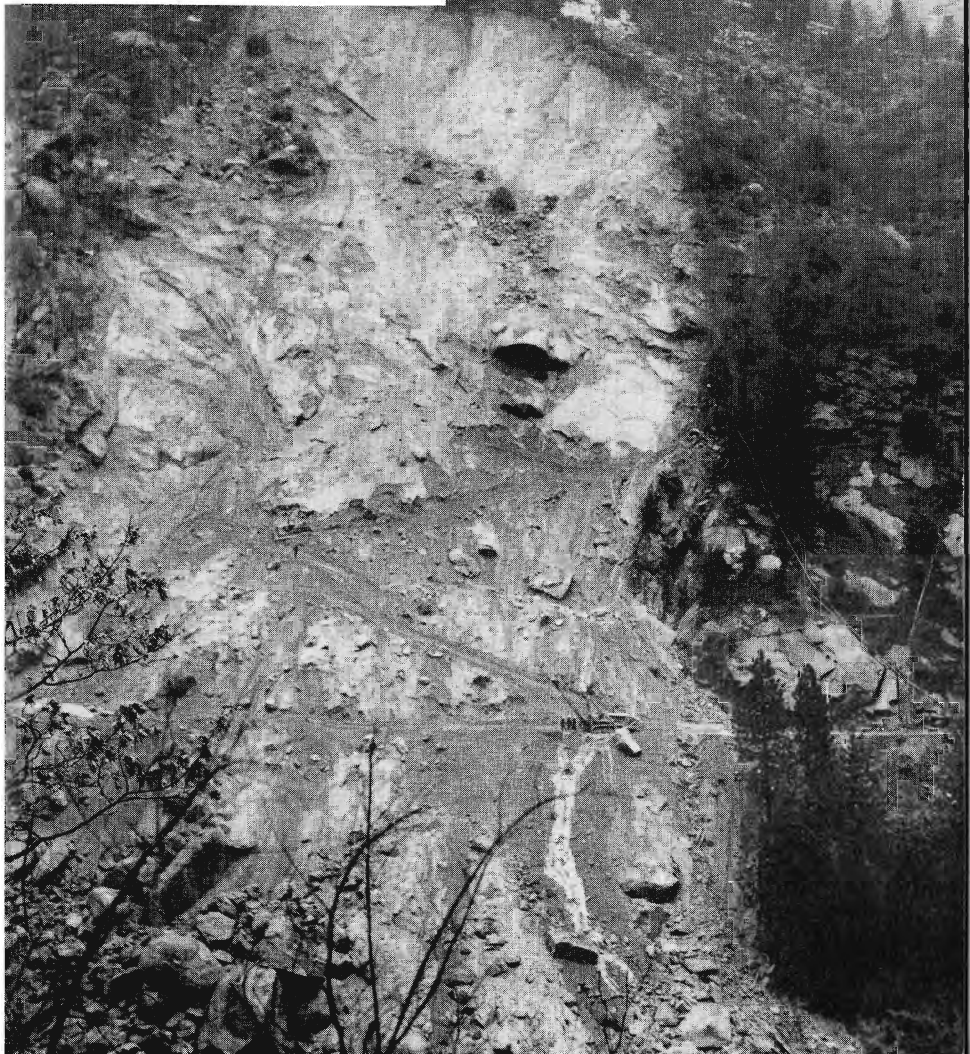
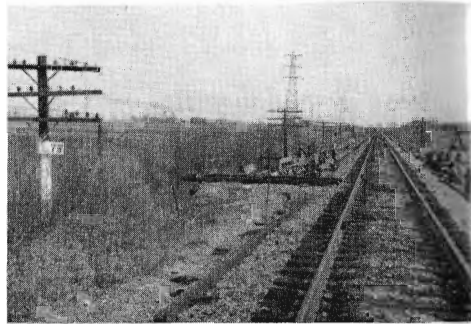


WESTERN PACIFIC
Mileposts
FEBRUARY 1956



WESTERN PACIFIC Mileposts



Vol. VII, No. 7

FEBRUARY, 1956

*Milepost No. 79

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. 79: Track maintenance was in progress when this picture was taken. Be sure equipment is kept clear of track and passing trains, as shown.

COVER

Size of the slide at Milepost 250.35 may be determined by the bulldozer, with all the appearances of a toy, working its way up the face of the cliff to scale down loose soil and granite.
—Photo by Wm. B. Gamble, Quincy.



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STORM REPORT

Not in recent history has the Western Pacific suffered damage to its property to the extent that occurred during the "100-year flood" and storms which struck Northern California with a devastating blow during the Christmas holidays.

According to measurements taken at Bucks Creek power house about midway between Oroville and Portola, 29.43 inches of rainfall was recorded between December 16 and 26. This brought the flow of water through the Feather River to a new high record of 250,000 cubic feet per second.

Damage from the 1955 storms to the railroad was widespread. Most serious was a major slide in the canyon at Milepost 250.35, where between 80,000 and 100,000 cubic yards of decomposed

granite and rock slid away from a point beginning about 800 feet above the railroad to completely cover the roadbed and the highway below to a width of about 400 feet. Actually, there were two slides at this location, the first of which occurred shortly before noon on December 22. Heavy earthmoving equipment was brought to the scene immediately and Western Pacific crews, aided by Utah Construction Company crews and equipment, had by working around the clock nearly cleared the slide for the re-laying of track on December 28. About seven o'clock that evening, when the men had left the job for dinner and to service equipment which had been pulled back from the immediate slide area, a second slide



Looking up the upper face of the slide, huge boulders dwarf the tiny-appearing bulldozer and operator pushing away, shovelful after shovelful, tons of dirt and rock.



Engineer Inspector Lyman C. Landreth inspects area adjacent to PG&E roadway which crosses mountainside above top of the slide. Because geologists believe future slides may occur at this location, WP will tunnel under the slide.



A Utah Construction Company engineer supervises excavation of dirt and rock from track area.

Size of fallen rock may be determined by width of two-lane Feather River Highway which runs parallel with and below WP tracks. Unlike the railroads, who pay the entire cost of such work, removal of these rocks and dirt will be done with the aid of monies supplied by taxpayers.



Work Went On 'Round the Clock



Bill Lake, George Hurley, and Lee Lawrence, Communications Gang No. 2, cut in phone to lines run around and above slide area. Clem Tomso, another member of the gang, is unseen behind Lee Lawrence.



Lee Lawrence, telephone and telegraph maintainer, Communications Gang No. 2, tests telephone just installed on tree at top of slide. Instead of a bell, lantern flashes call men working at night.

John McNally, assistant superintendent, checks with dispatcher over temporary phone concerning movement of work train en route from Oroville.

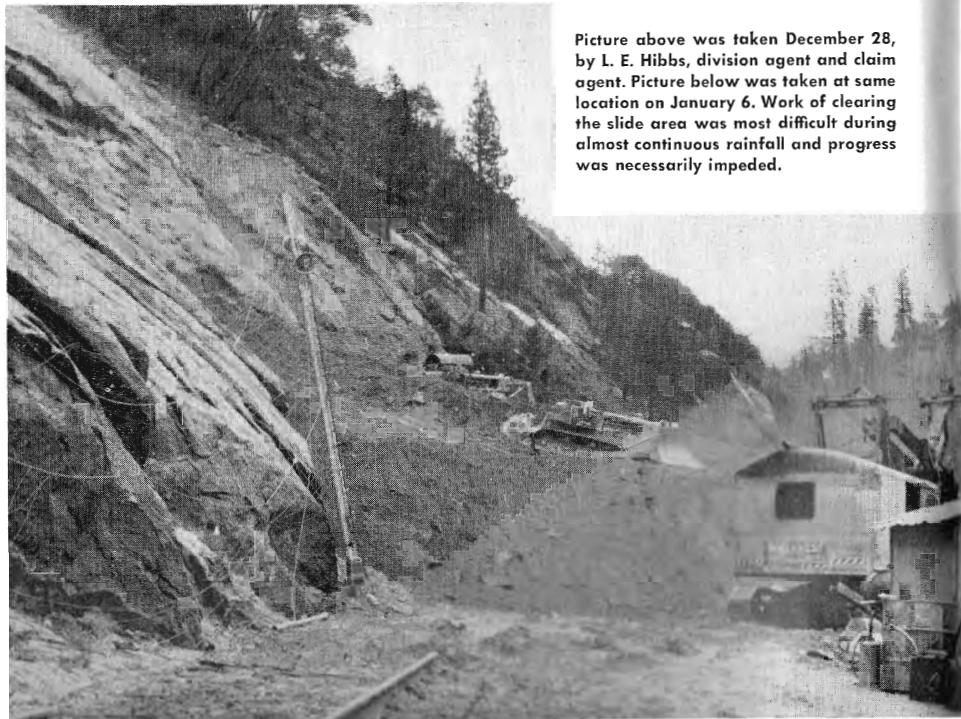


H. C. Munson, left, and F. R. Woolford, right, discuss plans with Cecil Welton, construction engineer, and Jack Lloyd, general construction foreman, of the Utah Construction Company.





