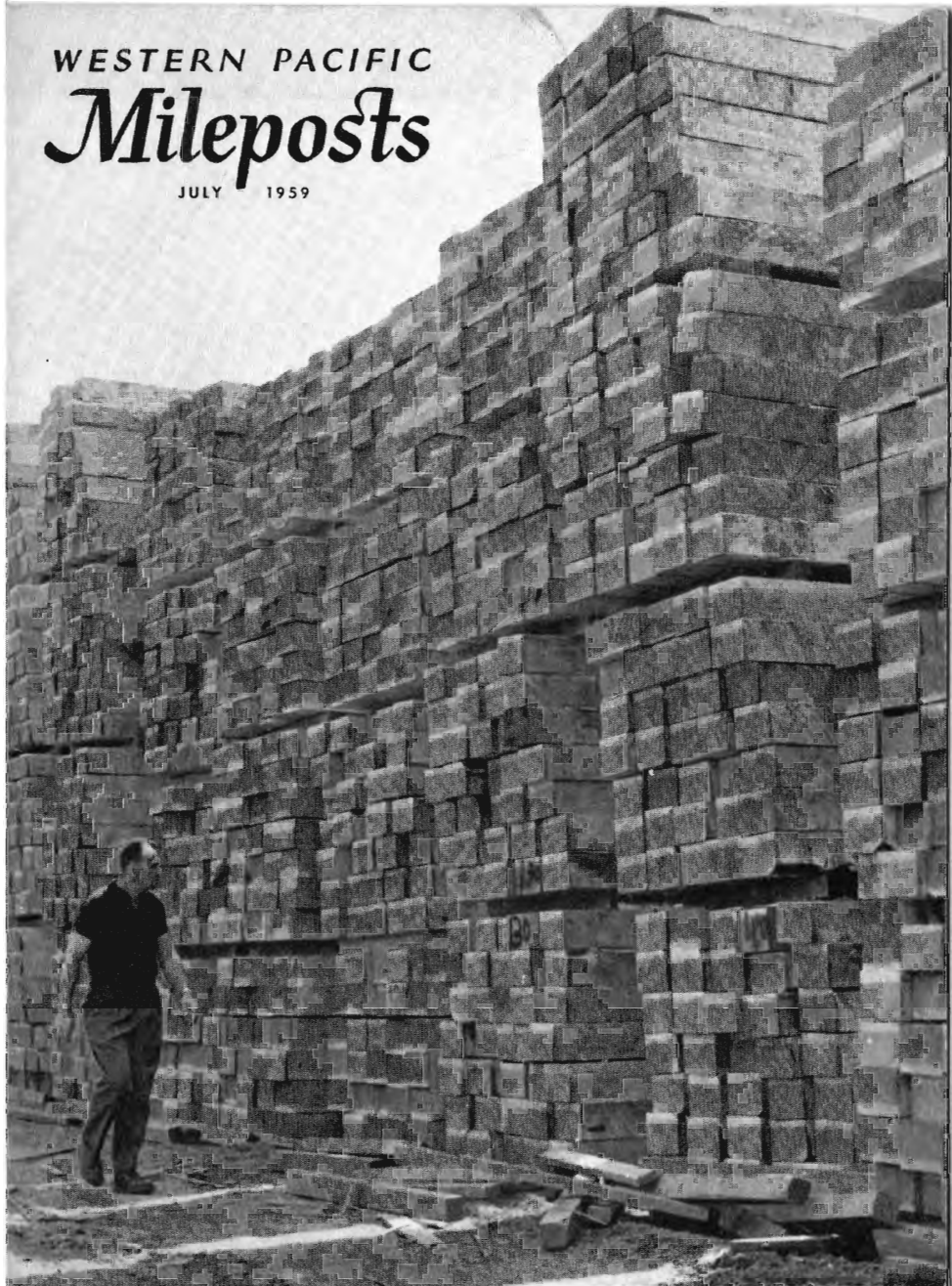


WESTERN PACIFIC
Mileposts

JULY 1959



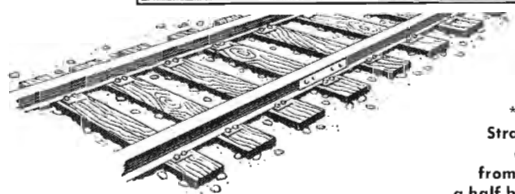
M WESTERN PACIFIC Mileposts

Volume X, No. 12

JULY, 1959

*Milepost No. 120

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. 120:
 Straight ahead as far
 as the eye can see
 from about a mile and
 a half beyond Glannvale.

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COVER: In Oregon, Lumber Agent Al Carley takes a last look at green ties he just purchased before they are shipped to a treating plant.



MILEPOSTS



Al Carley knows
 his trees and ties.



JULY, 1959

Ties from little seedlings grow



THERE'S an old superstition that to "knock on wood" will bring good luck. If true, Al Carley must be one of the luckiest men on WP's payroll. He's around wood all the time. As Western Pacific's lumber agent, Al puts around 30,000 miles on a car each year calling on timber producers in California, Oregon, and Washington, buying ties and other timber products used by the railroad. As in any work, there are a lot of tricks in the trade, and buying ties requires a lot more know-how than luck.

Al works out of his home in Eugene, Oregon, but more often than not his car is his office. It will seldom be found in the same place twice within a period of months, since his travels take him to and from cities and towns, over freeways, on country roads, and right up into the forests over logging roads which weren't designed for tourists. To Al, where there's a MILL, there's a way!

A smooth riding railroad is only as good as its roadbed, and a well-surfaced roadbed depends a great deal on its ties. Were you to walk along an average mile on Western Pacific's main line you'd count some 3,200 cross ties, spaced about 20 inches apart. All are standard size, 7" x 9" —nine feet long. You would also step on an occasional tie of longer length wherever there was a switch for entering into a spur or siding. Measuring up to 18 feet in length, each switch tie does the work for two cross ties, since it crosses under the rails of both main line and parallel track. Ties of various sizes are also used on bridges and under railroad crossings.

Wooden ties are subject to decay, insect attack, checking, splitting, tie-plate cutting, and other damaging

(Continued on Page 6)



This giant of the forest, from which will come ties, is about twice the age of these loggers.

