

WESTERN PACIFIC
Mileposts

MARCH 1956



WESTERN PACIFIC Mileposts



Vol. VII, No. 8

MARCH, 1956

*Milepost No. 80

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. 80: Looking east toward San Joaquin River bridge, shown at far right.

COVER

Traveling Carpenter James Davis hands down to Carpenter James Heeren and Agent Kenneth Tinker, old station sign Niles. Niles and five other towns incorporated into Fremont on January 18 to become third largest town areawise in State and WP's sign was first to be installed that day.



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MILEPOSTS

WP Salutes

Boy Scout Week 1956

More than four million Cub Scouts, Boy Scouts, Explorers and their adult leaders throughout the nation observed Boy Scout Week 1956 in their communities during the week February 6 to 12.

To help Bay Area Scouts in the observance of their 46th anniversary, Western Pacific was asked by San Francisco Scout Headquarters to arrange a ride for Scouts on the *California Zephyr*. When over 1,500 Cub Scouts and leaders from the Sunset district alone expressed a desire to take the ride, it was decided to divide the operation into three round-trip specials between Oakland and Carbona, where the train can be turned, using the *California Zephyr* equipment after its arrival at Oakland from Chicago. The first of these specials ran January 28 with about 600 Cubs and leaders aboard. Another group of 500 boarded the train on January 29, and the re-

maining group of about 400 made the trip on February 18.

From their own colors, the Cubs quickly named the specials the "Blue and Gold Vista-Dome Picnics," and they were literally just that. There were blue and gold uniformed Cubs in the coaches, the diner, the buffet car, the observation-lounge car, and in the domes. Each Cub had an opportunity to ride in one of the five dome cars, rotating their positions as they enjoyed basket lunches, read railroad literature which was distributed during the ride, or listened to entertainment by some of the more talented Scouts which was broadcast over the train's public address system.

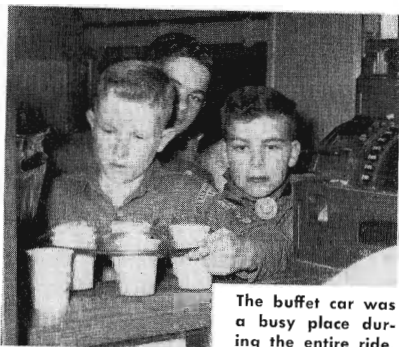
Western Pacific has a definite policy of acquainting the younger generation with railroading. During 1955, some 7,000 children visited our facilities or rode the *California Zephyr* on short trips to or from Oakland, Fremont (Niles), Stockton and Sacramento. Cub Scouts made up a very large percentage of these children, with about 150 Cub Scout Packs enjoying the tours or rides. Surprisingly enough, less than half of these children had ever been on a train.

Visits to the shops and other facilities are made the year around. Because of heavy travel no rides on the *California Zephyr* are feasible between May 1 and October 1, and groups are limited to 25 children and escorts during regular runs of the train between October 1 and April 30.





One Scout reads railroad literature which was distributed to all, while two others enjoy their lunch in the train's buffet car.



The buffet car was a busy place during the entire ride.

One ingenious Scout used the top of an ash tray receptacle to carry cups of hot coffee to the Scoutmasters who accompanied the boys on the trip. WP also furnished milk for the Scouts.



The rescuer and the rescued

Bargeman in Heroic Rescue

Timely action on the part of a bargeman, who entered Western Pacific's marine service only last September, undoubtedly saved the life of a fellow employee on the night of January 12.

While one of the company's barges was being handled by the tug *Humaconna* in the process of being loaded at the WP mole in Oakland about 10:40 p. m., Switch Foreman M. W. Haynie slipped and fell into the bay while attempting to descend a ladder on the north side of the slip to the deck of the barge.

John O'Halloran, working as a deckhand on the barge, noted Haynie's predicament and without any hesitation jumped fully clothed into the water and assisted Haynie until a line could be lowered by other members of the crew.

O'Halloran's heroic action was a great deal more commendable than can be visualized in that he had a drop of 15 or more feet to the water, and both men could have easily been crushed between the slip and barge, as the barge rose and fell with the tide.

Fortunately, Haynie's only injury, other than a few bruises and a cut or two, was a badly sprained shoulder,

which prevents him from raising his right arm without pain. "It's an awful experience to find yourself suddenly falling through space, and the water was like ice," Haynie told MILEPOSTS. "I was sure glad to have someone in the water with me, as my heavy clothing made it difficult for me to keep above water. There was no room to swim and all I could do was tread water. Luckily the fall did not knock me out. I am most grateful to Johnny for what he did. We were both very lucky."

O'Halloran, like most heroes, doesn't believe his part of the rescue is worthy of mention, and his only concern, when approached, was in the health of the man he had so courageously rescued. His only comments were, "I'm sure glad the old fellow is coming along okay and I hope he can get back on his job real soon."

In recognition for his prompt action, the Switchmen's Union of North America sent Johnny a check to cover repair of his waterlogged watch. Superintendent G. W. Curtis promptly wrote O'Halloran, commending him for his action, and a copy of the letter is being filed with his personal record.



This group in the dome - observation lounge was waiting for its turn to ride in the dome.

Appointments and Promotions

Four changes in management positions are announced by Western Pacific, effective February 16.

On that date Myron M. Christy is appointed assistant to vice president, operating department; Walter C. Brunberg is promoted to the position of manager of purchases and stores; Joseph C. Marchand is appointed general purchasing agent; and Donald L. Loftus is promoted to position of manager of research.

* * *

Christy joined the railroad in January, 1949, as a traveling accountant. He advanced through other accounting positions prior to his appointment as executive assistant in October, 1950. Since 1954, he has headed the company's research activities which it pioneered with other such railroad research groups in the country in an effort to seek solutions to troublesome problems of railroading and ways to give better service.

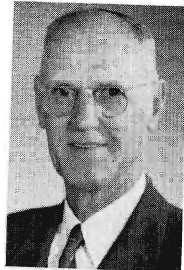
A native of Seattle, Washington, Christy attended the University of Washington and graduated from the University of Minnesota with the degree of B.B.A. in transportation. Prior to World War II he worked as purchasing agent and merchandise manager for the Alaska Electric Light and Power Company at Juneau, Alaska. He went on active duty with the Army in 1941 and his army service included duty with the Transportation Corps and General Staff Corps in various operating and staff capacities including service as Chief Transportation Officer, Alaskan Theater of Operations.



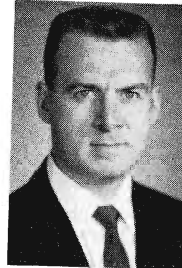
M. M. Christy



W. C. Brunberg



J. C. Marchand



D. L. Loftus

Brunberg began his railroad career as a linen clerk in Western Pacific's dining car department in 1937. He advanced through several positions in that department, and following service in the company's passenger traffic department, returned to the dining car department as assistant superintendent of dining cars. Like Christy, he also served in the Alaskan Theater of Operations during World War II, and after returning to the railroad served one year as coordinator of safety and training. In June, 1952, Brunberg was appointed administrative assistant to the president and on June 16, 1953, was

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appointed manager, materials and stores. While serving in this position he supervised the construction and operation of Western Pacific's modern store department at Sacramento.

A native of Oakland, where he was born on May 6, 1918, Brunberg still resides in that city.

* * *

Marchand's first position with Western Pacific was as a shipping clerk at Portola. Two years later, in 1917, he enlisted in the Army and served overseas with the famous Rainbow Division. He returned to Western Pacific in 1919 to resume his railroad career, this time as an assistant accountant. He advanced through various positions and became general storekeeper at Sacramento, which was followed by his promotion in 1948 to position as purchasing agent, with headquarters at San Francisco.

Marchand is a native of Plymouth (Amador County), California, and now makes his home in San Mateo.

The newest railroader of the four is Loftus, who first began his railroad service as technical assistant on the president's staff in February, 1952.

He was born at Chicago on August 17, 1921, and graduated from Northwestern University in 1948 with a degree of B.B.A., majoring in transportation economics. He served as research assistant for Northwestern University's department of transportation during 1948 and 1949 and then joined the Pullman-Standard Car Manufacturing Company's sales and service engineering division as research analyst. He also served as lecturer at the evening division of the university from 1949 to 1952.

When the research section was expanded last year, Loftus was appointed supervising transportation engineer. In that capacity he supervised economic studies, investment analyses, traffic cost studies and assisted in general with other research fields.