Picture above was taken December 28, by L. E. Hibbs, division agent and claim agent. Picture below was taken at same location on January 6. Work of clearing the slide area was most difficult during almost continuous rainfall and progress was necessarily impeded.



broke loose which completely dwarfed the first. Aided by an enormous portable power plant which provided a battery of high-powered floodlights to light up the face of the slide so that work could continue 24 hours a day, the weary crews once again began the fight against the elements. The face of the slide had to be re-scaled, huge imbedded rocks had to be released and brought down, and bulldozers and power shovels began removing tons of earth and rock like a horde of ants working on a picnic lunch. It was hoped that the slide could be cleared once more for the re-laying of rail by January 6, but rain, and even snow, continued to fall and despite all possible human and mechanical efforts the storms made continuous work impossible, delaying the opening of the line at this point until 11:30 p. m. on January 8.

The big storm did show conclusively that had it not been for Western Pacific's program of preventive maintenance which has been aggressively pursued in the past eight years in the Feather River Canyon, the damage and period of traffic interruption would have been much worse than it was. Even so, there were other serious interruptions.

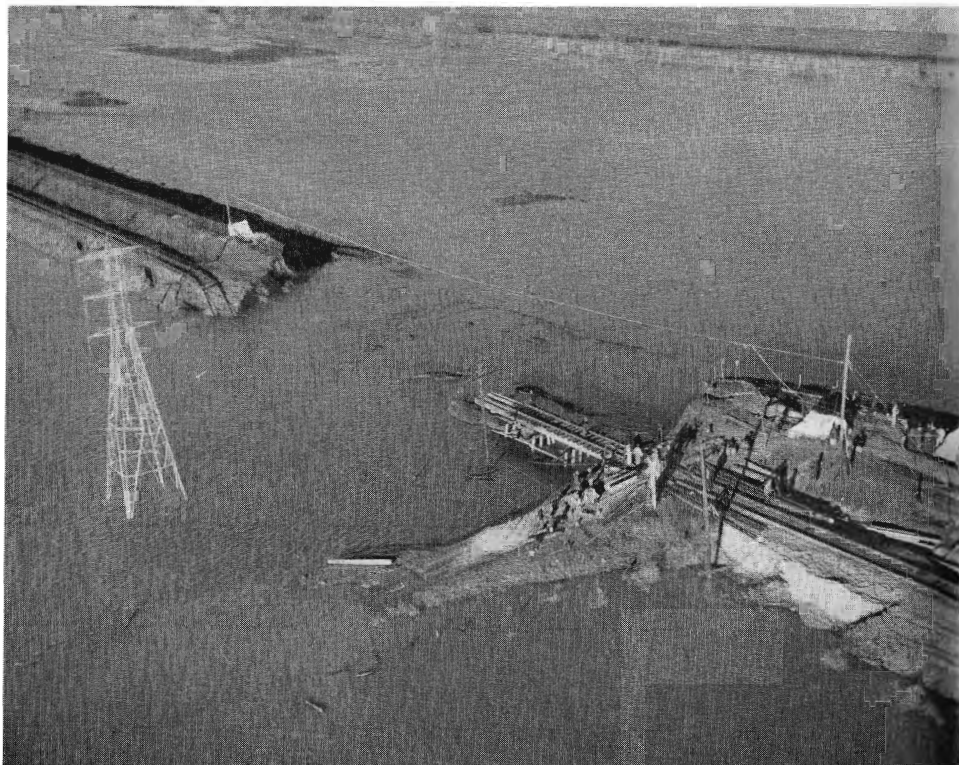
Another major item of damage was the loss of embankment east of the Bear River Bridge (Milepost 166.25 to 168) where the levee broke at several locations about 12½ miles west of Marysville. Three of these were of major importance which required the driving of piles and considerable fill. This, too, called for around-the-clock work by roadway, bridge and building crews, and bulldozers. It was just prior to this time that a fine example of

coöperation between railroads occurred. Southern Pacific was having troubles of its own on the Donner Summit route. Having no pile driver of their own readily available, they borrowed the new Western Pacific diesel pile driver which was on routine maintenance work at Milepost 116.37.

J. W. Corbett, Southern Pacific's vice-president-system operations, wrote H. C. Munson on December 28 that "our people who were on the ground cannot speak too highly of the tremendous job which your people, who were with the driver, did. They uncomplainingly worked long hours under very adverse conditions and their performance was nothing short of perfection itself. I wish you would extend to them also my sincere appreciation." (EDITOR'S NOTE: See Vice-President Munson's letter to WP railroaders on Page 18.)

When the embankment near Bear River bridge broke and washed out WP track it was impossible to return the pile driver without a time consuming round-about haul, so SP had another of their pile drivers brought from the San Joaquin area for use by WP. Some 525 feet of bridge was driven and embankments restored, mostly during continuous heavy rainfall and high water between December 26 and January 1. This portion of the railroad was reopened to traffic on Sunday, January 1.

There was also a large washout 70 feet long at the west end of Berry Creek (Milepost 224.2) where water ran 20 feet deep. Other serious washouts occurred at the east end of Tunnel 11 (Milepost 237.33), at Milepost 225.9, and at Pulga (Milepost 239.3), where high water ran over both siding



This Pacific Telephone & Telegraph Co. airphoto shows break in the levee which caused Western Pacific tracks to wash out at Milepost 167, on the east approach to the Bear River Bridge.

switches. These washouts were mostly due to slides which came down gullies and plugged culverts. Between Mileposts 267 and 270 water passed over the railroad and washed out track at three locations. Another condition occurred at Milepost 299.5, where high water eroded the bank and washed away 14 rail lengths.

Other relatively minor trouble spots occurred along the railroad principally due to high water. There was also a washout on the San Jose Branch and on the Reno Branch which temporarily closed those lines to traffic, but repairs were quickly made.

Financially, the storms delivered a serious blow. Repairs to roadway and bridges amount to approximately \$400,000, which does not include additional maintenance expenses which will be heavy during several months in 1956. The expense of detouring freight and passenger trains and re-routing freight so that our passengers and shippers would get the best possible service, plus traffic revenues lost because of the interruptions to service, are estimated to amount to \$1,160,000.

No sooner had the storm which struck the Marysville area been reported than the purchasing department



Looking west over washed-out levee at Milepost 167. This is another view of the picture on Page 8. This photo and one below by Cliff Gerstner, engineer of track layout, taken December 30-31.

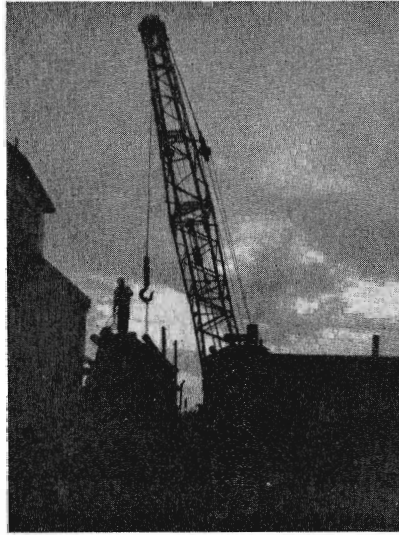


Looking west across the Feather River towards Yuba City, picture shows washed-out Sacramento Northern tracks, lower center, which crossed river alongside of the Fifth Street Bridge.

Taken by Fireman Art Van Meter, view is looking south along main line from WP's Stockton depot.



immediately "alerted" suppliers of various items of bridge material. With the assistance of the store department, a preliminary estimate was ascertained of the material that might be required, and the Sacramento store was placed on a 24-hour basis to commence shipping material. A. S. Kasper, material supervisor, coordinated the detailed material requirements of the engineering department at the site of the wash-out, which included piling, stringers, ties, hardware, sacks, lights, lanterns, etc. In a period of 48 hours approximately \$32,000 worth of material was either at the site or moving. Small items of material were brought in on a continuous flow to the trestle by means of a shuttle truck operation between Sacramento store and Marysville. Approximately \$7,500 worth of culvert, drainage pipe, rail and fasten-