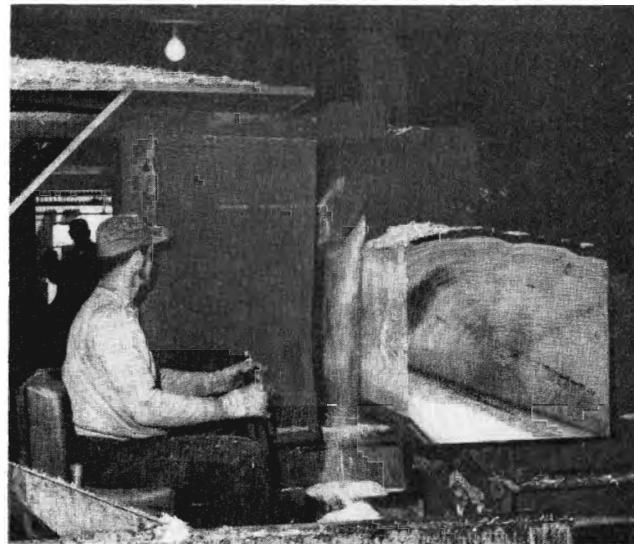
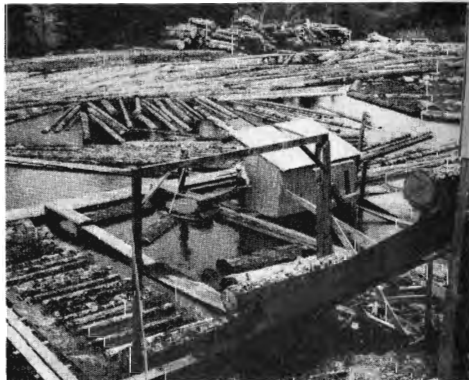
* * *

This Skagit loader picks up a fallen tree as easily as you would a toothpick, and drops it on a lumber truck for transport to the mill. Fore and aft are hydraulic outriggers, like one shown in front of the wheels, which give the loader stability on uneven and soft terrain.



Logs brought down to the mill by truck are dumped into a pond for temporary storage.

Logs in the pond are steered through a shack-enclosed saw by men with long, aluminum pike poles, cut into uniform length, then hauled by escalator into the mill for cutting to size.



Huge circular saw rips through log like a slicing machine goes through baloney, as operator runs log back and forth on a table, and flips it over for cutting on all sides. From one log he will cut ties, planks, two-by-fours, and other standard size pieces. Young operator's sideburns were grown for "whiskerino" contest during Oregon's current Centennial Fair.

Tip from upright brace falls from operator's chain saw as he gets load of timbers ready for shipment to treating plant on WP flat car. Gondolas and box cars are also used to ship ties, timbers.





Al, in coat, frequently stops at Oregon Forest Research Center in Eugene to obtain information from, and give information to, the technicians.

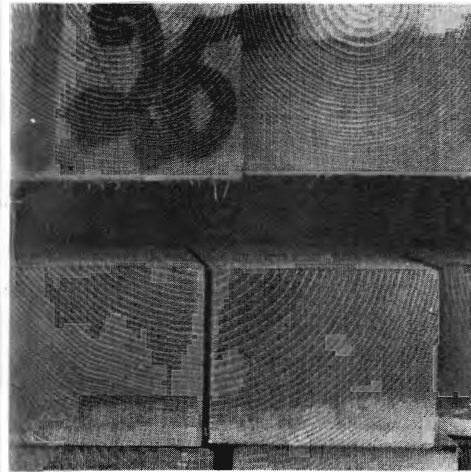
effects. To prolong their service life, all ties used by Western Pacific are treated with creosote. Such a treatment, along with other protection to counteract mechanical wear and seasoning splitting, will give a service life of from 30 to 40 years, compared with an untreated tie life of from five to nine years. This is an important savings to the railroad. Green ties must first be seasoned by air drying for a period of about three months. Then, in one automatic operation, they are double-end trimmed, adzed near each end for tie plates, drilled for spikes and dowels, incized to permit penetration of the creosote, and branded on the ends with certain tabulation information. To accomplish this, the seasoned ties are placed in a huge retort, the remaining moisture in the ties is pulled out by vacuum, and air is then forced into the open wood cells. Hot creosote under 160 pounds per square inch pressure is then forced into the cell wall for a period of up to six hours. Excess creosote is then removed from the surface by vacuum.

IN Western Pacific's main line alone there are some three million cross ties. Those which have reached a stage of decay to a point where their track function no longer exists, are changed for new. Other new ties are required for industrial spurs, sidings, subsidiary and branch line tracks. To purchase, treat, and install new ties scheduled for 1959 will cost the railroad more than \$900,000. Based on present-day costs, Western Pacific's investment in ties just for the main line alone adds up to an inconceivable \$18 million!

Just when wooden ties were first used on railroads is not accurately reported. However, it is known that wooden ties were preceded by ties made from stone. In 1832, Robert Stevens, president and chief engineer of the Camden and Amboy Railroad,

(Continued on Page 9)

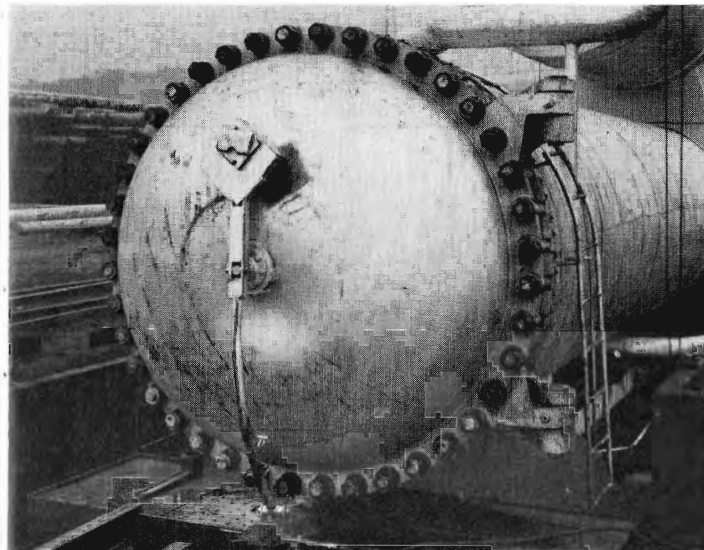
In addition to knowing a good tree or tie when he sees one, being well versed in market conditions and other matters related to the lumber industry, Al, left, must be able to talk the lumbermen's language. As he does on occasion, Al on this trip brought along his boss, Walter C. Brunberg, director of purchases and stores.