His home is in Palo Alto.

LOSS AND DAMAGE COST SHOWS IMPROVEMENT

October, November, December, 1955—\$135,547.67

October, November, December, 1954—\$148,919.61

Calendar Year 1955 . . . \$548,183.41

Calendar Year 1954 . . . \$657,903.69

This year marks the 20th consecutive year in which the National Association of Shippers Advisory boards has desig-

nated APRIL as "Perfect Shipping Month." Let's continue the fine improvement shown above!

Railroad Receives Thanks

Even though Western Pacific was having more than its share of troubles during the recent California storms, the railroad still found time to come to the aid of its friends who likewise were battling the elements.

The following letter, received by Division Superintendent G. W. Curtis, tells of just such cooperation:

"The Trustees of Reclamation District No. 10 wish to express their appreciation and thanks for the aid given us by your organization during the re-

cent flood emergency. It was such cooperation from our good friends that helped to keep District 10 dry.

"We particularly wish to acknowledge your quick response in getting two carloads of rock to us after all access to Marysville was closed, and also for the fine work done by the section crew.

Sincerely yours,
Wm. Wilson Wood

Secretary, Reclamation District No. 10
Marysville, California."

Employees Aid One Another

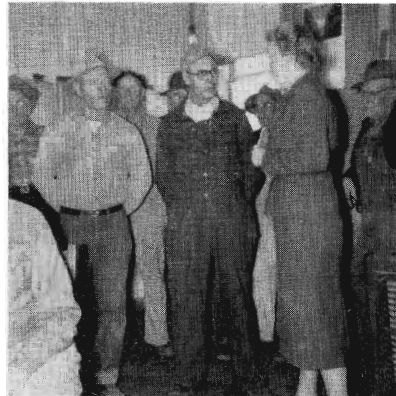
The recent storms in Yuba City caused in varying proportions loss and damage to the homes and belongings of many Sacramento Northern railroaders. When this became known after the floods had subsided, employees on the entire Sacramento Northern system and Western Pacific employees at Sacramento and in the Marysville area volunteered contributions for temporary relief.

A committee of employees in that area was appointed to administer the fund, and on their recommendation, Lineman T. C. Hammon and Carman W. Harrison were believed to have suffered the greatest losses. By the end of January, \$1,134 had been received and the money was immediately presented to the two railroaders at the Yuba City depot on February 3.

The committee was composed of Marjorie Rippey, chief clerk, Marysville freight depot, L. R. Keener, car-

man, and H. E. Haines, brakeman, both of Yuba City.

The collections were turned over to W. R. Anderson, SN chief clerk at Sacramento, who in turn issued checks which were presented by Marjorie Rippey. In a letter of thanks to those who made the collections, Mrs. Rippey wrote that "both Walter and Ted were overwhelmed by the generosity of all who were so thoughtful and kind."



Marjorie Rippey, right, makes presentation to Walter Harrison, center, and Ted Hammon, left.

MILEPOSTS



IN GOLD

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

40-YEAR PIN

10-YEAR PINS

Robert C. Allgeo.....	Overcharge Claim Investigator.....	San Francisco
Walter J. Armagost.....	Switchman.....	Western Division
Anthony A. Bettencourt.....	Clerk.....	Western Division
Walter Callahan.....	Switchman.....	Western Division
Thomas N. Garfield.....	CTC Maintainer.....	Communications Dept.
Ruby C. Gore, Mrs.....	General Secretary.....	San Francisco
Frederick G. Grenz.....	Carman.....	Mechanical Dept.
Marie Hepburn, Mrs.....	Apportionment-Estimated Earnings Clerk.....	San Francisco
Floyd W. Mitchell.....	Carman.....	Mechanical Dept.

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"We particularly wish to acknowledge your quick response in getting two carloads of rock to us after all access to Marysville was closed, and also for the fine work done by the crew

Flash from "Flash"

Your editor has seen the letter sent to all California railroad employees by Mr. Walter J. Little regarding the highway legislation now before Congress. Mr. Little suggests that railroaders write their Senators and Congressmen to be sure that the restrictions on the size of highway freighters now in the proposed bill are kept there.

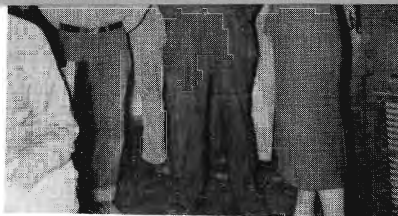
MILEPOSTS strongly endorses Mr. Little's suggestion. We think, too, that when you write to Washington you will want to insist that the big trucks be made to pay their fair share of the costs of new highways. We all know that the truckers get an unfair break when they pay gas taxes at the same rate as car owners. Not only does this average only about one-fifth of what they should pay on a ton-mile basis, but their heavy vehicles are what make such expensive highways necessary.

It is a vital matter to railroads and the security of railroad jobs that highway freighters be forced to pay all the costs of rendering service. The American Trucking Association brags about the effect on Congress of the thousands of letters written by truck drivers. MILEPOSTS hopes that our railroaders will show they can also fight for their jobs.

The Editor

sent to the two railroaders at the Yuba City depot on February 3.

The committee was composed of Marjorie Rippey, chief clerk, Marysville freight depot, L. R. Ketner, car-



Marjorie Rippey, right, makes presentation to Walter Harrison, center, and Ted Hammon, left.

MILEPOSTS

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40-YEAR PIN

John J. Brown.....Locomotive Engineer.....Eastern Division

30-YEAR PINS

Oliver J. Crowe.....Conductor.....Eastern Division
Roy Lomas.....Locomotive Engineer.....Eastern Division
Adolph Moldenhauer.....Signal Foreman.....Sacramento
Harry F. Perrine.....Chief Clerk, Signal Dept.....San Francisco
William A. Racine.....Chief Clerk, Passenger Accounts Bureau.....San Francisco

25-YEAR PINS

D. W. Copeland.....Agent-Telegrapher.....Eastern Division
Reuben G. Dalton.....Ice Foreman.....Eastern Division
Vernon N. Richins.....Section Foreman.....Eastern Division
Allen H. Wilkinson.....Section Foreman.....Western Division

20-YEAR PINS

Vernie R. Ackeret.....Carman.....Mechanical Dept.
Clarence A. Bailey.....Water Service Maintainer.....Western Division
Calvin Foss.....Section Laborer.....Western Division
Harry M. Schaefer.....Locomotive Engineer.....Western Division

15-YEAR PINS

Nelle C. Carlton.....Electrician.....Mechanical Dept.
Jose F. Castro.....Laborer.....Western Division
John P. Conger.....General Agent.....Washington, D. C.
Alfred C. Cruz.....Boilermaker Helper.....Mechanical Dept.
Campbell W. Daniell.....Telegrapher.....Eastern Division
Charles E. Davis.....Machinist.....Mechanical Dept.
Paul C. Evans.....Roundhouse Clerk.....Mechanical Dept.
Glenn A. Furtney.....Carman.....Mechanical Dept.
James T. Gamble.....Conductor.....Eastern Division
Alfredo Gonzalez.....Section Foreman.....Eastern Division
Carl D. Heady.....Carman.....Mechanical Dept.
G. S. Karras.....Laborer (retired).....Eastern Division
Archie D. Legg.....Dispatcher.....Western Division
George J. Lutjemier.....Store Helper.....Sacramento
Joseph Mason.....Commercial Agent.....New York City
Mickey T. Pantalone.....Diesel Shop Foreman.....Sacramento
Walter L. Phipps.....General Chairman, BLF&E.....Stockton
Kenneth A. Rank.....General Agent.....Detroit
Harlin C. Robertson.....Stationary Engineer.....Mechanical Dept.
David R. Sarbach.....Superintendent of Shops.....Sacramento
Ralph Tiffany.....Switchman.....Western Division

10-YEAR PINS

Robert C. Allgeo.....Overcharge Claim Investigator.....San Francisco
Walter J. Armagost.....Switchman.....Western Division
Anthony A. Bettencourt.....Clerk.....Western Division
Walter Callahan.....Switchman.....Western Division
Thomas N. Garfield.....CTC Maintainer.....Communications Dept.
Ruby C. Gore, Mrs.....General Secretary.....San Francisco
Frederick G. Grenz.....Carman.....Mechanical Dept.
Marie Hepburn, Mrs.....Apportionment-Estimated Earnings Clerk.....San Francisco
Floyd W. Mitchell.....Carman.....Mechanical Dept.