H. J. Madison, storekeeper at Sacramento, took this picture of supplies being loaded at night.

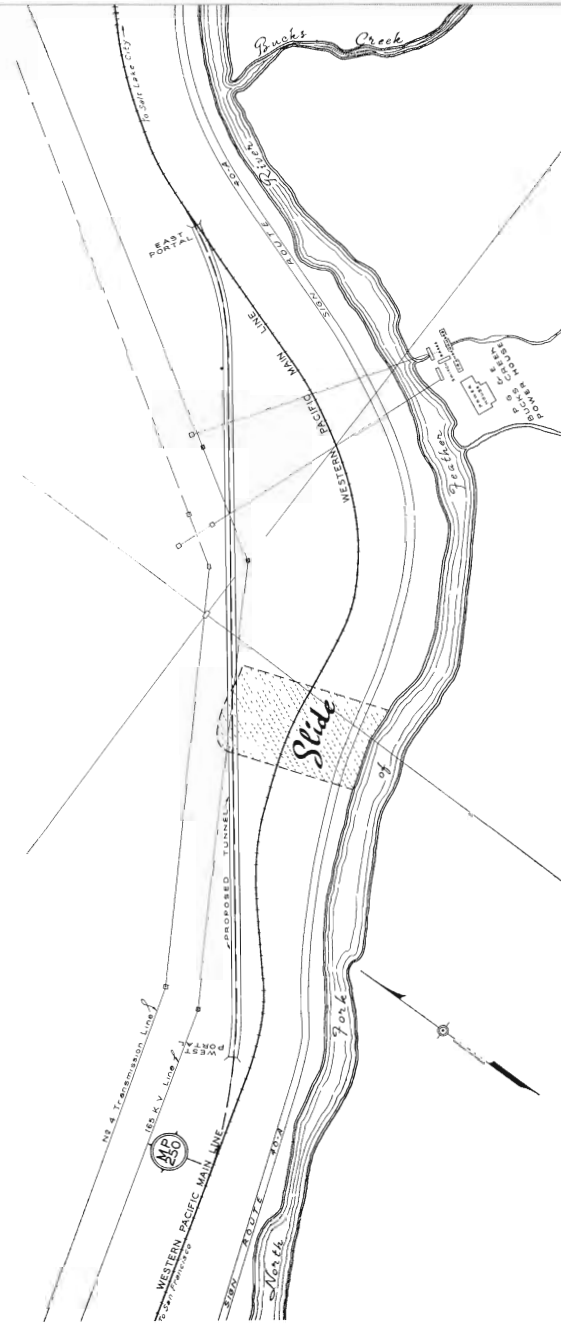
ings, lumber, etc., was also furnished and rushed to the slide at Milepost 250.35.

Detailed studies by competent consulting geologists who made a survey of the slide area at Milepost 250.35 by helicopter and on foot tell us that rock formations at this point are unstable and that the only way to avoid the possibility of again being blocked there by future slides is to bore a tunnel about 3,000 feet long behind the rock face. Estimated cost of this tunnel, on which work has already begun, is \$1,800,000. It should be completed before the next fall season and will be identified as Tunnel 15. (A tunnel located between Camp Rogers and Belden, about eight miles east of the slide, was formerly No. 15, but this was daylighted following a fire in 1944.)

All of these expenses must be paid for entirely by the railroad because, contrary to some opinions, none of the widely published government "flood-relief funds" are available for such purposes. Neither does the railroad receive help from any other outside agency at any time, such as is furnished to other forms of transportation with which the railroad must compete.

WHEN it became apparent that the railroad was in for a prolonged interruption, it was immediately decided to protect shippers' and passengers' interests by effecting delivery of all trains as quickly as possible regardless of detours and/or reroutes necessary and resultant costs and loss of revenues.

The *California Zephyr* trains were first rerouted between Stockton and Salt Lake City via the Santa Fe and Union Pacific through Barstow, Cali-



Slide Area at Milepost 250.35 and Proposed Tunnel

Work has already begun on construction of Tunnel 15. Estimated cost of the 3,000-foot tunnel is \$1,800,000.

Map drawn by Franklin Louie.



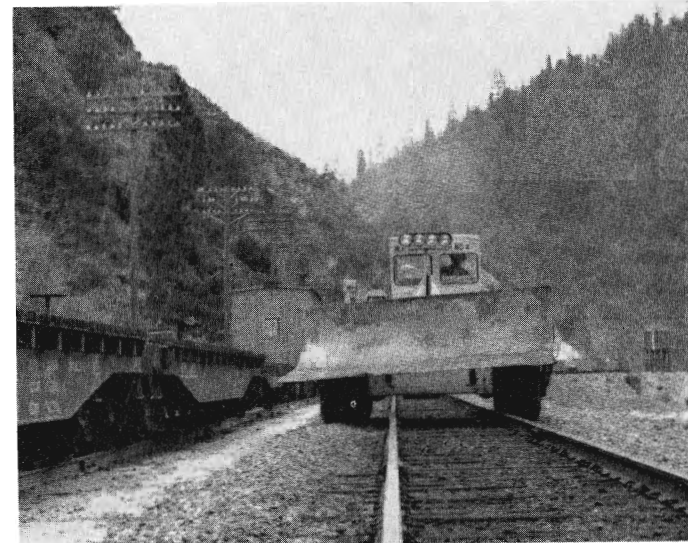
West entrance to proposed Tunnel 15 will begin at approximately this point, a great portion of which will be through solid rock. (See map on Page 11.) Completion is expected late this year.

fornia, as the Southern Pacific's line over Donner Summit was also closed because of slides. When that railroad again opened its line a few days after Christmas the *California Zephyr* trains were detoured between Sacramento and Weso, Nevada, where they again used Western Pacific tracks to and from Salt Lake City.

Freight service was also detoured between Weso, Nevada, and Stockton, and between Klamath Falls and Stockton. On December 29 the Southern Pacific advised that because of their own conditions and a shortage of power

and crews they would be unable to assist us with further detours after midnight, December 31. However, they advised that they would be glad to assist us by taking all cars which we wished to reroute after that time. Beginning January 1, therefore, freight was rerouted via SP or Santa Fe-Union Pacific, whichever appeared to offer the best delivery prospects at the time.

Under detour arrangements the affected railroad, using its own crews and power, moves its trains over another railroad, employing pilots from



A Western Pacific turnadozer with blade raised straddles main line tracks en route to slide.

A communications gang waits with motor car at Merlin for first work train to reach slide. Note spreader being rushed to scene. Motor cars were only method of reaching slide area.



the assisting railroad at a standard rate. Under rerouting the affected railroad delivers cars of freight and accompanying waybills to the assisting railroad which absorbs them with other traffic, delivering back to the first carrier or connection as instructed—and revenue is adjusted on the basis of negotiated agreement. In general, rerouting is not as efficient as detouring because it does not allow the affected railroad to run its trains through intact. Neither does it allow the affected railroad to keep its own train and engine crews at work.

Western Pacific's subsidiary, the Sacramento Northern, also suffered extensive damage, particularly between Pleasant Grove and Pearson. Major losses were the 960-foot trestle over the South Yuba River and the 865-foot trestle approach across the Feather River between Marysville and Yuba City. Considerable trackage at one time lay under water, yard and station buildings were inundated, and much motive power and equipment

Looking toward Yuba City, this SN track which formerly crossed Feather River, was washed away and down stream at a right angle. Photo by C. C. Cox, division agent and claim agent.



was damaged. Track on the Marysville approach to the River and 5th Streets storage tracks was removed to allow the Marysville Levee Commission to construct a new levee.

It is estimated that damage to tracks and structures, equipment and communications on the Sacramento Northern will be in the neighborhood of \$800,000. Not included in this figure is the cost of replacing the South Yuba trestle, as it is the intention to apply to the Interstate Commerce Commission for permission to make a connection between Alicia on the SN and Cleveland on the WP, for operation over Western Pacific tracks into Marysville. The estimated cost of this connection is \$136,000.

Plans are under way for early replacement of the Feather River bridge. Until this bridge is replaced, however, SN traffic must be handled between Yuba City, Colusa, Thermalito and Chico via the Southern Pacific connection at Chico.

Loss of SN traffic during the flood period is estimated at \$50,000.

Too much cannot be said about the manner in which Western Pacific and Sacramento Northern railroaders put forth their greatest efforts during these emergencies. No sooner had the storms brought on their disaster than maintenance forces from many points on the railroad were concentrated at the scenes where they fought rain, mud, snow, rock and earth with but few hours' rest under the worst kind of conditions. The greatest of cooperation existed between the various departments—roadway, engineering, signal, communications, transportation, bridge and building, traffic, store, public relations, special agents—all of whom



The Sacramento Northern trestle began twisting from the force of the Feather River about 1 p. m., December 23. Later that night the entire span washed away, as did a section of the Fifth Street Bridge, right. Photo, looking west from Marysville, by Robert Hardy, *Marysville Appeal-Democrat*. Below, C. C. Cox's camera looks east towards Marysville, same location.



turned in outstanding performances. The same can be said for the forces of the Utah Construction Company. Very few of those in the field had the pleasure of Christmas or New Years at home. In fact, one individual left his home December 19 and was unable to

Thanks

"I know that you will get word to all of our people concerned that we appreciate the unselfish efforts put forth by all of our employees and supervisors who participated in our recent troubles. They handled a tough, and at times disagreeable, job under very adverse weather conditions without any grumbling. I was in a position to note personally how they functioned and I personally appreciate it. (Editor's note: Mr. Munson arrived at the Bear River Bridge scene on Christmas morning, and from there went to the slide at Milepost 250.35 on January 1 where he remained until January 8.) I found them without exception also eager to do everything they can to restore our service to its usual good standard which of course is of tremendous importance to all of us after such a serious widespread interruption."