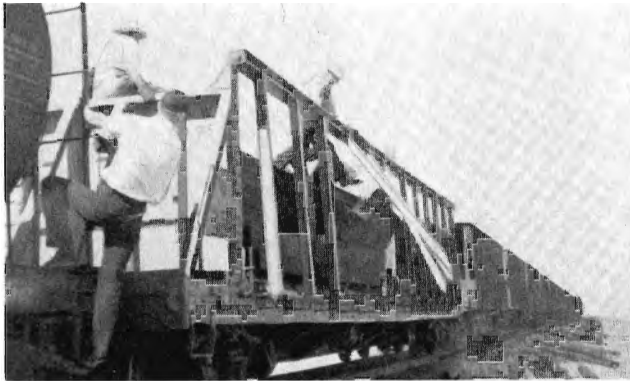
Closeup of tie ends show tree's annual growth rings. Light ring is spring wood; dark ring is summer wood. 126 is tie producer's lot number.



"They always treat 'em gentle when they know they're going to end up as WP ties!"

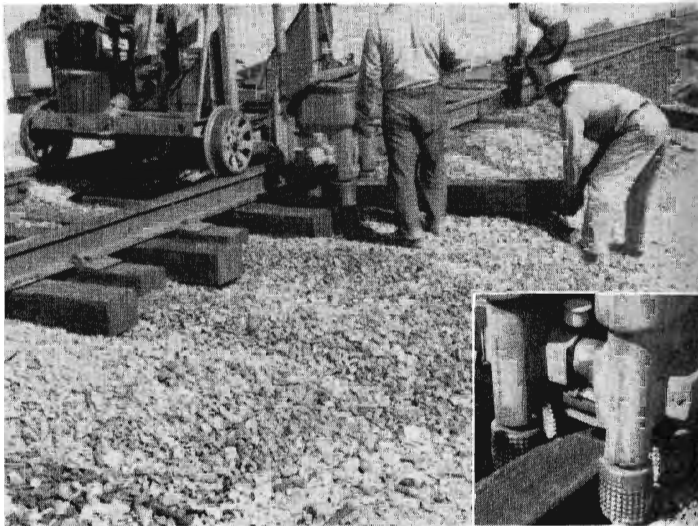


This retort will treat a carload of ties at one time. The hot creosote mixture is drawn in and out of a tank just above, where it is kept at constant required temperature.



Upright steel stakes on this WP-designed tie car swing out from bottom, permitting carload of ties to be dropped along roadbed where needed. This method of handling is easier, faster, safer than was previous method by hand.

After new tie is guided into place, jaws of Matisa tie inserter-remover compress on sides of tie, revolve, and shove tie under tracks. Insert shows closeup of jaws against a tie.



After new ties have been put in place, final phase is dressing the track with good ballast.

was laying a new section of track. Stevens ordered a supply of stone ties from the "rock pile specialists" at Sing Sing prison, but deliveries were slow. The impatient Stevens substituted ties hewn from logs, and when his 10-ton locomotive, the "John Bull," began hauling trains over the line, he discovered that the wood ties provided a smoother ride. Since that time, railroads have also experimented with ties made from iron, steel, concrete, and combinations of steel and concrete, and some of these are in use today. Tests are also being made in the use of pre-stressed concrete ties.

Lumber Agent Al Carley first became interested in the lumber business while attending the University of Oregon at Eugene. Much of his vacation time was spent in mills and camps. During the past thirty years his career has taken him from sawmill and planing mill, through retail and wholesale lumber yard operations, to buyer and sales management. He became a Western Pacific employee on May 1, 1956.

Knocking on wood may bring good luck to some people, but Al Carley has found that good ties from little seedlings requires a lot more than luck.



"We use this one for tie games!"

"Smokey" says forests are dry



About 300 passengers rode the special from Oakland and another 100 got on at Fremont. Many others were on hand just to look over Old 94. Station sign has read Fremont since January 18, 1956, when Niles and five other nearby towns were incorporated into one. But to many natives it still is Niles.



"Niles Railroad Days"

Old 94, which brought Western Pacific's first passenger train into Oakland on August 22, 1910, made another run on June 7. Occasion for the run, sponsored by the California-Nevada Railroad Historical Society, was celebration of "Niles Railroad Days," commemorating the railroad industry in that community.

She did a little puffing during the run over Altamont Pass to Carbona and return to Niles. But she had a chance to rest her drivers while passengers went up town by bus to enjoy one of Niles' largest parades and a barbecue dinner before returning to Oakland.

On June 4, Corporate Secretary Logan Paine "kicked off" the celebration speaking before a large group at Vallejo's Mills School. The audience learned of the railroad's history, its modernization, and Niles' importance

(Continued on Page 11)

Section Foreman and Mrs. Manuel Olivera are very proud of the First Place Ribbon they won for driving a WP "Hy-Railer" in a special division of the parade. The machine will operate on any road or, with retractable wheels, on track.



MILEPOSTS

How We're Doing

Beginning July 8, *California Zephyr* passengers will travel by motor coach between Third and Townsend streets rather than the Ferry Building in San Francisco, and WP's coach yard rather than Third and Washington streets in Oakland.

* * *

During the first five months of this year the movement of various household appliance items has increased 50 per cent over last year.

* * *

At the annual shareholders' meeting on June 24, 88.2 per cent of the shareholders were represented in person or by proxy, the highest representation yet attained. Incumbent directors were re-elected and they in turn at a subsequent meeting that day, re-elected all incumbent officers.

* * *

The average number of *California Zephyr* passengers during May was 63.2 per cent of the train's capacity, compared with 65.5 per cent during May, 1958.

Total operating revenues for the month of May, 1959, were 13.44 per cent more than for the same month in 1958. For the first five months of 1959 a 13.25 per cent increase over the same period in 1958 is reported.