MARCH, 1956

Dear Editor:

Dear Sir:

The columns of MILEPOSTS have often been used before to convey messages of thanks, but I do not believe they have ever expressed feelings of gratitude more heartfelt than mine.

Mrs. Droit and I were overwhelmed by the party given for us on the night of January 31 and appreciate to the fullest measure the loving thoughts it represented. As if the party itself were not enough, the gifts bestowed on us filled our cup to overflowing.



Malcolm Roper hands Clarence a gas mask to use with his barbecue set, much to the delight of Mrs. Droit, left, and Mrs. Dooling, wife of Charley Dooling, master of ceremonies.

Each time I see or use the portable barbecue or the articles obtained for my new house as a result of the extreme generosity of my co-workers in the office and on-line, I shall think with pleasure of my 45½ years of happy association with a great group of real people. My enjoyment of retirement will be greatly enriched by the knowledge that I leave in the company I have served so long so many people who wish me well.

As I said on the night of the dinner, "the latch string will always be on the outside at 2200 Grace Drive, Santa Rosa, to any of my Western Pacific friends." I hope many of you will find it possible to drop in on me and possibly sample some of the results of my culinary efforts on my handsome new portable barbecue.

Clarence L. Droit

* * *

Dear Sir:

I would like to take this opportunity to express my appreciation and thanks to all the fine Western Pacific people who made my visit with your railroad so pleasant, interesting and educational.

Many of them took a great deal of time from their busy schedules to explain the wonderful operations of your railroad, but because of their efforts my visit was made most instructive.

It will not be possible for me to write to each individual but I hope that through MILEPOSTS this message will reach all of them.

Cesar J. Cuadros

General Manager
Arica-La Paz Railroad
La Paz, Bolivia



Dear Editor:

I thought WP employees may be interested to learn that the 9th National Appaloosa Horse Show will be held in Elko, July 28 and 29, sponsored by the Stockmen's, Commercial, and Ranch Inn hotels.

Horses from all over the West will gather there. Most uniquely marked of all equines, the Appaloosa has the added distinction of being the only breed ever developed by the American Indian before white civilization crossed the Mississippi. Breeders of this horse were the Nez Perces, famed for their great fight in 1877 under Chief Joseph. Becoming almost a lost breed after the Nez Perce subjugation, the Appaloosa has been brought back by The Appaloosa Horse Club, of Moscow, Idaho, and over 2,000 registered Appaloosas throughout the Nation are fulfilling the breeding association's boast that they are the finest rough country working stock horses in the world.

W. H. Hutchinson

Cohasset Stage
Chico, California

* * *

Dear Sir:

I am a sheet metal worker and have worked for the Western Pacific at the Oroville shops for almost 19 years.

Just for fun, I jotted down a few jingles as a parody on Murrel Travis' "Sixteen Tons," railroad style. The boys at the shop got such a kick out of it they insisted I send a copy to MILEPOSTS. If you have never worked in a

Opposite page: Visitor Cuadros was given a tour of WP facilities in San Francisco by Assistant Superintendent H. E. Stapp, Oakland, and A. P. Murphy, agent at San Francisco.

roundhouse, you may not understand some of the terms used.

SIXTEEN UNITS

*"I was born one morning, the sun didn't shine,
I heard a big diesel out on the main line.
I grabbed my cap and my overalls,
The foreman said, 'Hurry, I got everything called.'*

*"I worked sixteen units and what did I get?
My clothes all greasy and my feet all wet.
Then the foreman yells out, 'Get that twenty-three,
It ain't called yet, but it's a-going to be.'*

*"I went to work one morning, I was feeling fine
I looked at the books, wasn't too far behind.
Then the boss comes around about ten-fifteen
Says, 'We're changing out on seventeen.'*

*"Well, I threw down my tools and dashed for the store
The storekeeper said, 'We ain't got any more.'
The straw-boss says, 'Now ain't that fine,
You'll have to rob one off the 909.'*

*"They had four big units up for fifty-four
I worked them all, and one unit more.
When I got all through they had changed their mind
And said, 'Now we're going to run that 909.'*

*"I walked sixteen miles on running repair
Cuttin' the units and hookin' the air.
Then the boss comes around about three fifty-nine
And says, 'I need a man to work overtime.'*

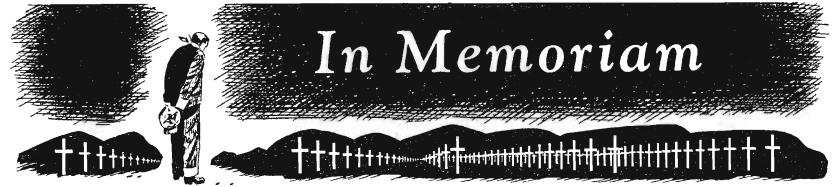
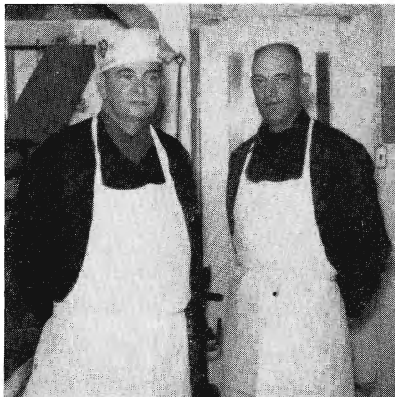
*"I worked two units for a turn-around
Then the spark plugs say they've discovered a ground
I worked two more and, how would you feel
When the nut busters find a leaky liner seal?*

*"I've worked sixteen years and what have I got?
A beat-up chair and a broken-down cot.
Don't you call me Saint Peter, just leave me be
I owe my soul to the W.P." —P. M. BURCH*



This derrick crew was called out on December 19 to pick up and re-rail some cars near Blairsden and on December 23 the rains caused wash-outs and slides, making it impossible for them to return to Oroville. Chefs Stan Kister and Pat Pattison, left, below, went to Blairsden and bought Christmas decorations for the dining car, right, below, for a Christmas atmosphere. Stan baked the chocolate cake seen on the table and though the crew was unable to be home for

Christmas they had a turkey dinner with all the trimmings. The derrick crew shown above are, bottom row, left to right, V. E. Sprowl, Monty Matich, Clayton Heineman. Back row, standing, J. Cook, T. E. Clifton, V. A. Burch, W. H. Lerner, Harry Rush. At the top is N. E. Ross. E. O. Dart and Jack N. Dudley were absent when the picture was taken. The motto over the door in dining room reads: "Our aim is cleanliness, your aim will help."



In Memoriam

On behalf of all employees of Western Pacific and its affiliated companies, MILEPOSTS extends sincerest sympathy to the loved ones of the following employees whose death has been reported:

Edgar H. Appleby, retired switchman, January 6.

Charles Bevington, retired locomotive engineer, February 7.

Frank J. Dixon, retired conductor, December 27, 1955.

Henry B. Drew, retired carman, January 21.

Walter C. Ernst, retired conductor, December 4, 1955.

Charles E. George, Sacramento Northern brakeman, December 9, 1955.

Frank Gutiz, section laborer, October 12, 1955.

John Hardy, retired track laborer, November 4, 1955.

Arthur Hayes, marine fireman, December 29, 1955.

Harry Jones, retired locomotive engineer, December 29, 1955.

Odies Lollis, switch tender, December 10, 1955.

Karl W. Muhl, retired road foreman of engines, January 23.

George C. Neighbours, locomotive engineer, December 14, 1955.

Harvey C. Pickering, Central California Traction Company freight brakeman, December 29, 1955.

Albert G. Poage, switchman, January 4.

James E. Roddy, retired clerk, February 1.

Esequiel Sandoval, laborer, December 13, 1955.

Jack H. Stahlnecker, retired agent-telegrapher, January 16.

Mack A. Sumner, Sacramento Northern section foreman, December 9, 1955.

Adolph D. Vogel, retired locomotive fireman, November 25, 1955.

Ernest E. Wong, boat and transfer clerk, December 5, 1955.

Herbert D. Worthy, switchman, December 5, 1955.

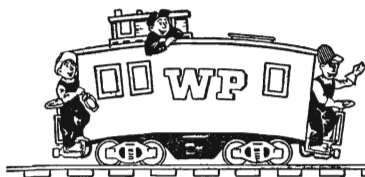
New Words Wanted

How long since the last team snorted up to a "team track"? Do you enjoy being called a "deadhead"—or a "car toad"? What does a shipper think when told his cars are coming in on a "drag"?