H. C. Munson

return until January 6, which was not unusual. Certainly, from the top brass on down, those who were on the jobs were there continuously until service was restored.

There is still much to be done as a result of the storm which will call for the close coöperation of everyone on the railroad. Efforts are already under way to obtain more business and make up for the freight revenues lost, in a large degree, through Western Pacific's determination to get freight delivered promptly regardless of cost.

Donations

Over the week end of January 14 the Red Cross at Oroville borrowed from Western Pacific the following items from dormitory surplus:

42 springs, 42 mattresses, 40 blankets, 40 mattress pads, 80 sheets, and 40 pillowcases.

The sheets and pillowcases were returned unused, and the other items were later.

The transaction was handled by E. L. McCann, division agent and claim agent.

Western Pacific's Donations Policy Committee also recommended that the railroad make a \$500 contribution toward the California flood relief fund being raised by The American National Red Cross, specifically "earmarked" for use in "Marysville/Yuba City Flood Relief."

Cook Saves Train

What could have been a serious accident involving possible loss of life was probably averted by loyalty and quick thinking on the part of a Chinese cook employed by the J. V. Moan Commissary Company.

According to Engineer M. Ragusa, who reported the commendable act to Superintendent G. W. Curtis, his local train was flagged down about 7:30 p. m. on December 23 at Eberly, about one mile west of Niles.

Quoting Mr. Ragusa's letter: "After the train was brought to a stop I noticed that the man who had flagged us to stop was walking knee-deep in water which was washing across the track. He came up to the engine and told me that he didn't think that we could get across because the track was washing out. When I examined the

track I found that about one hundred feet of track was washing out on one side.

"If Lee Mon Foo, the cook, had not flagged our train we would surely have run into the washout, as there was a blinding rain at that time. The engine could have turned over and there might have been serious injuries, or even death. I think that Mr. Lee should be recommended for his good deed," wrote Mr. Ragusa.

Mr. Foo was at that time cook for William Yeager's extra gang outfit No. 2.

Letters commending Mr. Foo's quick action, and expressing the railroad's appreciation, were immediately sent to the J. V. Moan Sacramento and San Francisco offices by Superintendent Curtis and Chief Engineer Woolford.

Pat Kept His Date

To get a job done in a hurry put it in charge of a man with a date to get married.

After the recent storm, Western Pacific maintenance forces from all over the system were pulled in to repair the damage as soon as possible. Placed in charge of repairing the washed-out Bear River bridge approach was Patrick Sullivan, bridge and building inspector from Elko, Nevada. Pat had a date to marry Phyllis Laughlin, PBX operator at Portola who is presently on a year's leave of absence, back in Elko at 11 o'clock on New Year's Eve.

With the double goal of getting the railroad open and being present for his

own wedding, Pat really poured on the coal and his co-workers did their best. The work was finished New Year's Eve, but too late for Pat to get the train to Elko.

Railroads are human, however, and Western Pacific bought Pat a ticket on United Air Lines and managed to get him a seat on a flight reaching Elko just in time to get from the airport to where Phyllis was waiting at the church.

* * *

Railroads Pay Their Way

The total tax bill of the railroads averaged \$1,161 million a year during the last five years.

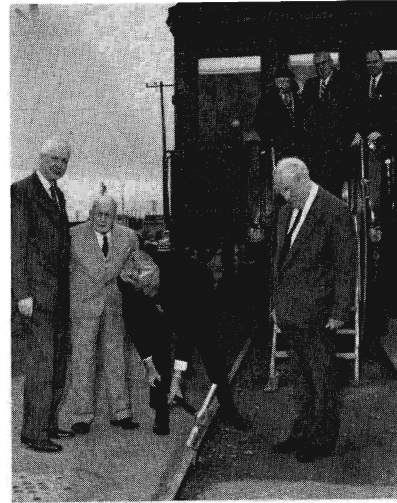
Mayor Clifford E. Rishell re-enacts driving of the first spike, witnessed by F. B. Whitman, Frank K. Mott and Jos. R. Knowland.

First Spike Anniversary

The driving of the first spike on the Western Pacific took place at 7:30 a. m. on the cold morning of January 2, 1906, at 3rd and Union Streets, Oakland. According to a newspaper of that date, Peter Hoare, superintendent for the contractors, "was seated in his buggy when H. S. Foreman, Western Pacific superintendent of construction, announced that he was about to drive the first spike in the Western Pacific's great system.

"By golly," shouted Mr. Hoare, 'I will help you. I propose to have a hand in this myself.' And suiting the action to the word, he grasped a com-

panion mallet to Mr. Foreman's and, as the latter pounded away on one side of the rail, Hoare did the same on the other.

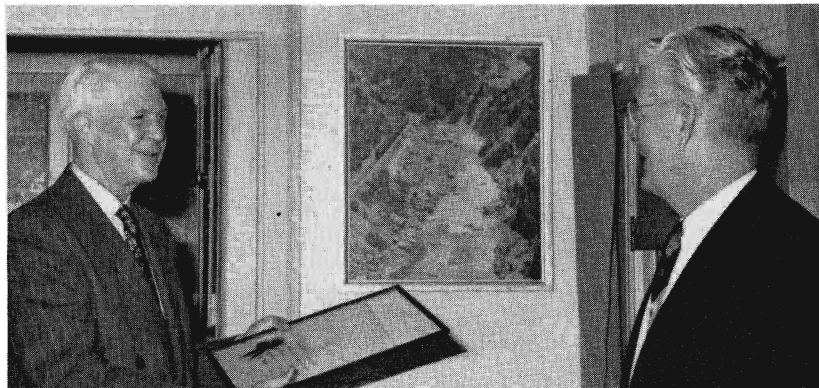


"Those spikes of course, at once assumed a value far, far beyond their intrinsic worth and it is safe to say that at no very distant day they will be among the most highly prized possessions of these railroad builders. In fact, within the space of a very few

minutes several big offers for these spikes had been made to both of these men, one enthusiast offering Mr. Foreman \$100 for his piece of iron," the article continued. "All offers to buy the spike were refused and it went home in the pocket of Mr. Foreman. By nightfall two blocks of track had been laid eastward on Third Street."

This year, on January 4, city officials of Oakland gathered as guests of Western Pacific officers at a luncheon to

observe the 50th anniversary of the occasion. The affair was held in a diner parked on the exact spot where the first spike was driven. Guests of honor included Frank K. Mott, who was mayor of Oakland when the Western Pacific was begun, the present mayor, Clifford Rishell, and Joseph R. Knowland of the Historical Landmarks Commission. Other guests included members of the Oakland City Council and the Port Commission.



RESOLUTION

OAKLAND CITY COUNCIL

Resolution No. 33939 C. M. S.

Resolution commending and congratulating Western Pacific Railroad Company on the fiftieth anniversary of the establishment of their operations in the City of Oakland.

WHEREAS, The first spike on the Western Pacific Railroad was driven in Oakland during the first week in January fifty years ago, and there has been a very close association between the Western Pacific Railroad and the City of Oakland during this fifty-year period, and

WHEREAS, The Western Pacific has pioneered the use of Vista Dome cars on their railroad, and

WHEREAS, The Western Pacific Railroad Company along with other railroads has contributed a great deal toward the growth of the Metropolitan Oakland Area, and the officers and employees of the Western Pacific Railroad have taken an active part in civic affairs; now, therefore, be it

RESOLVED: That the Mayor and this City Council do hereby commend and congratulate the Western Pacific Railroad Company on the Fiftieth Anniversary of the establishment of their operations in the City of Oakland.

* * *

Clifford E. Rishell, Mayor
Lester M. Grant, Councilman
John W. Holmdahl, Councilman
Glenn E. Hoover, Councilman
Fred Maggiora, Councilman

Howard E. Rilea, Councilman
Ernest A. Rossi, Councilman
Peter M. Tripp, Councilman
Frank J. Youell, Vice-Mayor
Wayne E. Thompson, City Mgr.

I certify that the foregoing is a full, true and correct copy of a Resolution passed by the City Council of the City of Oakland, Calif., on December 29, 1955.

GLADYS H. MURPHY
City Clerk

Seal of the
City of Oakland

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:

Jesus Aguilar, Tidewater Southern section foreman, Manteca.

Henry D. Gansberg, patrolman, Oakland.

Nick J. Kosovich, Sacramento Northern bridge and building foreman, Oakland.

George Ying Law, carman, San Francisco.

Charles H. Martin, Sacramento Northern electrician, Sacramento.

George A. Miles, conductor, Stockton.