Whirlybirds in your wallet

Whisking air travelers by helicopter between downtown and airport in several large U. S. cities is an impressive show for everyone but the taxpayers. If proposed legislation passes Congress, taxpaying citizens are going to have to pony up \$5,100,000 next year to continue this swank service exclusively for the benefit of air passengers in just three cities—Chicago, Los Angeles and New York.

But that \$5 million is a drop in the bucket, when you consider Uncle Sam's cash subsidy to the airlines to help them fly their jets and turbo-props in 1960 is proposed to be a whopping \$57 million!

"Niles Railroad Days" . . .

to the railroad. It is a convenient gateway for passengers and shippers in the Santa Clara and Salinas valleys, Monterey Bay area, and the Peninsula south of San Francisco.

A letter received by Western Pacific from Fred S. Bennett, secretary, Niles Chamber of Commerce, said: "May we offer your organization our sincere appreciation for your help with the 'Niles Railroad Days' celebration on June 5, 6, and 7. We were fortunate in receiving the maximum amount of publicity for the community, city and

county through your participation and interest in the festivities. Thank you again for your assistance."

Railroads aid blind

American railroads have received a Certificate of Merit from the American Foundation for the Blind in recognition of assistance given blind travelers. Blind persons may travel with a sighted companion for a single fare, and no additional charge is made for trained guide dogs who accompany their blind masters.

MILEPOSTS



IN GOLD

MILEPOSTS congratulates the following railroaders who will be eligible for Service Pin Awards during the month of July, 1959:

40-YEAR PINS

William S. Thompson.....	Locomotive Engineer.....	Eastern Division
James F. McElroy.....	Agent.....	Elko

35-YEAR PINS

Asa W. Arnall.....	Conductor.....	Western Division
Vurnis E. Emerson.....	Agent.....	Herlong, California
Leo E. Ennis.....	Claim and Industry Clerk.....	Oakland
James R. Hillam.....	Signal Supervisor.....	Elko
Patrick Kearney.....	Captain.....	Marine Department
Anne E. Lapham.....	General Bookkeeper.....	San Francisco
Henry J. Madison.....	Manager of Stores.....	Sacramento
Raymond N. Moore.....	Locomotive Engineer.....	Eastern Division
Henry W. Steinert.....	Locomotive Engineer.....	Eastern Division
Lillian Swartzburg.....	Agents' Account Clerk.....	San Francisco

30-YEAR PINS

Ernest O. Dart.....	Carman.....	Mechanical Dept.
Talbot Kelly.....	Passenger Sales Representative.....	Oakland
George L. Merchant.....	Track Laborer.....	Western Division
James F. Murray.....	Conductor.....	Western Division
William T. Kennedy.....	Switchman.....	Western Division
Alfred T. Penzel.....	Sales Representative.....	Oakland
John C. Sterner.....	District Special Agent & Claim Agent.....	Special Agent's Dept.

25-YEAR PINS

Raymond C. Stith.....	Switchman.....	Western Division
Wilbur Stubblefield.....	Conductor.....	Western Division
Walter A. Theobald.....	Claim Clerk.....	San Jose

20-YEAR PINS

Harry R. Loyer.....	Clerk.....	Western Division
Lino Micheli.....	Clerk.....	Eastern Division
Dewey C. Staggs.....	Brakeman.....	Western Division

15-YEAR PINS

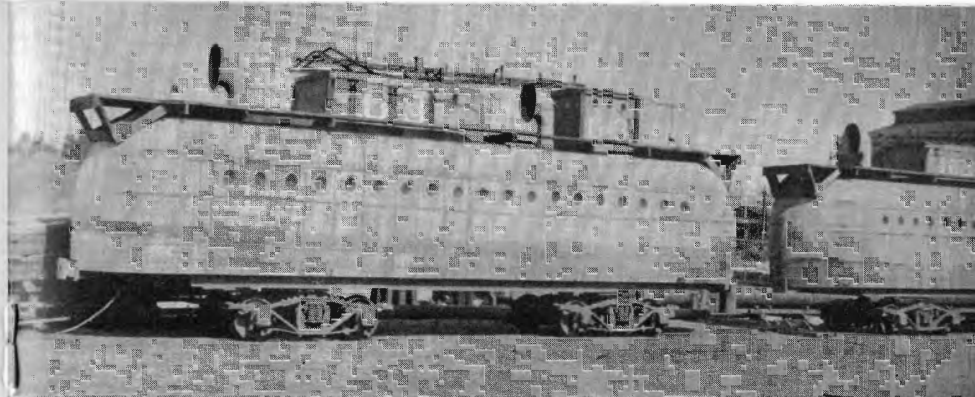
Barbara L. Bergman.....	Clerk.....	Western Division
Mark E. Dockendorf.....	Carman.....	Mechanical Dept.
Francis W. Gordor.....	Telegrapher.....	Western Division
James Hurley.....	Patrolman.....	Chief Special Agent's Dept.
Joe Mackey.....	Chair Car Porter.....	Dining Car Department
Norman E. Ross.....	Carman.....	Mechanical Dept.
Harold A. Sullivan.....	Telegrapher.....	Western Division

10-YEAR PINS

Lester W. Breiner.....	Trainmaster.....	Stockton Yard
Richard F. Carter.....	Electrical Engineer.....	Sacramento
Helen R. Enke.....	Steno-Clerk.....	Western Division (*)
Roy R. Gifford.....	Asst. Signal Supervisor.....	Wells, Nevada
John V. Herron.....	Relief Section Foreman.....	Eastern Division
Larry L. Lawson.....	CTC Maintainer.....	Signal Department
Andres J. Norgaard.....	Clerk.....	Eastern Division
Arthur J. Sciotto.....	Communications Maintainer.....	Communications Dept.
Harry F. Simon.....	Relief Signalman.....	Signal Department

(*) Received pin in June, but was not reported.

The average man doesn't want to paddle his own canoe these days. He wants a motor on it. Have you heard about the big Texas oilfield air who had well to well carpeting?



Can you identify these cars?

MILEPOSTS will pay \$10 to the first reader who correctly identifies these cars. As a clue, this rolling stock was in operation at a location near San

Francisco about forty years ago.

What's your guess?

To be eligible for the award, your reply must be made by U. S. mail.

Sacramento Credit Union awarded plaque

First place was awarded the WP Sacramento Employees Federal Credit Union in an educational material contest held during the Northern California Area Educational Conference at Hoberg's, California, in April.