Some railroad lingo is either pretty much out of date or unfavorable in its impression on others. A National committee has been appointed by the Railroad Public Relations Association to make recommendations for improvement.

All suggestions will be gratefully received. Send them in to MILEPOSTS.

The first touch of summer is usually the wife's —for a new fall outfit!



Caboosing

WENDOVER

Esther A. Witt

Telegrapher ANNA BELLE ALBRECHT entertained at a dinner and open house on February 26 in honor of her Uncle and Aunt, Mr. and Mrs. Ed. T. Wetherington, who celebrated their 60th wedding anniversary on that date. The Wetheringtons were married in Paducah, Kentucky, where Ed was a typesetter on the Paducah *Sun* newspaper, working with Irvin S. Cobb. Due to allergy to printer's ink he had to quit this work and turned farmer, but later came up through the ranks on the Union Pacific to become head carman. He retired at the age of 75.

Mrs. LORRAINE WORTHY has rented her home in Wendover and taken up residence in the home of former Switchman and Mrs. EDWARD R. DRAPER in Salt Lake City to enable her to be with her two children who are attending school at Magna, Utah.

ROBERT COLVIN, mechanical foreman, had as a recent visitor former Master Mechanic WM. PARRY from Bountiful, Utah. Bill is slowly recovering from a siege of pneumonia and still does not feel up to par. We hope Bill will visit us more often.

Mr. and Mrs. Melvin Ingersoll of Salt Lake City entertained at a family dinner on January 29 in honor of Mrs. Ingersoll's grandmother, Mrs. Mary Chatwin Price, who celebrated her

82nd birthday on January 28. Mrs. Price was born in Rowley Regis, England, in 1874, and it was there that she met and married the late Joseph Price in 1899. Those who helped to celebrate this momentous occasion were her four sons, JOSEPH B., BERNARD T., ARTHUR E. and WALLACE L., and their wives; also her 14 grandchildren and seven great-grandchildren.

Conductor and Mrs. DAN W. "PAT" SULLIVAN called on friends in Wendover the latter part of January while on a motor tour on "Pat's" days off from the *California Zephyr*.

Western Pacific Hotel Manager WALTER H. PARKS is sponsoring Patricia Nuffer, daughter of Cashier and Mrs. PRESTON A. NUFFER, for the American Legion Sweetheart Queen of 1956.

We are glad to see Conductors JOE SMALES and THOMAS E. MURPHY back at work again. Joe was off with a foot injury and Tommy with pneumonia.

January was vacation time for several brakemen. Spending their leisure time at home were WALLACE BURNINGHAM, D. A. PICKLESIMER, WARD C. DALE, GLEN W. JOHNSTON, and H. B. McNULTY.

OAKLAND

Hazel K. Petersen

JOHN LELAND, steno-clerk, waited until late last year to spend his vacation doing all the things around town he didn't have time for after work and

on weekends. John says he really enjoyed the leisure time.

AL PENZEL, traffic, spent Christmas week cleaning venetian blinds and helping his wife with the housework in preparation for the coming wedding of his daughter. The social event occurred on January 7.

JIM DUYN, traffic, spent two days relaxing at the Moose Club.

O. HOCKER, traffic, hibernated at home, stating there was too much water for successful duck hunting.

(Editor's note: Our report of a doctor's prediction in the San Francisco column, February issue, was correct. Twins, Craig and Vickie, were born to "Grammaw" Hazel Petersen's son and daughter-in-law on January 26. Craig has seniority over his sister by about



Assistant Trainmaster Tommy Nelligan, left, shakes hands with Car Inspector Ed Coon, who retired September 1 with 26 years' WP service.

eight minutes. The boy scaled 6 lbs., 14½ oz., the girl, 5 lbs., 3 oz.)

We have a "new look" in the Oakland yard office with the painters busily bedecking the walls with fresh, clean paint! What a difference it makes.

Welcome to three new employees in our marine department: JOHN O'HALLORAN, HAROLD O. INGEBRETSEN, and VINCENT GORBY, bargeman. Greetings, and may you enjoy working for Western Pacific!

KARL HENRICH, better known as "Heinie," took his 1955 vacation in December and his 1956 vacation in January, mainly to recuperate from an illness. He did manage to take a side trip or two here and there, however. We were sorry to learn, too, that his wife was hospitalized shortly before he returned to work and wish her a speedy recovery.

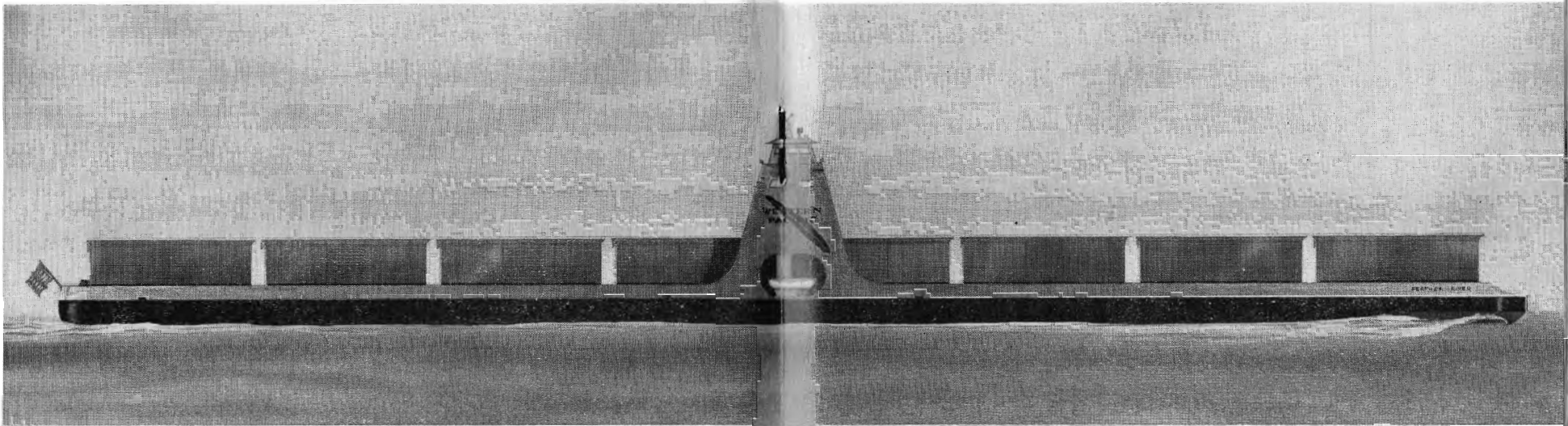
Switch Foreman MURRAY HAYNIE's friends wish him a speedy recovery from his recent injury and "ducking" in San Francisco Bay. (See Page 5.) Murray is an old-timer in Oakland and has many friends in the Bay Area.

EDNA FODGE is the new clerk in District Car Foreman Ed Moss's office, having transferred there from general office. Welcome, Edna; we are sure your many capabilities will be appreciated and we hope you like your new work.

Our most heartfelt sympathy to the family of ARTHUR HAYES, marine fireman, who passed away in December. Arthur was ill only a short time and his passing was a shock to all. His brother, JOE HAYES, is a fireman on the tug *Humaconna*.

LOUIS R. DuCHARME's wife gave birth to a baby girl, Annette, on De-

(Continued on Page 18)



During the past five years Western Pacific has conducted studies looking toward the replacement of its present two steam-powered tugs, the *Humacoma* and the *Hercules*, and the two wooden barges now operating on San Francisco Bay. This equipment, used in barging freight cars between Oakland and San Francisco, is near the end of its physical life and extensive and costly repairs would be necessary to maintain the equipment in operation. The research project, which was completed last December, indicated that a single diesel-powered train ferry would be the most satisfactory solution. Approval has now been given by the Board of Directors to proceed with the construction of this vessel, pictured in the architect's drawing, above.

The new vessel, to be called the *Feather River*, will by itself provide improved service, because of greater capacity; faster point-to-point speed;

and all-weather dependability, resulting from greater maneuverability and stability.