Harry P. Rapouskos, Sacramento Northern section laborer, Dozier.

Eugene T. Torgersen, boilermaker welder, Sacramento.

Harry E. Wait, switchman, Stockton.

Urban C. H. Waldman, switchman, Oakland.

Ray H. Woolverton, laborer, Elko.

Clarence Droit Retires

A career which began with Western Pacific before the railroad operated its first train came to a close on January 31 when Clarence L. Droit retired as secretary of the company and as the oldest employee in length of service. During that time he served under seven of the eight Western Pacific presidents, beginning with Edward T. Jeffery, who held that office from June 23, 1905, to November 6, 1913.

His long and distinguished career as a railroad official began on July 27, 1910, when at the age of 15 he answered a classified ad and was employed as a junior clerk in the operating department. He progressed through several positions in that department to become chief clerk to Col. E. W. Mason, then



vice-president and general manager. He became office manager and assistant corporate secretary under President H. M. Adams in 1927, and was elected secretary ten years later. Droit also served as a Western Pacific director during the years 1937 to 1944.

Clarence was born in San Francisco on December 10, 1895, where he attended public schools. He has often said, "my two most important decisions were when I went to work for Western Pacific and when I married the former Florence Bender in 1915." His family also includes one daughter, Betty, a graduate of Stanford, and a member of the Waves during World War II. She has been with the State Department of the Federal Government for

the past four years, three of which were spent in Buenos Aires, and one year at Saigon, Vietnam, where she is presently stationed.

Droit was responsible for converting and remodeling the loft building at 526 Mission Street which became Western Pacific's general office following its move from the Mills Building in January, 1942.

Droit is a member of the American Society of Corporate Secretaries, Inc., Golden West Lodge #455, F. & A. M.,

the California Bodies Scottish Rite, Islam Temple of the Shrine and the Peninsula Shrine Club.

The Droits will sail from San Francisco in February for a trip to the Orient and to visit their daughter, and he plans another trip to Europe at a future date. Upon return from the Orient he will be on hand to see completion of a new home at 2200 Grace Drive in Santa Rosa where he hopes to spend much of his time working at his two hobbies, photography and woodworking, and enjoying a life of leisure.

Logan Paine New Secretary

Logan Paine is appointed corporate secretary of the Western Pacific, effective February 1, with headquarters at San Francisco.

Born at Denver, Colorado, on July 24, 1909, his family shortly thereafter came to California and Logan received his schooling at Oakland. His entire employment has been with Western Pacific since April 1, 1926, when he hired out as clerk in the office of vice-president and general manager, working under C. L. Droit, who was then chief clerk under the late Col. E. W. Mason.

Logan transferred to the office of president on May 1, 1931, performing the duties of secretary to President H. M. Adams. About eight months later he was appointed secretary to Charles Elsey, who succeeded Adams as president. On August 9, 1937, Paine was appointed assistant corporate secretary, which position he has held since that time. He has also served as assistant corporate secretary of the Sacramento Northern, Tidewater Southern, and Central California Traction Com-



pany, as well as corporate secretary of the Alameda Belt Line and the Oakland Terminal Railway.

His memberships include the American Society of Corporate Secretaries, Inc., Golden West Lodge #455, F. &

A. M., California Bodies Scottish Rite, Islam Temple of the Shrine, and the Peninsula Shrine Club.

Logan married the former E. Dorothy Booth of Oakland in September, 1933, and the couple live in San Francisco with their two children, Logan Paine, Jr., 17, and Nadine, 12. Adept in woodworking, he has turned out many fine pieces of furniture for his home. He also enjoys reading and photography. Future plans include modeling in wood and leather tooling, and if past examples of his workmanship are indicative, these future hobbies should be an example of fine craftsmanship.

MILEPOSTS



IN GOLD

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

30-YEAR PIN		
Richard C. Beltz.....	Office Manager, VP&GM.....	San Francisco
25-YEAR PIN		
Martin C. Wood.....	Section Foreman.....	Eastern Division
20-YEAR PINS		
Paul H. Ferrell.....	Clerk.....	Western Division
Harold E. Young.....	Conductor.....	Western Division
15-YEAR PINS		
Fremont J. Bohannon.....	Locomotive Engineer.....	Western Division
Woodrow J. Boire.....	Fireman.....	Western Division
James T. Burrows.....	Conductor.....	Western Division
Troy R. Jones.....	Electrician.....	Mechanical Dept.
Ernest Mancuso.....	Locomotive Engineer.....	Western Division
William J. Marsh.....	Car Foreman.....	Mechanical Dept.
Leo M. Morris.....	Master Mechanic.....	Mechanical Dept.
Frank R. O'Leary.....	Clerk.....	Western Division
Reinhold Schmidt.....	General Chairman, RYA.....	San Francisco
Robert E. Searle.....	Rate Clerk, Traffic Department.....	San Francisco
L. C. Sherwood.....	Editor.....	San Francisco
R. E. Stansberry.....	Locomotive Engineer.....	Western Division
Arthur J. Stout.....	Car Foreman.....	Mechanical Dept.
Juan Trevino.....	Section Laborer.....	Eastern Division
Wade H. Wald.....	Car Foreman.....	Mechanical Dept.
Claude P. Wilson.....	Sheet Metal Worker.....	Mechanical Dept.
10-YEAR PINS		
George Caldwell.....	Waiter.....	Dining Car Dept.
James T. Connelly.....	Machinist.....	Mechanical Dept.
John G. Etchebehere.....	Traveling Accountant.....	San Francisco
John F. Fouche.....	Machinist.....	Mechanical Dept.
Leon A. Gordon.....	Carman.....	Mechanical Dept.
Wallace G. Grice.....	B&B Carpenter.....	Western Division
Bernard S. Guzenske.....	Division Lineman.....	Communications Dept.
Charles N. Jewell.....	Laborer.....	Mechanical Dept.
Morris Jester.....	Cook.....	Dining Car Dept.
Herbert W. Lathrop.....	Clerk.....	Western Division
Dean W. Lockhart.....	B&B Foreman.....	Western Division
John W. Mulford.....	Reservation-Information Clerk.....	San Francisco
Paul F. Murphy.....	Manager, Service Bureau.....	San Francisco
Raymond L. Paule.....	Blacksmith.....	Mechanical Dept.
Rae F. Phillips.....	Division Accountant.....	Signal Dept.
Alfred L. Rey.....	Store Laborer.....	Store Dept.
Bruce A. Stilwell.....	Storekeeper's Clerk.....	Store Dept.
Harold A. Tetreau.....	Clerk.....	Western Division

One of the heads of a leading department store on an inspection of the packing department spotted a young fellow lounging against a box, whistling cheerfully.

"How much do you get a week?", he inquired. "Thirty dollars, sir," the lad replied.

"Here's a week's pay, you loafer—you're freed!"

After the boy had gone, the head man turned

to the foreman and asked, "Why didn't you fire that boy a long time ago?"

"We never hired him," answered the foreman. "He just brought in a package from another firm." * * *

The old-fashioned girl who said, "This is so sudden!" now has a granddaughter who says, "Well, it's about time!"

Dear Editor:

Dear Sir:

Will you please extend through MILEPOSTS my sincere thanks to all those in the San Francisco office who had a part in giving me such a wonderful Christmas present. I am going to save the money toward purchase of a high-fidelity phonograph.

With best wishes to all for a very happy and healthy new year.

Mary Jenkins
Lunch Room Attendant.

* * *

Dear Sir:

Thank you very much for MILEPOSTS. As a former employee of the Western Pacific it is especially interesting to keep up with my old friends and to learn of the many improvements to the property and other newsy items along the line.

The December cover was beautiful and very fitting for the holiday season.

Basil S. Cole
Pine Gables Lodge
Evanston, Wyoming.

* * *

Dear Sir:

We thought the following notice would reach more of our people through MILEPOSTS than in any other way:

The Sacramento Chapter #27, Railway Business Women's Organization, are planning a fashion show to be held at the Elks Temple, Sacramento, on March 2. We are anxious to have a large attendance, as a majority of the proceeds will be used in our welfare work. We hope to be able to purchase two pianos for use at DeWitt Hospital,

Auburn, for their therapy work with the mentally retarded patients.

Tickets may be obtained from any member of our organization.

Irene Burton.

* * *

The following letter was received by Frank Rauwolf:

Dear Sir:

The Western Pacific caroling group made a wonderful impression on the Letterman Hospital ward patients on December 19. They were beautifully trained and directed, and the staff and patients both enjoyed them completely. It has been suggested that your group go to the hospital again, whenever convenient, to sing for the patients.

Thank you, Mr. Rauwolf, and all of the carolers for sharing the Christmas spirit with the hospitalized patients.

Mrs. Thomas Mosier, Chairman
Entertainment & Supply Service
The American National Red Cross
San Francisco.