According to Howard Brecht, assistant roadmaster, who supervised the winning exhibit, "The theme of the exhibit (Informed Leaders Insure Efficiency) was carried by a Western Pacific freight train. The board displayed the educational material prepared and used by the Credit Union during the past year. The results of this program are indicated by assets of \$260,000, and total loans to members, since organization, of one million dollars."

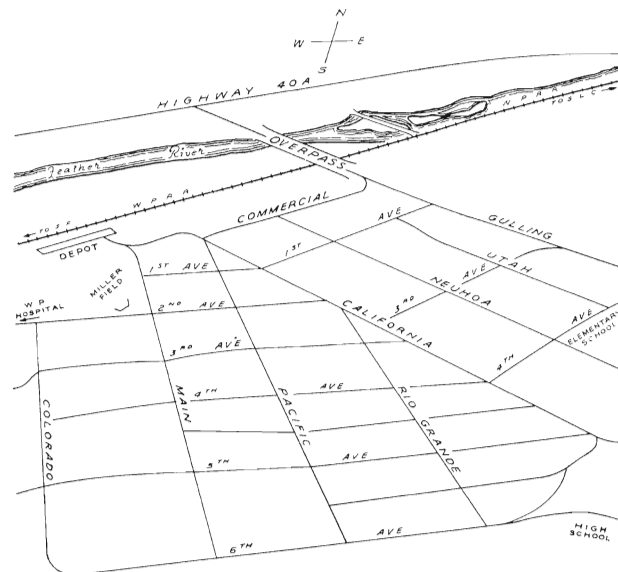
The benefits of credit union membership and service are further evidenced by the fact that four prosperous Western Pacific credit unions are oper-



ating on the Western Division.

In winning the award, Sacramento competed against such organizations as the East Bay Railway Credit Union, Oakland, and the Aerojet Credit Union, Sacramento.

Air photo of Portola taken by Hal Wright of Loyalton Booster.



Storekeeper Jack Miller, who sent in picture on opposite page, thinks Portola has resemblance to San Francisco. California Street could be Market Street; overpass could be Bay Bridge; and W.P. depot if a little to the east could be San Francisco's ferry building. Diagram by Franklin Louie, engineering department.

Happy Birthday, Portola!

There'll be a big time in Portola this month, and its some 2,000 residents will have good reason to celebrate. Golden Anniversaries come only once!

Portola and Western Pacific have been closely associated during the past fifty years. The railroad, too, will celebrate a fiftieth anniversary just a few months hence, in commemoration of the driving of the last spike on November 1, 1959, on a trestle at nearby Keddie.

The present site of Portola was nothing more than tree-covered land in 1905. The Boca & Loyalton Railroad entered the area in 1902, a part of which was purchased by Western Pacific in 1908 to complete its main line. Construction workers began to arrive, and it was only natural that the site be named Headquarters. The community

was later named Mormon; then Imola. It would later have been named Reposa, but the post office department rejected the name as being too similar to Represa, the name of the post office at Folsom Prison. Virgil G. Bogue, vice president and chief engineer for the railroad, suggested the name of Portola, as his daughter, Virgilia Bogue, was Queen of the Portola festival in San Francisco at the time. Virgilia, in the Feather River Canyon, was later named for the same girl.

The only incorporated city in Plumas County, Portola was once the largest town in northeastern California. With the loss of lumber through over-cutting during the 1940's, and mining not having recovered since World War II, the city has transposed from a rough community to its present state as a

pleasant and friendly family town. It boasts of modern stores, paved streets, and a water system comparable to the best in the State. Portola Junior-Senior High School is one of the few in Northern California accredited to the University of California.

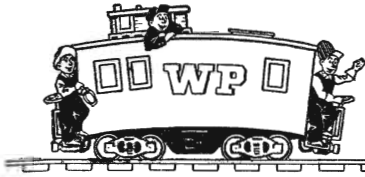
Located at the head of the middle fork of the Feather River, Portola is the center of recreation for those who enjoy summer and winter sports. Some of the finest hunting and fishing may be found in Plumas National Forest. Nearby Johnsville, a gold rush ghost town, is now in the State Park System, and its Eureka Ski Bowl may some day become the ski bowl center of the West.

There are continuous activities for the youth of Portola, sponsored by Girl and Boy Scout movements, fraternal

organizations, the schools, and the churches, of which there are six. The number of juvenile delinquent and other forms of crime are among the lowest in the state for a general law city. A recreation park is under construction adjoining the municipal swimming pool.

Of the city's present population, nearly 400 are employed by Western Pacific who receive an annual payroll totaling about \$2½ million. There are also a number of residents from Stead Air Force Base near Reno.

In behalf of the entire Western Pacific family, MILEPOSTS extends to Portola hearty congratulations on the occasion of its Fiftieth Anniversary, best wishes for a greater Portola in the 50 years ahead, and a most successful Golden Jubilee, July 24-26!



Caboosing

OROVILLE

Helen R. Small

About 2,200 persons, including members and their wives of the Oroville and Marysville-Yuba City Chambers of Commerce, Butte County Supervisors, and Oroville City Council, enjoyed a recent rail trip to Feather Falls and a point near the future site of Oroville dam. Part of the tour over the Feather River Railway was on the last 100 per cent steam operated common carrier in California. Lunch was served aboard the train by Oroville Chamber of Commerce members.

Another recent successful event was the three-day 14th Springtime celebration, "Feather Fiesta," sponsored by the Junior Chamber of Commerce. Events consisted of parades, dancing, selection of "Miss Oroville" at a water show, beef barbecue in Hewitt Park, shows, carnival, grand ball, and fireworks.

Carman CLARENCE R. BRANDT was appointed to the Feather River Recreation, Park and Parkway Board by the Butte County Supervisors, to fill the vacancy created by the death of Morrow Steadman.

Mrs. Joe Washburn called on old friends at Oroville. She is now living in Antioch where her daughter resides, moving back there from Oregon after her husband, Brakeman JOE WASHBURN, passed away.

Boilermaker ROBERT L. BLISS passed away May 25. "Bob" was born in Fort Thomas, Ky., on August 4, 1900. He had been with Western Pacific more than 20 years.