Although minor changes may still be made, tentative specifications for the new self-propelled car ferry are: overall length, 375 feet; overall breadth, 55 feet; depth, keel to deck, 16 feet; operating draft, nine feet; loaded displacement, 3,500 tons; capacity, 26 to 28 cars on four tracks, the exact number of cars depending on final on-deck truck arrangements. Direct diesel propulsion will be by three main screws at stern, each engine to deliver 700-horsepower maximum; providing a speed of approximately 10 knots when loaded.

The hull, in barge form with tapered ends fore and aft, will be of all-welded

New Marine Equipment

steel construction, framed longitudinally, as a tanker is constructed. The bow will have a 200-horsepower diesel engine, driving through right-angle gears a bow propeller housed within the hull, and positioned to give thrust at right angles to the vessel for quick maneuverability. Contour of the bow portion of the vessel's deck has been designed to fit existing slips in the Bay area.

The control bridge and crew's quarters are located in a single-span bridge located amidship and over the freight cars. This superstructure will rise about 23 feet above the deck to the underside of the span, and about 15 feet from that point to the top of bridge. The engineer will be stationed approximately in the center of the engine

room, within a control room, whence he may view the rest of the engine room through large glass windows. Steering will be hydraulic, with three main rudders at the stern. Engines will be controlled from two locations, the bridge and the engine room.

The exact number of the crew is yet to be determined, depending on Coast Guard regulations and practical operating requirements.

Loading of the fuel tanks with diesel fuel will be accomplished by rolling tank cars aboard the vessel and filling by gravity flow from the cars.

The *Feather River* was designed by L. C. Norgaard, San Francisco naval architect. Cost is estimated at \$1,060,000, and it is contemplated that the contract for her construction will be signed in early May, with delivery tentatively scheduled for the second quarter of 1957.



Engineer James E. Boynton, Oakland, took this picture of retiring "Dog-Head" Rickey preparing to make last run on "Soup-Bone" Special. Note special timepiece (clock) not entirely consistent with requirements of the service.

December 28, 1955. Louis is relief clerk at Milpitas.

Yardmaster P. H. MURPHY is back at his desk at the San Jose yard office after an illness that kept him off duty for three months.

ELKO

Henry Wallock

ALBERT M. OLIN, who retired as a machinist after 30 years' service, and his wife celebrated jointly with their daughter and son-in-law, Mr. and Mrs. Henry Eddy of Mina, Nevada, a Golden and Silver wedding anniversary on January 8. Both couples were married on January 4, the Olins in the Lamoille Community Church in 1906; the Eddys on January 4, 1931, in Elko. Strangely enough, the Eddys' daughter, Gail, now seven, was born on January 4!

CURLY THOMPSON, signal supervisor, and Mrs. Thompson have been blessed with a bouncing baby daughter, Debra. Congratulations!

JON VLASEK, yard clerk, was married to Jacqueline Carolee Hart, daughter of Engineer CLYDE HART. Jon hails from Columbus, Nebraska, and Jacqueline is a graduate of Elko High School, class of 1955. Best wishes!

Carman JIM FORD had the misfortune to slip and fall on the ice, resulting in a broken arm. Seems like a hard way to take time off, Jim, and we all hope you get along okay.

Elko residents had a little excitement recently when the first jet p'ane to land here made a landing without the use of the landing strip. The plane flamed out just before reaching Elko and the pilot radioed he was going to land. Unfortunately the strip was a little too short and in order to avoid crashing into a service station and restaurant near the end of the strip he set it down in the sagebrush about a mile from Elko. The pilot lost some teeth—the ship was a total loss.

Elko residents are to be commended on their eight-hour drive for the March of Dimes conducted on January 28. They were in a three-way contest with Winnemucca and Carson City and Winnemucca won the contest with a little over \$7,000 in collections. Elko placed second, collecting a little more than \$6,000, and Carson City placed third with a collection of around \$3,000.

MECHANICAL DEPARTMENT

Rod Rodriguez

The new accounting and timekeeping system has been inaugurated at Sacramento shop office and it is a common sight to see office furniture fabricated by our Sacramento shop's craftsmen being brought up to the various offices.

MARY JO INGRAHAM, stenographer to the master mechanic, has a proud smile these days, having become a new and proud home owner in the area.

The welcome mat is extended to MOLLY BLISS and GLORIA PENNEL, our newest stenographers. Molly works for



the mechanical engineer and Gloria fills a similar position for our chief clerk.

HELEN SPENCER, former stenographer, dropped in to say hello and to inform us how a life of leisure agrees with her.

JUNE BELEW, stenographer, left the railroad to accept a position as airline stewardess. She will take four weeks' training at Chicago and then be assigned to a regular flight and home base.

WINNEMUCCA

L. E. Owen, R. G. Smith

Sympathy is extended to Roadmaster DAN LAUGHLIN, whose brother, Tom, was killed in an auto accident in December.

We were also sorry to learn that the young daughter of Switchman and Mrs. LASEY died recently in a Salt Lake City hospital.

Our condolences, too, to retired Conductor HUGH EDMUNDS and family on the loss of Mrs. Edmunds, who had been ill for several months.

It's a girl for the AL TRUJILLOS of

Jungo, and a boy for the AL GONZALEZ family of Ellison. Congratulations!

LEN WILLIAMS, mechanical foreman, returned to work after an operation at Salt Lake City, and we hope he is much improved.

After taking his January vacation, Engineer MIZOO HAWKINS moved to work at Portola.

Brakemen LARRY ROBERTS and JERRY BASS returned to work after being off several weeks because of illness.

Little Linda Herron, eight-year-old daughter of JOHNNY HERRON, foreman at Trego, was rushed to Portola hospital with a severe case of tonsillitis. She is much improved and has returned to school in Gerlach.

JACK LORD, foreman on Golconda section, returned to Golconda for further recuperation. We all hope you will soon be hale and hearty.

Signal Maintainer and Mrs. C. K. "FLASH" GORDON returned from a va-



cation spent in Indiana. MEL DORN was relief maintainer at East Gerlach.

Other recent vacationers include: B. J. FARRELL, brakeman; Section Foreman LEE PRICE, Cholona. Relief Foreman REFUGIO GUZMAN took over at Cholona during Lee's absence.

A/3C DAVID E. McMAHON was home over the Christmas holidays from Chanutte Air Force Base, Rantoul, Illinois. He will start at Tech School for jet mechanics soon.

Brakeman JIMMY JENISTA has enlisted in the U. S. Navy for a four-year term.

NEW YORK CITY

Alan Hudson

Because of a recent resignation, we have a new addition to our staff in the person of AL WILLISON, steno-clerk, who first saw the light of day through the Scottish mist at Glasgow, Scotland, circa 1928. Al has had several years of railroading with the New York Central in the operating department, and looks like he is part of the answer to our prayers and will help fill the breach. Unlike several of his immediate predecessors, Al is a benedict and he and Mrs. Al are, to use a Winchellism, infanticipating.

WALT RIGDON, steno-clerk, travels in a theatrical milieu, having many friends among TV, off-Broadway and Broadway actors, playwrights, producers, etc. In fact, Walt even dabbles in small investments, attending receptions designed to induce those invited to purchase shares in forthcoming Broadway productions. He explains that small shares are sold which are quite within the grasp of most people. Big backers of shows are referred to as "Angels." Now Walt may not be an

angel, for angels are so few, but until the day that one comes a'long, we'll string along with Walt.

SACRAMENTO NORTHERN

Milton Ziehn

Like the enterprising merchants who advertise their Christmas wares a month before Thanksgiving, the committee is already planning another big Sacramento Northern retirement party this year, and hopes that all ex- and present SN'ers will attend. More details later.

Those planning to attend should think about your friends who may not have transportation but would be glad to join you.

There will be plenty of work to be done, both before and at the party, so volunteers are most welcome, and if they will get in touch with this correspondent it will be very much appreciated.

KEDDIE

Elsie Hagan

Conductor VIRGIL SIMPSON and Brakeman CLAUDE TRIPP have been unable to work because of injuries received several months ago and recently went to San Francisco to consult with their doctors.

Brakeman ED ROBERTSON received a very badly wrenched shoulder when he fell from the top of a box car. He is getting along fairly well although he has no use of his left arm for the time being.

Our deepest sympathy to Mrs. HARRY JONES, for the loss of her loved one, who passed away recently. Also, belatedly, to Mrs. BERT LEWIS, whose husband passed away several months ago.



"Must you drag out that stuff every time we have an argument?"