* * *

Dear Sir:

This is to wish a Happy New Year to all of management and employees of the Western Pacific. I would like to hear from some of the old-timers that I once worked with and whom I read about in MILEPOSTS.

If any of you motor through my part of Utah I would like to see you. I am located in Salem, Utah, 16 miles south of Provo. The pheasant shoot this year was very good down here.

Louis R. Demson,
Retired Machinist

Mileposts' Cartoonist National Contest Winner

Bill O'Malley, whose cartoons have brought many laughs to MILEPOSTS' readers since 1950, was named second-place winner of United Feature Syndicate's \$10,000 Talent Comics Contest. The honors, which included a \$2,500 check plus a five-year contract, were awarded for his daily pantomime gag strip "Reverend"—the daily doings of a young clergyman.

Now 52, O'Malley is a native of Oakland. When UFS phoned from New York asking for 200 words about his life and career, Bill replied: "Cripes, I haven't lived THAT long yet!"

Before O'Malley began free-lancing his work in 1940 he worked on the former Oakland *Post Inquirer* and the San Francisco *Call-Bulletin*. He has published four cartoon books, "Two Little Nuns," "Golf Fore Fun," "Blessed Event," and his latest just released "Feeling No Pain." He draws all day,



every day, usually with the radio playing full blast in his home at Carmel, Calif. However, he can often be found around one of the golf courses in that area which no doubt provided him with many of the cartoons in "Golf Fore Fun." His work has appeared in nearly every major magazine in the United States (including MILEPOSTS!) as well as in publications in several foreign countries.

As Bill tells it: "I'm married, no children; one Norwegian wife who won't look at my gags until after she's had breakfast."

New Milpitas Industry

A new development at the Milpitas Industrial District was made possible in January through the sale by Western Pacific of a 30-acre tract adjoining the Ford Motor Company plant to Westwarehouses, Incorporated.

According to Warren H. Atherton, president of Westwarehouses, Inc., his concern will provide in-transit storage for transcontinental carload shipments, industrial warehousing for the Milpitas area and space for leased warehousing. It will be a Class "A" construction, reinforced concrete, with full sprinkler systems.

The first unit, to cost about one-half million dollars and to provide 120,000 square feet of storage space, will be started at once and is expected to be open in April of this year. Other units will be constructed later in the year.



LOS ANGELES

Frank Sell

JOE HAMER ghost-writes this column for FRANK SELL this month. Frank broke a leg while on a December vacation at his brother's home in Helena, Montana, where he had to remain for several weeks.

JOE HAMER was elected second vice-president of the Southern California Passenger Agents Association on December 27, which keeps him right in the running with two other WP Los Angelenos. BOB ROUSE and BILL COOK were elected vice-president and secretary-treasurer, respectively, of the Los Angeles Freight Traffic Agents Association for 1956.

WILBUR and DORIS WEST went to the Rose Bowl game, and to make it interesting they made a little bet, one being an ardent UCLA rooter while the other was for Michigan State. We don't know who lost or, for that matter, whether or not the loser paid off.

ED MILLFELT had a fine time over the holidays enjoying a new television set. He is an avid fight fan, although he is having a terrible time picking the right corner.

SHIRLEY LYONS is busy getting ready to move, and TOMMY ROSS is worrying about his grass growing too fast. The green stuff just never stops growing in this wonderful Southern California climate!

CHARLIE FISCHER, our general agent,

Caboosing

is getting to be an authority on plumbing, specializing in garbage disposals.

KEDDIE

Elsie Hagan

Engineer and Mrs. C. M. BANCROFT, Conductor and Mrs. JAMES, and Yardmaster and Mrs. CHARLEY SELF attended the Shrine initiation held in Sacramento the early part of December.

Brakeman and Mrs. ALDEN THOMAS and their son, Stanley, attended the East-West game at San Francisco on December 31.

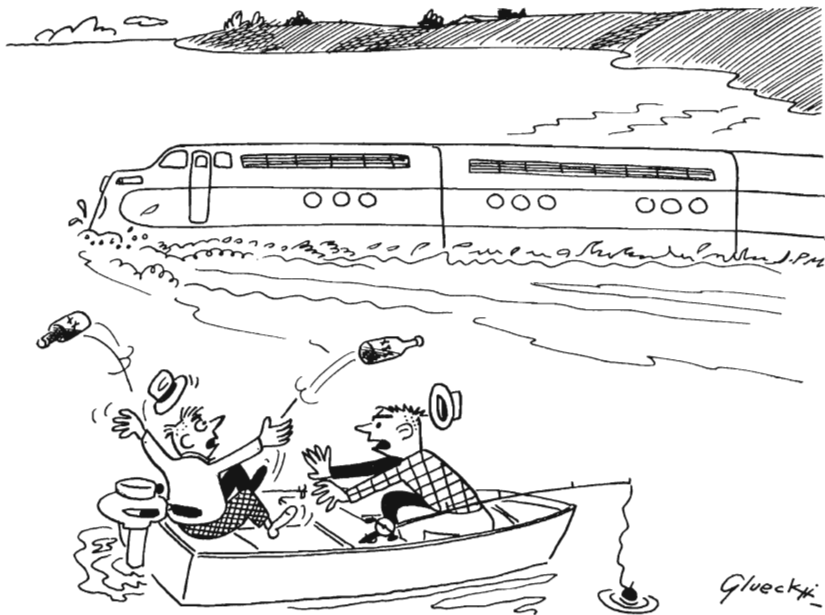
Brakeman and Mrs. HERB WOMACK left just before Christmas to spend a short time in San Diego before going east to spend the holidays with relatives and friends.

Yardmaster CHARLEY SELF is now a grandfather. His daughter, Norma, is the mother of a lovely baby daughter. Norma lives in San Jose.

Gilbert Krause, son of Brakeman and Mrs. JOHN KRAUSE, is home on leave. He has been in France and Germany for the last couple of years with the U. S. Navy.

Bill Moore, also with the Navy and stationed at San Diego, was able to be home for the holidays, and Robert Hanley, son of Agent and Mrs. PETE HANLEY, is now out of the service and at home. Another son, Allen, is stationed overseas.

Our depot, now being remodeled, is



"Hey, don't throw away the drinks! That train's just crossing a bridge under water, that's all."

going to look very nice when it is completed. Part of the structure will be brick.

Keddie was a busy place during the storm period. Many crews had to stay here, as they couldn't get out. Most of the trains got this far, but could not go beyond.

WENDOVER

Esther Witt

MRS. JERRY LUSK and family had as their guests for the holiday season her father, former Yardmaster and Mrs. THOMAS W. JONES, of Skagway, Alaska. Tom called on his many friends and states that he greatly enjoys his work on the Alaska Railroad.

Received a note from J. P. BOWERS,

retired telegrapher, now residing in Salt Lake; also, from former Telegrapher CLARENCE O. LORENZ, of Gary, Ind. Both send their best to everyone.

T&T Lineman and Mrs. THOMAS M. SHEA and family spent the Christmas holiday with Tom's mother in Glenwood Springs, Colo.

Our sincerest and most heartfelt sympathy to the family of Switchman HERBERT D. WORTHY, who passed away suddenly at his home on December 5.

MARK CHILTON of Portola took over the duties of Roadmaster M. L. KIZER while "Les" and family were on vacation. We sincerely hope that Mark and Cathy will visit with us again.

California's glorious sunshine the latter part of December (?) did not

appeal to our Mechanical Foreman, ROBERT COLVIN, so he spent his vacation visiting with WP employees at Salt Lake. GEORGE P. LAMBERT of Portola took over in Bob's place. Glad to have had you with us, George, if only for three weeks.

Most people use a broiler to prepare food for family consumption—but not Margaret, wife of Conductor JOSEPH B. PRICE, who had money to burn! It was accidentally cremated in the broiler and Margaret's advice to others with "hold-out money" is to put it in the bank and not the broiler.

Mr. and Mrs. Elmer F. Elsen of San Leandro, Calif., announce the marriage on December 24 at the First Methodist Church of that city of their daughter, Marie Louise, to William D. Worthy of Langley AFB, Virginia. Bill is the son of the late Switchman and Mrs. HERBERT D. WORTHY. Congratulations and best wishes to the happy couple!

Section Laborer and Mrs. CLARENCE COLLYER's small youngster had the misfortune of falling while at play and suffered a compound fracture of his arm just below the elbow. We wish the little tyke a speedy recovery.

Many a Wendover youngster's heart was gladdened when the personnel of Wendover AFB had Santa flown in to greet them on the Base. The Jolly Saint arrived in the midst of the snow storm to the music of "I'm Dreaming of a White Christmas." His visit was followed by a free community show for the youngsters with Agent LEO P. WATERS, also theater operator, presiding. Thanks to all who made the kiddies' holiday season a wee bit merrier.

Telegrapher SHIRLEY F. LEE wishes me to express her gratitude to each and every one who were so kind to

her during her recent illness and the holiday season.