Yardmaster T. J. LONG, SR., became seriously ill while on duty and is in Oroville Community Hospital. His condition is fair.

WINNEMUCCA

Ruth G. Smith

Retired Engineer and Mrs. DON WOODS, SR., recently arrived in Winnemucca from Arizona. They visited



"You need a rest!"

MILEPOSTS

with their son and daughter-in-law, Brakeman and Mrs. DON WOODS, JR., and family, before returning to their home in Salt Lake City.

Rail welding started again in Winnemucca on June 1. Welding Foreman A. S. CHARLESWORTH and his gang moved in the latter part of May. There will be approximately two months welding of 78-foot rails for eleven curves, 5.95 miles at Ronda, and 1.38 miles through Elko.

Relief Roadmaster FRED REITH is doing work for Roadmaster W. L. CHAPMAN while on vacation.

Fireman and Mrs. SAMUEL A. SEALS are the parents of a son, born May 26 at Humboldt General Hospital. The little fellow has been named Samuel Ralph. He is the grandson of Brakeman SAMUEL F. SEALS.

Roadmaster DAN LAUGHLIN has moved his family to San Leandro, Calif. He sold his home in Winnemucca to Engineer FRED ELWELL.

SAN JOSE

Philip Hazlett

Engineer and Mrs. LES SEYFORTH celebrated their 25th wedding anniversary May 24, and were surprised with a party by their children, Harold and Betty Seyforth, and Dick and Marna Stansbury. A gathering of 35 old friends made it a very happy occasion.

Yardmasters M. J. McDONALD and A. H. HARPER went east on vacation. "Mac" wanted to see the Giants trounce Milwaukee while visiting in Wisconsin, and Al went to Indiana to visit relatives. HERB SINGH went to Portola to see if the fish were biting.

Traffic Clerk ABBIE ABBOTT was in the hospital for slight surgery and

we're happy to report she is back at work and doing well.

Beverly Ann Carroll, daughter of Sales Representative JOHN CARROLL, was married to John Ahearn at St. Leo's Church in San Jose on May 2, with 250 guests attending.

Welcome to DICK LAWLER, new chief clerk in the marketing department.

Clerk MAGGIE MILLER is on a year's leave of absence. We hope she doesn't forget to return.

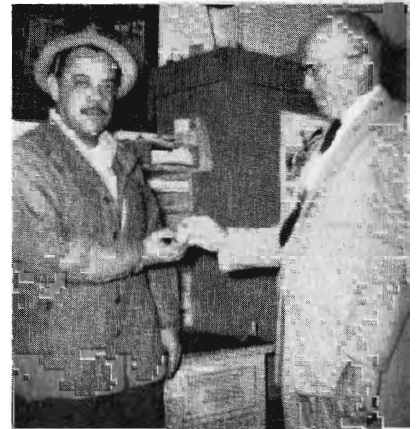
Trainmaster and Mrs. PHIL PRENTISS vacationed in Southern California, Las Vegas, and the Grand Canyon.

SACRAMENTO STORE

Irene Burton

GEORGIA CHINDAHL was called to Spokane due to the serious illness of her father, and we were sorry to hear that her father had passed away before Georgia and her brother arrived.

It is good to have BETTY LATINO, fur-loughed clerk, back working with us during vacation.



Tony Villegas, Oakland store, receives 25-year Service Pin from Manager of Stores H. J. Madison.

Flavia Robison, daughter of LAVON ROBISON, furloughed clerk, and Deanna Floyd, stepdaughter of CHARLES REID, were in the graduating class of the Hiram Johnson High School, one of the new high schools in Sacramento.

Vacationers include G. M. KAYS, CLAUDE CRANE and family, and ED ENSELE and family. Their respective travels took them east, south and north.

WENDOVER

Esther Witt

ANNABELLE ALBRECHT covered for me this month while I was on vacation in Missouri, and I am most grateful to her for her assistance.

Congratulations to WALTER PARKS on his election as Commander of the Wendover American Legion Post!

ANNABELLE ALBRECHT's uncle, Mr. Wetherington, is recovering from a second eye operation and doing very nicely considering his age of 88.

JOE HERNANDEZ won first door prize, a whole dressed lamb, at the Cancer Drive party.

SHIRLEY "COOKIE" LEE was a recent shopper in Salt Lake City, and IRENE CHARLES, DC&H department, went there for a doctor's appointment.

Mr. and Mrs. ALBERTSON spent their 40th anniversary on a wonderful trip to Hawaii. They recommend the trip as an ideal vacation, and reasonable considering all the tours included to the other islands.

MASIE HUCKABY spent part of her vacation visiting in Salt Lake City and in Elko.

Recent visitors from Loyalton were Mr. and Mrs. FORST.

HARVEY L. NAYLOR, general clerk at Warner, received his 35-year Service



Agent Bill Graham, Warner, pins 35-year Service Pin on shirt of General Clerk Harvey L. Naylor.

Pin in April. He began work at the age of 14 on a section gang at Burmester, worked as a clerk there, then at Elko until 1929 when he moved to Oakland and worked at San Francisco. He later worked at the Oakland depot and as cashier at the Fruitvale freight office until returning to Utah.

Armed Forces Day open house, held at the Tooele Ordnance Depot on May 15, was again a wonderful success. One of the special features again was the operation of WP trains to carry visitors without charge between Tooele City and the Depot. Train operation was made possible through the cooperation of Western Pacific, Tooele Valley Railway, Brotherhood of Railway Trainmen, Brotherhood of Locomotive Firemen and Enginemen, Order of Railway Conductors and Brakemen, and the local organizations of the Railroad Unions, International Melting & Refining Company, and the Anaconda Copper Company.

WASHINGTON, D. C.

JOHN P. CONGER, district sales manager, was elected president of the Traffic Club of Washington, Inc. The local group, with more than 800 members, is an affiliate of the Associated Traffic Clubs of America.

SACRAMENTO SHOPS

Marcella G. Schultze

Our best wishes go with DON J. ALBERTSON, who left railroad service to become Reverend of the Trinidad Revival Center in Colorado. Trinidad has a population of about 12,000 people. The Revival Center is non-denominational, but in the Pentecostal Movement. Don and his family left Sacramento Memorial Day with all their belongings behind them in a 16-foot trailer, and the firm and unswerving faith that the Revival Center's congregation will and can be increased to the point where the church will be self-supporting.