Bill Fisher, son of Conductor and Mrs. CLYDE "WHITEY" FISHER of Oroville, is now home after release from military service. Bill and his wife are moving to San Jose where he will be employed with the Telephone Company.

A/1C Gilbert Krause, son of Brakeman and Mrs. JACK KRAUSE, has been home on leave for over a month after serving three years overseas. He left later for South Carolina where he will be stationed until June, at which time he will be discharged and will return home to attend school.

ALLEN HANLEY is also in the service

and is now overseas. He expects to be out of the service in June after four years.

Engineer and Mrs. JACK SHANNON's son, Johnny, is home after spending a couple of weeks in Industrial Hospital with a ruptured and infected appendix. Though he was a very sick boy he is now getting along fine.

Mrs. Charley Self, wife of Yardmaster CHARLEY SELF, recently went to San Jose to visit with her daughter and new granddaughter. Naturally, she is quite proud and brought home some fine pictures to show off the young lady.



Engineer BILL COX was a patient in the new Greenville Hospital, convalescing after surgery. He is now home and getting along fine.

OROVILLE

Helen R. Small

Since the rains and floods of December and January, the chief topic of interest is the urgent need to get the Feather River Project under way to avert further serious floods as occurred in the Yuba City-Marysville area. U.S. Highway 40-A, the Feather River Route, is again open after being closed for more than five weeks following the storms. Rock and earth slides buried more than a quarter of a mile of the highway.

The Oroville Western Pacific Employees' Federal Credit Union held

Conductor John Fletcher, oldest conductor on 3rd subdivision, completed 48 years' service on January 30, 44 of them with the WP. Shaking his hand is V. W. Dycus, engineer on John's last run. John has been a conductor on the California Zephyr since its inauguration. He hopes to spend considerable time fishing and plans a trip to Alaska next year to further pursue his principal hobby. Oroville Mercury photo.

their annual meeting on January 18. Elected to office for 1956 were: R. S. PATTISON, president; J. J. McNALLY, Jr., treasurer; H. R. SMALL, Clerk; W. B. LONG and W. I. MARSH, directors. Credit Committee: H. B. KELL, Chairman; C. E. HUMPHREYS, E. T. KNARR, JOE SUDDRETH and W. F. LORD. Supervisory Committee: ROBERT SHEPARD, W. V. RANDOLPH and C. BRANDT.

The old Oroville dormitory is being razed to make room for a City Park. Some land leveling and landscaping is necessary but the City hopes to have

a park at this location by June, which will certainly be a much-needed improvement to the City of Oroville.

SACRAMENTO STORE

Irene Burton

After experiencing rainfall for 34 out of 56 days—and fog on the days it didn't rain—we are ever so grateful for the sunshine which came at last. We are not kidding when we say the weather was really getting us down.

We understand that EUGENE LAGOMARSINO was in the hospital during part of the time he was away because of illness and hope that he is feeling much better.

AGNES ASH was also away from work because of illness, and we hope she now feels wonderful.

One ray of hope during the past dreary month was our celebration of two birthdays, one for HENRY J. MADISON, and one for BRUCE STILWELL.

Our usually enthusiastic fishermen are a most unhappy group, as the weather has made it impossible for them to get out. Although the muddy condition of the waters wouldn't provide good fishing, at least they would have some good alibis when coming home empty-handed.

Murmurs are in the air and we don't think it will be long before the committees are making plans for the Spring Dance to be held in April.

PORTOLA

Gladys Ruse

About 65 railroaders were present at the Annual Clerks' Christmas Party held in Portola. Guests were M/Sgt. and Mrs. HOWARD C. DARBY; Assistant Superintendent and Mrs. BILL HOWELL, from Elko; Trainmaster and Mrs. VIR-

GIL H. EDWARDS; and Road Foreman of Engines and Mrs. W. S. COPE. Train Desk Clerk GEORGE P. GRAVES was master of ceremonies. M/Sgt. Darby is with the Sacramento Air Defense Filter Center and showed several pictures of World War II which, it is hoped, will make us more conscious of their need for assistance. He also presented awards to clerks who had participated in the work of the Ground Observer Corps.

New births reported are a son to Brakeman and Mrs. N. J. CRUSOS. She is the daughter of Switchman FRED D. MESSINGER. Also, a son to Mr. and Mrs. ROBERT McNALLY. Bob is the son of Assistant Superintendent JOHN McNALLY, of Sacramento, and Mrs. McNally is the daughter of Engineer and Mrs. M. M. SNOW.

Our best wishes to PHYLLIS B. LAUGHLIN, former Portola PBX operator, and PAT SULLIVAN, B&B foreman at Elko and formerly of Portola, who were married on New Year's Day and are now living in Elko.

CHICAGO

Dan Dutkiewicz

Everyone around here has been so busy trying to make up for lost business caused by the December-January California floods that your scribe has had difficulty in getting notes. Seems no one has time to "lend an ear," but I have no complaint as I need car numbers to keep busy.

PATTI MILOTT, tracing clerk, recently suffered a vicious attack of the flu, of which there has been considerable in these parts. We are glad that Patti has now recovered and is back on the job, but wonder how her new hubby got along with the pots and pans during her illness?

FRED SWEENEY and his shiny new Ford met up with a recent minor accident. Fred's car skidded on the icy pavement and so did another fellow's car, with the inevitable result. Only the body man was happy!

Carol, daughter of our Chief Clerk GERRY COFFEY, had her tonsils removed just the other day. Unfortunately, all did not go so well and as of now we haven't further particulars except that a transfusion was necessary. We are all hopeful that Carol is now out of danger.

Believe it or not, we have an opera "addict" in our midst. PHIL PUTIGNANO, secretary to our boss, A. H. LUND, attended all of the operas this season and enjoyed them very much. Phil sings well, too.

STOCKTON

Elaine Obenshain

January was a month for marriages and our sincerest congratulations to: Fireman ROBERT A. LINDSEY and DELORES SANDAU who were married in Stockton on January 8; Darlyn Leach, daughter of PBX Operator MARY CRAVEN, and W. A. Duckworth, of Tracy, who were married in Reno on January 25; and Helen Marie Ross, daughter of Assistant Chief Clerk H. L. Ross and Phillip Brume, who were married in Trinity Lutheran Church on January 29. Phillip is a member of the USAF Air Police and will be stationed in Alaska, during which time the new Mrs. Brume will make her home with her parents in Stockton.

We are happy to learn that the wives of the following WP employees are rapidly recovering from major operations: Roundhouse Foreman C. L. MYERS, Switchman C. V. VAN HORN, and Car Foreman R. L. ACKERET.



Jose Salas, Vincent Rodriguez, Benjamin Soria, and Dimitrio Carrabaza are laborers on Section Gang No. 8, and cover the main line between Mileposts 68.5 and 78.5 including the Carbona branch. Foreman A. E. Ecker was not present when the picture was taken.

Fireman H. M. BROWN was operated on recently at St. Joseph's Hospital and we wish him an early recovery.

We hope Carman R. N. FENDER, who is off due to illness, will soon be back at work.

Switchman HARRY E. WAIT retired from service on January 6 with 10½ years' service. Harry started railroad-ing in September, 1899, firing an engine out of Lincoln, Nebraska. He has worked on the Santa Fe, Frisco, MoPac, T&P, FW&D, IC and WP. Now in ill health he plans to visit his sister in Elk City, Oklahoma, this spring and spend his retirement resting.

Conductor HAROLD E. SULLIVAN retired January 4. He was employed on July 20, 1925, and was promoted to conductor September 1, 1928.

Stockton Yard had two distinguished visitors last month, Cesar J. Cuadros, general manager of the La Paz Railroad, Bolivia, and Raymond Fan, assistant superintendent of public relations department, Taiwan Railway Administration, The Republic of China, from Taipei, Taiwan (Formosa).

The Stockton WP Employees' Federal Credit Union held its third annual meeting January 29 in the passenger depot. During the year 1955 the Credit Union's assets increased approximately \$6,500 with a total of 204 shareholders. A dividend of 4½ per cent was declared for the year 1955. Clerk E. P. MILLER was re-appointed president of the Board of Directors for the year 1956.