NEW YORK CITY

Alan Hudson

FRANK CROSS, secretary to PERL WHITE, traffic manager, eastern region, and Texas' gift to WP-New York, is gaining quite a reputation hereabouts as a Lothario nonpareil. It seems Frank loves 'em and leaves 'em with timetable regularity. Judging from the snapshots that FDC brings in to prove he's selective, we can't understand why he leaves 'em. One of the gorgeous creatures even had beaucoup MONEY, but Frankie left her anyway! He gets engaged quite frequently; in fact, we find him the most engaging personality we've ever met.

We have unfortunately missed the last two issues of MILEPOSTS, so would like to state that in the interim we had visits from two veterans in new posts, our new Freight Manager, Sales & Service, C. K. FAYE, and our new Foreign Freight Agent, WINT HANSON, with whom your correspondent renewed old acquaintance, having shared a room with Wint at the Hotel Stockton during the educational tours of 1952.

SACRAMENTO SHOPS

Marcella G. Schulze

The Christmas holidays and festivities were greatly saddened by the flood disasters in Northern California, but it was heartening to return to work and find that the Local Shop Crafts Federation No. 3 had immediately started a drive for voluntary contributions to assist their fellow railroad employees in the stricken Yuba City area. The Shop Crafts were quickly joined

by the Store and Mechanical department clerks; and it was wonderful to see the willingness and spirit with which everyone contributed.

December, though, seems to be "the" month for FRANK UGRIN. On December 1 his appointment as assistant general car foreman became effective, and on the 15th he won first prize in the Christmas Club drawing.

Our sympathy goes to Laborer LUTHER SMITH, whose son was tragically drowned when his boat hit a rock in a lake near Reno. Also, to Machinist "ACE" DRUMMOND and family, whose second holiday this past year was marred by a death in Mrs. Drummond's family.

Our SHOP CAT, too, has left us! It was with sorrow that Laborer BERT PETTENGELL returned to the Shops after the holidays to find she was dying. She was a prolific little thing; and many a Shop employee's child calls one of her kittens their pet. She'll be missed!

ELKO

Henry Wallock

Fireman P. W. RUSSELL is back on the job after being a very sick man following a major operation. Paul looks very good, too.

Fireman AL WHEAT has been released from Elko Hospital. Al was on the operating table for six hours and tells us he lost 26 pounds from the surgery. We hope you have a speedy recovery, Al.

FLORENCE DUNCAN, file clerk, had as her guest over the holidays her school friend, Lucille Smith, a school teacher at Reno.

After 12 years as clerk in the chief dispatcher's office, JACKIE REDANT has

bid in a job in the B&B office at Elko. We hope you like your new work, Jackie.

The drawing of the WP Christmas Club was held at Elko with FRANK RAUWOLF officiating. Those holding the right tickets were:

F. D. UGRIN, of Sacramento; J. A. COOK, eastern division conductor; D. J. BROWNE and GWEN MONDS, auditor of revenues department, San Francisco; and E. R. DuBRUTZ, switchman, Stockton.

SACRAMENTO STORE

Irene Burton

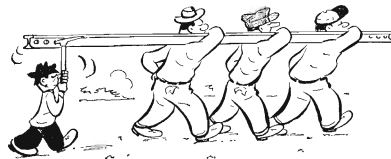
Congratulations to RENO PICCHI and his wife upon the birth of a son, Pierino, who is also being welcomed by sister, Glorine.

We were so sorry to hear that FRANK PEDROZZA's sister lost her home and belongings during the recent floods. They were located at Nicolaus.

JASPER GUARENO, LAVON ROBISON and WILBURTA DOYLE were away recently because of illnesses.

We celebrated the birthdays recently of LEE WILLIS, ALBERT MADAN, and HORACE LATONA.

Those who finished the year taking vacations were EUGENE LAGOMARSINO, NINO PONCIONI, ROY FALQUIST, RENO PICCHI, ERIC BORG, RICHARD WOLFE, JOHNNY PINKHAM and L. A. FERNANDEZ. Must be something nice about taking vacation so late in the year!



MILEPOSTS

SALT LAKE CITY

J. B. Price

We are all wondering if Fireman ROBERT L. SMITH realized his ambition and has learned to ski while he was on vacation. We hope no accidents will mar the season for you this year, Bob.

Fireman and Mrs. NORMAN F. BROWN had hoped that the visit from the Stork would bring them a daughter, but somehow the Old Bird became confused and on December 17 delivered them a 9-lb. 4-oz. son. Mother and Dad say they will be most happy, however, to keep the little rascal.

Tooele Valley Conductor HANS J. LARSEN and Brakeman ED R. SULLIVAN, who both sustained injuries while at work, recuperated nicely while on vacation during the holidays.

Those who sought to escape the elements of winter, and at the same time be home for the holidays, were: Engineer FRANK ATELLO; Firemen L. G. DAVIS, PAUL A. PENMAN and VERN L. MECHLING; Brakemen JOHN T. McLAUGHLIN, BRUNO B. PERRI and JOSEPH C. PARKER; and Conductor CLARENCE F. MALSTROM.

Conductor and Mrs. MORGAN O. HOWELL were planning to spend their vacation in California. But whether the elements stopped them or not we have not learned. Since you have moved to Salt Lake, Moe, we hope you enjoy working with the gang there.

The family of Engineer and Mrs. CECIL G. TRUMBO had their holiday season marred by a sudden death in the family, and we extend them our sincere sympathy.

Engineer WILLIAM F. SEICKMAN took leave long enough to go back to St. Louis, Mo., where he married on November 8 his first love and sweetheart



The bridal party. From left to right: Engineer and Mrs. W. F. Seickman and their attendants, Mr. and Mrs. John Clarkin. Sincere congratulations!

of many years ago. Returning to Salt Lake City, they are making their home in "Price's Friendly Corner Neighborhood" at 212 South 9th West.

STOCKTON

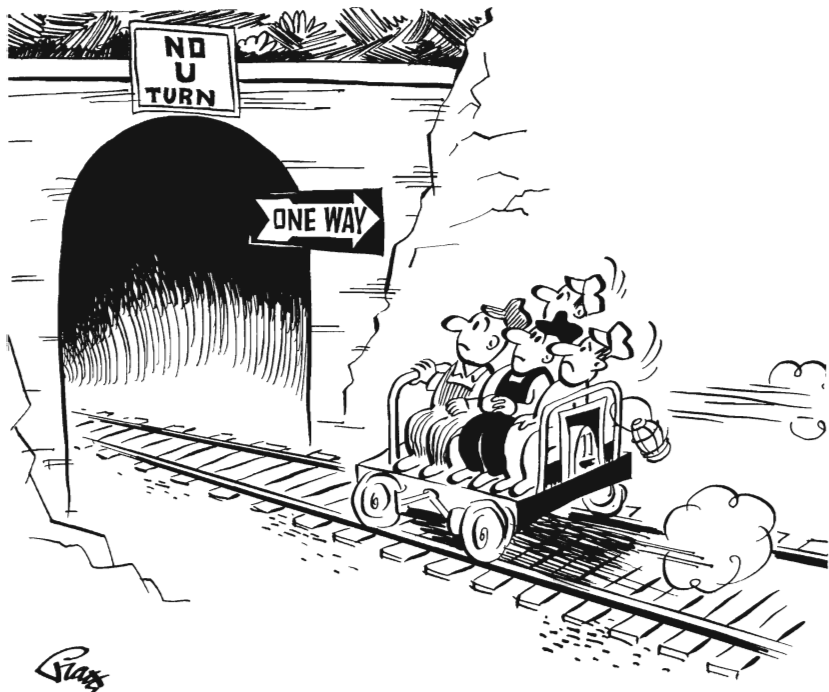
Elaine Obenshain

Congratulations to Switchman and Mrs. H. C. HUGHES, JR., who are the proud parents of twin boys, Donald Merle, 7 lbs. 1 oz., and Douglas Earl, 7 lbs. 10 ozs., who were born December 1. Howard Carl is their older brother.

Congratulations, also, to Brakeman and Mrs. W. J. TIEHM, on the addition of Joseph Allen, 9 lbs. 5½ ozs., to their family of two boys and one girl, on December 6.

Switchman A. S. CALHOON returned from a leave of absence during which he traveled just short of 8,000 miles in touring 21 states. Conductor and Mrs. L. B. SPENCER returned from a vacation spent in Arizona and Guadalajara, Mexico.

Our belated sympathy to the family



of FRED LAWRENCE, retired water service maintainer, who passed away in Los Angeles during August at the age of 82. According to DAVE COONS, retired water service employee, who furnished this information, Mr. Lawrence was employed in 1915 and retired in 1950.

We are happy to report that Report Clerk BARBARA MOFFITT has returned to work after an extended illness. Also, Fireman D. R. BRIGHT has returned to work after a siege of pneumonia.