Recent delegates to the National



"Ever since I was a kid I've liked to take things apart."

OAKLAND

Betty Hill

Roadmaster DAN J. LAUGHLIN took vacation the end of May to attend the graduation of his twin sons, Danny and Jimmy, from Winnemucca High School. Jimmy was awarded the Athletic Award for the outstanding athlete of the year. The day following graduation, Dan moved his family to their new home in San Leandro. The boys plan to attend college in the Bay Area this coming fall.

Three colonels and two majors of the Chinese Nationalist Army were Western Pacific visitors on June 16. Accompanied by a U. S. Army Transportation Terminal Command escort officer, the group inspected the *California Zephyr* before it left on its east-bound run that day, the Oakland coach yard and freight yard, and WP's piggy-back operations. Western Pacific was the only railroad on their two-day itinerary before leaving for Washington, D. C.

When airplane travel becomes a little more popular, train travelers will be able to see the scenery better than ever. The billboards will then be laid flat on the ground.

* * *

Nero was talking finances with one of his officers in the amphitheatre in Rome. "We aren't making much money from this building," Nero said. "Any idea why?"

"Yes, I know," replied the officer. "The lions are eating up all the prophets."

PORTOLA

Louise Wilks

Janet Neilsen, daughter of Trainman and Mrs. E. L. NEILSEN, was named Portola High School winner of the Bank of America trophy plaque for her excellence in the field of Liberal



Arts. Selection was made by a faculty committee on the basis of high school citizenship and scholarship. Janet, a life member in the California Scholarship Federation, expects to attend the University of California next year, majoring in languages.

"Hawaiian Holiday" was the theme for the annual Fashion Tea sponsored by the Western Pacific Hospital Auxiliary. The 300 ladies who attended were presented with leis and orchids as favors. Among those modeling were Hospital Clerk IRMA RAY, the wives of Trainmaster L. E. THOMAS and Conductor C. W. FREEMAN, and the daughters of Trainman RAY POWELL, Division Surgeon C. W. BROWN, and Assistant Division Surgeon W. R. BROSS. Proceeds will go to provide easy chairs for hospital patients and lawn furniture. The Auxiliary completely refurbished four private rooms this past year.

Recent visitors to the Hawaiian Islands were furloughed Clerk FLORENCE HUGHES and Mrs. W. R. BROSS.

Hospital Nurses Aid CLARA KNOX attended the Rebekah Grand Assembly at Long Beach as local delegate.

She has been appointed new Rebekah district deputy for this area.

Linda Thill, daughter of Fireman and Mrs. PETER THILL, has been chosen to represent Portola High School at California Girls' State on the Davis Campus of the University of California. Sandra Powers, daughter of Car Foreman and Mrs. H. O. POWERS, was chosen alternate. Both girls will be seniors next year.

Engineer BRUCE VANCE, complete with French beret, returned from a month's tour of Europe, visiting ten countries. A true railroader, even on vacation, Bruce visited with an engineer on a switch engine while waiting for a train in a London station. He boated from Harwich, England, to the Hook of Holland; bussed through Holland and Belgium to Coblenz, Germany; rode steamer up the Rhine River, past Schloss Rheinfels, the Lorelei, and the Pfalz to Bingen, which he claims was the highlight of the entire trip. The remainder of the trip, by bus, took him to Heidelberg, Germany; Lucerne and Geneva, Switzerland; Austria; Rome,



"... and frankly, I'm not too satisfied with your attitude either!"

Venice and Florence, Italy; Monte Carlo; and Paris, France. Bruce says it was still good to be back in the U.S.A.!

STOCKTON

Elaine Obenshain

Congratulations to Switchman JAMES E. FUQUA and Patricia Ann Lackey, who were married May 2 in Fowler, California.

Recent visitors at Stockton yard were Water Service Foreman DAVE COONS, who retired in 1944, and Line-man HOMER SMITH, who retired in 1937.

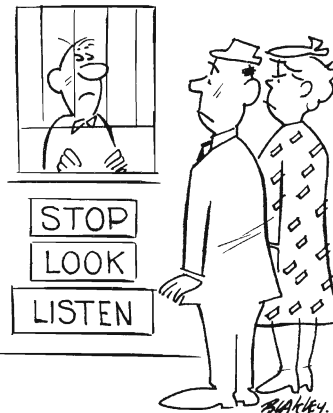
Best wishes for a long and happy retirement to Engineer WILLIAM H. BARNETT, who retired May 31 with nearly 33 years' service with Western Pacific.

We also wish Conductor EDMOND G. PARROTT a long and enjoyable retirement. He retired May 31 with nearly 31 years' service.

Our spelling champ, Gene Moore (May, 1959 MILEPOSTS), son of Telegrapher A. W. MOORE, made the *Stockton Record* headlines again, this time as sixth grade first-place winner in the first annual arithmetic competition held by Lincoln Unified School District. He and his nearest competitor, a girl, scored 100 per cent in the written examination, but Gene won out in a "sudden death" test to break the tie.

Another son of a WP railroader made the paper, too. Allen Burkett, son of Conductor CHARLES A. BURKETT, JR., received a trophy for his marksmanship in a small-bore shooting instruction course, with a 58 per cent average over 350 rounds for boys in the 12 to 15 age bracket. The course, conducted by Jack Diven, taught the

MARRIAGE LICENSES



participants gun safety and shooting techniques. Allen was also honored at a Stockton PTA meeting, receiving recognition for his work as a traffic boy, physical education equipment monitor, and cafeteria worker. His grandfather is retired Conductor C. A. BURKETT, SR.

SAN FRANCISCO

George Bowers, Doug Bruce, Elizabeth Fagan, Lawrence Gerring, Carl Rath, Frank Tufo

For the first time a grandson is a member of the family of WILLIAM A. RACINE, chief clerk-auditor of revenues department. Thomas Sabin, 8 lbs. 9 oz. arrived at Fresno on June 2. The family includes four granddaughters.

LARRY SHAUGHNESSY returned to his desk in the auditor's office last month after a leave of absence to attend Golden Gate College.

The auditor's office will miss VERA NEIL, on leave of absence. Best wishes are extended her for a speedy recovery.