PARAMENTO SHOPS

G. Schultze

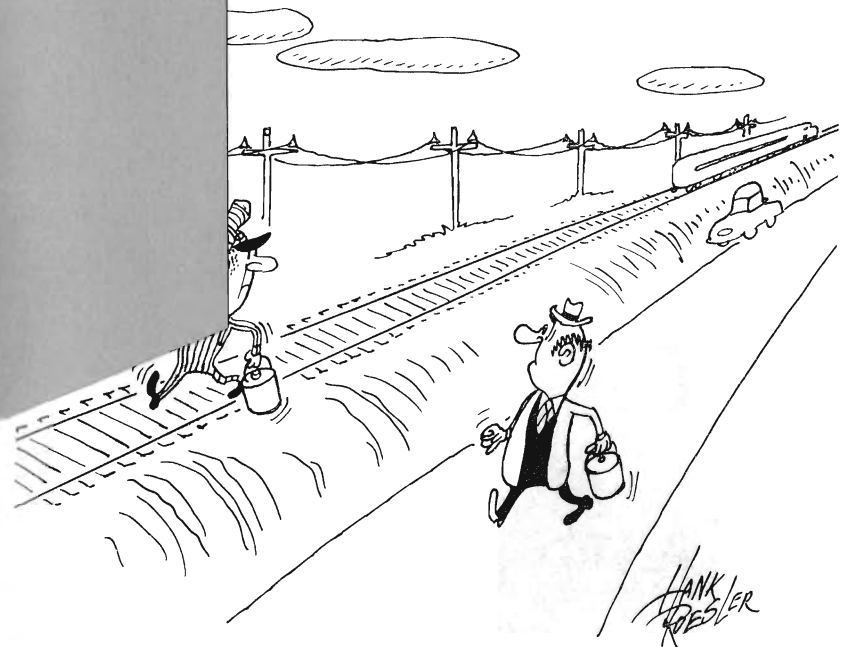
Recent convention of Brotherhood of Blacksmiths at Kan-ates T. T. BAMFORD represented the smiths' Committee,

District No. 6, and "Smitty" represented Boilermakers' Local No. 742, District No. 122.

Congratulations and best wishes to Carman HENRY D. REITZ on his recent marriage to the former Genevieve Thomas of Stockton.

Our deepest sympathies are extended to Blacksmith Helper NICK SURJAN and Machinist MARION VELASICH who lost their wife and mother; to Sheet Metal Worker R. C. HOSKIN who lost his mother; and to Machinist Foreman W. E. FOSHA and Blacksmith C. W. FOSHA who also lost their mother.

Congratulations to Electrician TONY SANTOS upon being elected the new president of the WP Amusement Club, succeeding Carman K. GRIMES, who was presented with a U. S. Savings



FRED SWEENEY and his shiny new Ford met up with a recent minor accident. Fred's car skidded on the icy pavement and so did another fellow's car, with the inevitable result. Only the body man was happy!

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SACRAMENTO SHOPS

Marcella G. Schultze

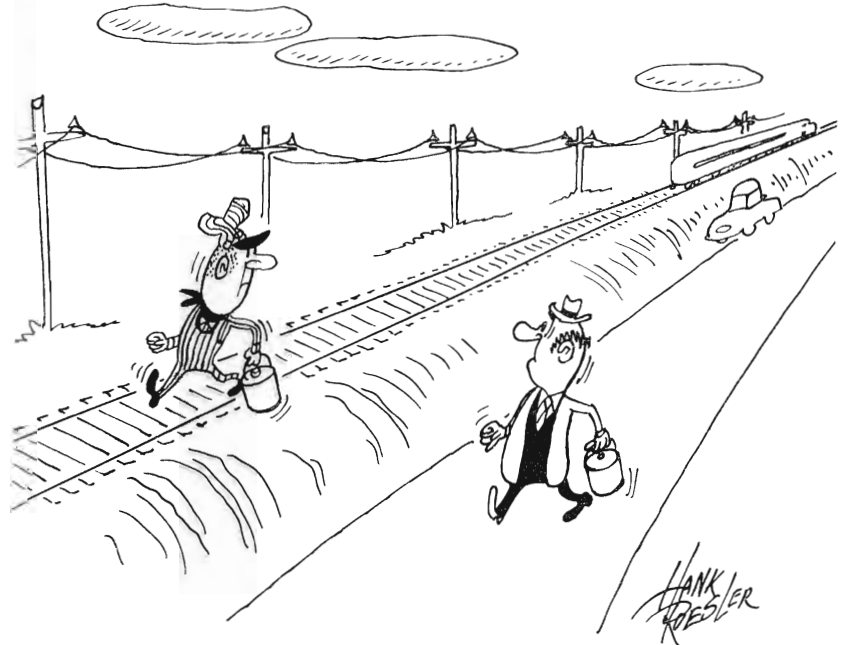
Attending the recent convention of the International Brotherhood of Boilermakers and Blacksmiths at Kansas City were delegates T. T. BAMFORD and J. H. SMITH. Tom represented the Shop's Local Blacksmiths' Committee,

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Bond in appreciation of his services this past year.

SALT LAKE CITY

J. B. Price

Brakeman and Mrs. ROBERT C. HEITKAMP are sporting a new Buick, purchased and "broken in" while Bob was on vacation.

Brakeman ALVIN W. POWELL spent his vacation in remodeling and re-decorating his home; also improving the landscaping.

Brakeman BERNARD T. PRICE began his vacation in December and continued on through into January. "Bernie" looked after business interests and was on hand for inventory.

Conductor WILLIAM C. THOMPSON, while on vacation, underwent major surgery at St. Mark's Hospital and at latest reports was making a satisfactory recovery. They can't keep a good man down long, "Bill," so we expect to see you back soon.



Fisherwoman Marjorie Woods

Ah! At last we have proof that the men on the WP aren't the only good anglers, as is evidenced by Mrs. Marjorie Woods, wife of Engineer DONALD T. WOODS. Congratulations on a fine catch, Marjorie, and we hope you have as good luck next time out.

We wish the eldest daughter of Fireman and Mrs. VERN MECHLING a quick recovery from an accident which resulted in a broken leg for the little miss.

Brakeman and Mrs. ED R. SULLIVAN returned to Elko to reside. Ed was displaced as brakeman on the Tooele Valley Local by Brakeman ROBERT C. HEITKAMP.

Yard Clerk ESTHER A. WITT of Wendover was very much surprised to receive the announcement of the marriage on December 10 of her nephew, Robert J. Graham, of Grandin, Mo., to Shirley Rockley of Nevada, Mo. Bob will be remembered by most of the railroaders as the carrier of the Salt Lake Tribune in 1948 and 1949 and, regardless of fair weather or foul, the paper was always delivered on time. We wish the young couple much wedded bliss.

Our deepest and most sincere sympathy to Fireman and Mrs. KELLY C.

NESSI and family whose home was saddened by the death of his mother.

Brakeman BRUNO B. PERRI took the detour route while on vacation going to San Francisco. Bruno says he ate up all the sea food at Fisherman's Wharf. That's a mighty big appetite for a little man!

SAN FRANCISCO

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

The editor "bit" when, in talking on the telephone with PHIL PRENTISS, trainmaster at Milpitas, just following the stormy weather, he was asked if he knew the United States now has 49 states. Replying, "No, it's news to me," Phil informed him that California had a little SUN!

HARRY A. MITCHELL, retired president of the WP, and former SN president, recently retired as Mayor of Atherton, a Peninsula suburb. Mitchell informed the town council that he was resigning only because he wants to be free to travel extensively. The town's planning commissioner, William D. Tyler, retired California and Hawaiian Sugar Corporation executive, and husband of Mrs. H. P. TYLER, law department, also told the council he is anxious to reduce his outside activities.

An announcement, "We're Branching Out," was received from former employee and MILEPOSTS' correspondent JIM MILLS, telling of the arrival of Jeffrey Randall on January 23, weighing 7 lbs., 9½ oz. Jim and his family live at 9851 Del Mar Avenue, Ontario.

Illness kept JOE VALERGA home several days recently from his duties as secretary to Chief Engineer F. R. WOOLFORD.

Valentine's Day was chosen by GWEN

MONDS for the date of her marriage to Terry Kearns at St. Cecilia's Church in San Francisco. Gwen was former correspondent for the auditor of revenues department.

Not much larger himself than a good sized cigar, little JOE CAMPI, general office elevator operator, became the father of an 11 lb., 8½ oz. daughter born to his wife on February 10. Joe has one son who just started school.

Another new-born is Kenneth Marks, the son of Jr. Rate Clerk and Mrs. JOE MARKS, who arrived on February 10.