We wish a great deal of happiness to PBX Operator MARY LEACH, and Maurice Craven (longshoreman) who were married in Reno on December 9.

Good luck to Machinist Helper J. L.

ANDERSON, who was inducted into the Army on December 5.

Many of our railroad families will long remember the Christmas 1955 flood and storms and the husbands and fathers who were unable to be home for Christmas. Many were forced to evacuate their homes because of high water, returning to salvage what they could in "Operation Big Mess." Many of the men who were fortunate to have homes out of the flooded area volunteered their services to sandbag along the levees and along Mormon Channel, and do any other work necessary in an effort to divert the water.

We were sorry to learn of the death

of the wife of C. EARL DAVIS, carpenter on Tunnel Gang #4 working at Tunnel 1. Mrs. Davis, 75, was fatally injured in an auto accident on November 26.

CHICAGO

Dan Dutkiewicz

A handsome tree, beautifully decorated by GLORIA STROM and SHIRLEY MICHALEK, made Christmas a real pleasure at our annual party on December 1. Wives and husbands were invited to attend, and the refreshments and food were enjoyed by all.

The population of Chicago has just been increased by two. Mrs. BETTY BRAZEAU, former mail and file clerk, recently announced a baby daughter, all of six pounds. And, BOB SHOUP, rate clerk, passed out the cigars after his wife, the former MARY KUHN of this office, presented him with a 5-lb. 9-oz. baby son on December 16. Congratulations to all of you! (Wonder if they know that it requires an average of 5,293 diapers before that chore is done???)

Gloria Strom, foreground; Leon Pauksta, Phil Putignano and Tony Durban in background.

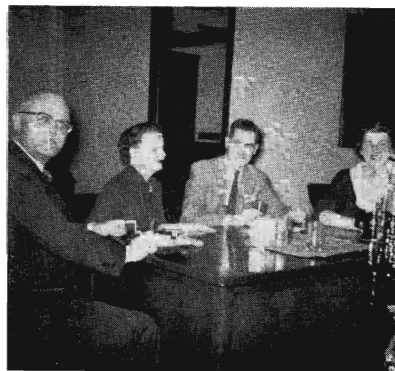


Jake Ephraim, Mrs. Ephraim and Mrs. McGrath.



Rose Lupe, Arlene Raschke and Dan Dutkiewicz.

A. H. Lund, Mrs. Lund, Mr. and Mrs. McGrath.



Donald Ephraim, son of JAKE EPHRAIM, traffic representative, received his notice from Uncle Sam and is presently taking his basic training at Fort Leonard Wood, Missouri. Guess Jake has to do the snow shoveling at home for the time being.

General Agent GEORGE WENIG has just been elected vice-president of the "Heels Club." This isn't so bad as you think, however. According to the claims of the club, the organization consists of traffic solicitors who work so hard they develop worn heels!

JIM WARREN, assistant to traffic manager, saved the last week of his vacation so he could stay home December 19 through the 27th. However, the office got the better of him and he did come down for the Christmas party.

Mrs. PATTI MILOTT (former Patti Sullivan), tracing clerk, returned from her honeymoon down in the Tennessee hills. Seems cold weather wasn't here, as she said it followed her down there and hit a low of 17 degrees. She is now residing on Chi-town's north side.

ART LUND, traffic manager, central region, and his Mrs. spent their Christmas in Spokane, Wash., visiting Mrs. Lund's mother.

SAN FRANCISCO

Rita Connolly, Molly Fagan, Lawrence Gerring, Gwen Monds, Carl Rath, Bill Royal, Frank Tufo.

F. B. STRATTON, director of industrial development, was one of eight Bay Area residents elected to membership in the American Industrial Development Council at its directors' meeting held in Chicago. The Council will hold its 31st annual meeting in San Francisco next April.

GRACE GAYNOR, extra operator, came to San Francisco from Portola to work

January 2. She practically had to go around "The Horn" to get into Sacramento en route, but that wasn't bad. She finally made it to San Francisco and parked her car at the corner of Ecker Alley and Mission Street. When she left work she found a neat round hole punched in the wing glass and the door of her car opened and two suitcases with all her wearing apparel missing.

On January 3 VEDAT SUER, relief clerk, who works in the manifest department as well as the communications department, went out to get in his car parked at the same location and found the wing glass of his car shattered, glass all over the car, the glove compartment open, and the contents strewn on the car floor. More fortunate than Gracie, nothing of value was missing.

Passenger department promotions include MARGARET MILLER, prepaid order and ticket clerk, who was succeeded as ticket clerk by INEZ DOUCETTE, former reservation and information clerk. DON HEDGPETH bid in as reservation and information clerk, returning to his former position after three years of military service.

HAZEL PETERSEN, Oakland correspondent and chief clerk to Assistant Superintendent HENRY STAPP, is about to be congratulated. According to the doctor, her daughter-in-law can expect twins and probably a son and a daughter. Hope the doc is right.

BOB HULLMAN, secretary to H. C. MUNSON, had a front line seat during the recent flood and storms and witnessed the repair of damage in and around Marysville-Yuba City area and at the slide in the Canyon. Like his

boss, he was unable to be home for Christmas or New Year's, but he did enjoy some Christmas turkey at Marysville on New Year's Eve day.

In contrast to the Christmas storms in California, ART LLOYD, public relations representative, spent a week of

his vacation taking his wife and two children to Disneyland and then on to visit relatives in Kansas. Other than a little fog in Los Angeles (Frank Sell, please note), they enjoyed brilliant sunshine and warm weather until they returned to San Mateo.

Winter Sports

Arrangements have been made with Stateline Tours for a reduced-rate tour to Heavenly Valley, Lake Tahoe's newest winter sports area, for Western Pacific employees and their guests. Situated on the south shore of Lake Tahoe near Bijou, the resort features a Heron double-chair lift that rises vertically for 1,650 feet from where the most advanced skiers may find runs designed for the experts. For the "snow bunnies" there is a beginner's rope tow and ski run, a 300-foot-long toboggan slide and other attractions for those who enjoy breathtaking scenery and a week end of fun.

Chartered Greyhound buses will leave San Francisco from 67 Second Street at 5:45 p. m., Friday, February 10. The return trip will be made on Sunday, February 12, arriving at San Francisco about 11:45 p. m. A box lunch will be served en route Friday evening and hearty brunches and delicious dinners will be served in the Wagon Wheel while at the resort. A stop will be made at Sacramento for dinner on Sunday.

Accommodations at the resort will be luxury rooms each with private bath, sleeping two, three or four people to a room. Other features include a cocktail at the Wagon Wheel, free ski lessons on Saturday, reduced group rates on all lifts, tows and additional ski les-

Credit Union

Members of the WP Sacramento Employees Federal Credit Union, at their Third Annual Meeting, voted to pay a four per cent dividend on shares on deposit as of December 31, 1955. The meeting was held on January 10 at the passenger depot.

Reg Davis, treasurer of the Church Council; Harold Griffith, City Employees; and Ed Evers, president of the Sacramento Valley Chapter, were guest speakers at the meeting, following which refreshments were served.

The following elections took place: Board of Directors: E. L. Tomlinson, president; J. A. Anderson, vice-president; F. R. O'Leary, treasurer; E. Schmidt, clerk. Other members are: R. L. Kimball, William Miller, C. C. Bennett, G. Mintle, E. M. Reynolds, W. Benz, and A. Moldenhuer.

Credit Committee: C. Allee, chairman; I. Burton, clerk; P. Cook, W. J. Walker, and R. Shenkel, members.

Supervisory Committee: W. R. Anderson, chairman; E. E. Evers and M. E. Lindley, members.

Rental service for all ski equipment will be provided at reduced group rates. Church services are held in the immediate vicinity.

The complete all-inclusive cost for the tour, except for equipment rental, use of lifts, etc., is \$20.75 per person.

WESTERN PACIFIC MILEPOSTS

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PEDRO VALLEY, CALIF.

Form 3547 Requested

RAILROAD LINES



New Haven demonstrates remotely controlled train.

• • •

Union Pacific may test-run light-weight "Acrotrain" to Portland next year.

• • •

Penny's \$14 million, 100-car-day capacity, Samuel Rea car shop under construction at Hollidaysburg, Pa., will be world's largest.

• • •

D&RGW's "Silverton" line, last regularly scheduled narrow-gauge passenger train line in America, will start its schedule next June.

• • •

Chicago, Indianapolis and Louisville Railway Company changes its name to Monon Railroad, effective January 11.

• • •

Railroads extend until January 1, 1957, reduced furlough fares for military personnel traveling in uniform at own expense.

• • •

Bangor & Aroostook enters automobile rental business.

• • •

Santa Fe to construct 29.5-mile-long railroad between Hesperia and Cushenbury in San Bernardino County, California.

• • •

Norfolk & Western cuts full day from freight schedules between Cincinnati-Columbus, Ohio and Petersburg, Virginia.