F. B. Stratton, director of industrial development, third from left, was recently elected president of the American Railway Development Association. Others in picture are K. C. Lewis, D&H, secretary-treasurer; J. W. Ewalt, P.A., 1st vice president; F. E. Wolff, CP, past president; L. B. Horton, Milwaukee, second vice president.



Amid much talk, maps and confusion, YEN LOUIE left her desk in the auditor's office for her first long trip by auto, bound for Southern California points and Las Vegas.

SAM RAZZO, typist-personnel department, has been showing everyone color slides taken with his new camera during vacation spent in New York, Detroit, Niagara Falls and other Eastern points.

As steno-clerk, ANGUS H. HALVERTON is temporarily assigned to the desk of JOSEPH VALERGA, secretary to chief engineer. Joe is acting chief clerk during the absence of SIDNEY HENRICKSEN, recovering at home from a recent heart attack. Sid sends greetings to all his many friends and says he is ready to return to work but his doctor says not just yet.

JAMES B. CURREY, head file clerk-marketing department, left the railroad June 19 on a disability retirement, taking with him the best wishes of his many friends, an ever-ready smile, and his ever-present good nature.

FRED TEGELER, budget officer, accompanied ten Boy Scouts on a weekend pack trip back of Blairsdens last month, highlighted by some good fishing.

KEDDIE

Elsie Hagen

Conductor and Mrs. HERB WOMACK have moved to Oroville. Herb will continue to work in the Canyon.

Trainman WILLIAM D. BENEDICT and Gladys M. Flippen, of Carlsbad, New Mexico, were married at Las Vegas on May 31. Gladys was a resident of Keddie before moving to Carlsbad. The couple will make their home in Quincy.

Our graduates this year include Judy Heckela, daughter of Engineer BILL HECKELA, from grammar school; Richard B. Kenney, son of Yardmaster BARNEY KENNEY; Thomas M. Keith, son of Roundhouse Foreman BOB KEITH, from high school; and Marilyn Stubblefield, daughter of Conductor BILL STUBBLEFIELD, from junior high school. Congratulations to all!

Mrs. Laurel Fisher, wife of Section Foreman LAUREL FISHER, lost her mother in death on May 19, at the age of 85. She was a native of Livermore, California.

Operator JACK BRENNAN is the father of a new son born in Quincy District Hospital on May 20. The new arrival

(Continued on Page 23)

Thanks given for false fire alarm

"Report to forest service. A fire is starting near the Clio trestle."

So said a note thrown by an unknown employee from a passing train one day recently. The note landed near a golfer on the Feather River Inn course, who promptly complied with the instructions.

The alarm resulted from activities of Warner Brothers in filming a forest fire for their picture, "Guns of Timberland," starring Alan Ladd and Jeanne Crain, being filmed near Blairsdens. Considerable smoke, chiefly faked, and some flame resulted, all under the supervision of the forest service.

District Ranger Edwin Angwin, in expressing his thanks for the action on the part of the unknown railroader and golfer, said: "The forest service personnel are more than willing to check out all reported smokes and fires. They depend on the combined cooperation and help of all persons working on or visiting the area to protect the natural resources."

CABOOSING . . .

(Continued from Page 22)

has been named Theodore Brennan.

Mrs. BOB HOLT worked as clerk in the roundhouse while CLAUDE EDWARDS was on vacation.

JOHN C. LUSAR, road foreman of engines, attended classes at General Motors Electro-Motive Training Center in La Grange, Illinois, in May. In addition to the educational program, John made frequent visits to the plant manufacturing areas to observe construction of the diesel engine.

Western Pacific crews are constantly on the alert for fires, and work closely with the U. S. Forest Service and State Division of Forestry. In many instances fires of a more serious nature than the one mentioned above have been prevented or checked in time to avoid serious destruction as a result of our railroaders' actions.

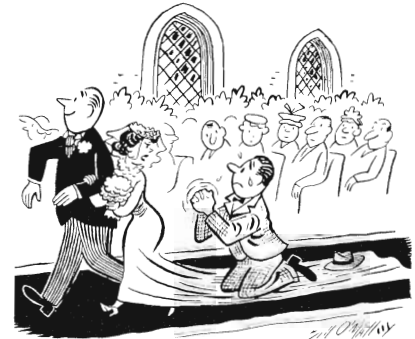
How About Penny Pinchers?

A lumber dealer had tried for many years to figure out a way to collect long overdue accounts without coming right out and saying "pay or else." Finally he hit upon the following idea which is reported to have worked rather well. In letters which he sent out with requests for payment of accounts over six months old, he wrote:

"It has been said that a man who squeezes a dollar never squeezes his wife. In looking over your account, it has occurred to us that your wife is not getting the attention she deserves!"

* * *

An irate chief engineer was inspecting a new stretch of roadbed, accompanied by the gang foreman. The chief pointed out that shoulder beds were off, curves banked wrong, foundation not right, and leveling far from perfect. After the avalanche of criticism, the foreman spat on the ground, gave his superior a blank look and asked, "Well, how is it for length?"



"For the last time, Harold, . . . NO!"

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RAILROAD LINES



Georgia & Florida first railroad to get ICC okay for government-guaranteed loan.

Baltimore & Ohio puts three more Slumbercoaches into service between Baltimore-Washington, Cincinnati and St. Louis.

Japan's new "super-railway" due for completion in five years, will use radar-operated brakes; will reportedly permit train speeds up to 156 mph.

ICC suspended Cotton Belt's passenger service abandonment notice to further investigate proposal for discontinuance because of continued losses.

New York Central has developed nuclear tie tester for probing with gamma rays hidden flaws in crossties.

Toledo, Peoria & Western presented its seventh "Man of the Year" Awards honoring 25 civic leaders from on-line communities.

Soo Line and Great Northern plan to coordinate use of 47 miles of parallel track in North Dakota.

Santa Fe treating about 25 miles of roadbed with asphalt covering to study effect on wear and upkeep costs.

By this autumn Canadian Pacific will have largest trailer flat-car fleet owned by an individual railroad, a total of 951 cars.

New York Central asks for government guaranty of a \$40 million loan.

Lack of corporate funds brought suspension of operations for the Chicago, Aurora & Elgin on June 10.