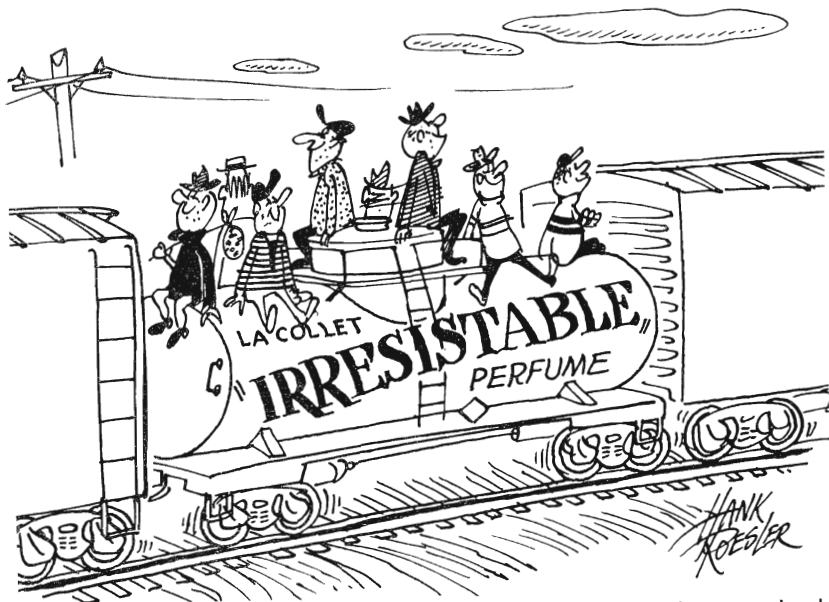
MARILYN SEAGRAVE, special agent's department, found out the difference between second and reverse gear recently when she was involved in a minor "bump" while driving a two-week-old sports car. No damage to either.

Welcome to EDWARD T. ARMSTRONG, engineering aide, who joined WP's engineering department February 13. Ed replaces CHARLES R. BREEDING who resigned to enter college.

HENRY FEGLEY, retired assistant to general manager, looking real chipper, stopped by general office in February to say hello to his former associates. They are all glad to know you are up and around again after your recent illness, Henry.

"Under the Big Top"

Set aside Saturday evening, April 28, for Circus Day, theme of this year's Annual Spring Informal Dance. Place: Governor's Hall, State Fairgrounds, Sacramento. Details later.



A traveler through a remote section of the West stopped off in a small village for the night and ventured into a very tough-looking tavern for a bottle of beer. Several large, bronzed characters were draped around the old-fashioned bar.

"Nice atmosphere you have in this place," said the traveler, trying to strike up a conversation. "I like the old-fashioned air about the place. I haven't seen sawdust sprinkled on the floor like this since before the First World War." "That's not sawdust," pointed out the bartender, "that's yesterday's furniture."

* * *

An Arthur Godfrey favorite is the one about a tall, distinguished gentleman peering into the club car.

"Ah say," he asked, "is theah anyone in hyah from Gawgia?" A natty little man stood up and identified himself as an Atlantan.

"Splendid, splendid," beamed the first Georgian. "Ah wondah if ah might borry yo' cawk-screw."

* * *

A salesman, driving along a lonely road, suddenly developed motor trouble. He got out and

lifted the hood to inspect the motor when he heard a voice behind him say, "The trouble's in the carburetor." Swinging around, the man saw nothing but an ancient horse regarding him quizzically. The startled salesman leaped into the air and dashed away—until he came to a small crossroads garage.

Pulling himself together, he told the garage attendant what had happened.

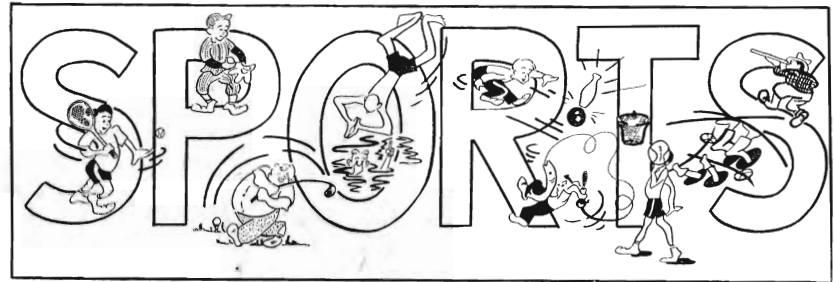
"You say you saw no one but a horse near your car?" asked the man. "Was it an old brown horse with a bent ear?"

"Yes, that's right," replied the salesman.

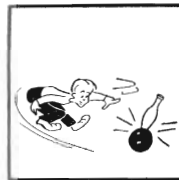
"Well," laughed the attendant, "don't pay any attention to him—he doesn't know a thing about engines."

* * *

Seeing a car rolling down the street without a driver, a man dashed from the sidewalk, clambered into the car, and slammed on the brakes. A second man appeared from the back of the car, puffing and complaining, "Wha's the big idea? I'm outa gas, I'm pushin' my car to a gas station, and you're the third quick thinker I've met in the last two blocks!"



WP BOWLING TOURNAMENT



Fourteen teams of bowlers turned out at the Alhambra Bowl in Sacramento on February 4 to take part in Western Pacific's Annual Handicap Bowling Tournament. When the pins had all been racked the score sheets tallied 26 doubles events, 42 singles events and 41 all events.

Singles honors went to Hy O'Rullian, Sacramento, for his 552 scratch, 120 handicap, and gross of 672. John De-Pangher, teammate, placed second with a 578 scratch, 68 handicap, and 646 gross.

The Sacramentans also took first place in the doubles and in the all-events matches. Don Carman teamed with O'Rullian to knock over 1,141 pins, which with a 188 handicap gave the team a 1329 gross. Oakland teammates, W. Wray and W. Wyman, took second with a 1010-220-1230 score.

O'Rullian copped the all events with a 1667-360-2027, followed by Wray's 1595-324-1919.

Oakland bowlers made a clean sweep of the team events, scoring first, second, and third, as follows:

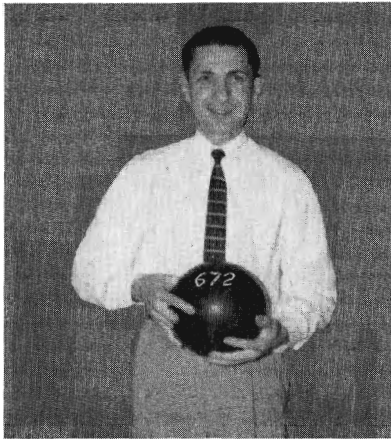
	Scratch	Hdc.	Gross
Oakland Bells	2384	564	2948
Oakland Sylvania	2342	602	2944
Oakland Hot Boxes	2286	572	2858

(Pictures on next page)

Boxer Honored

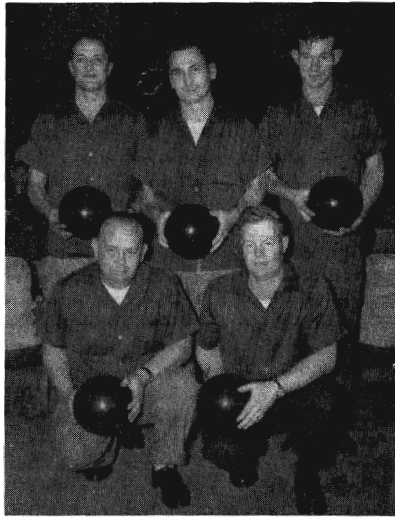
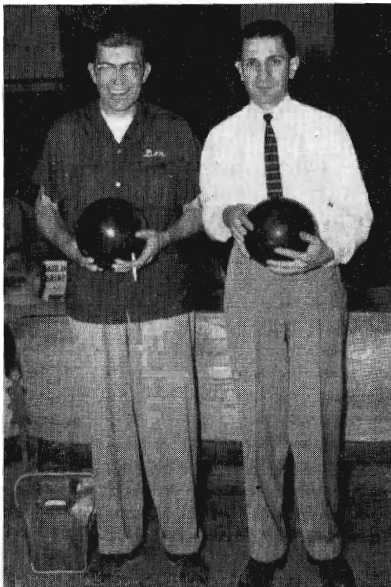
Ted Contri, son of Larry Contri, power coördinator at Sacramento, whose prowess as a University of Nevada welterweight boxer was written up in the June 1955 issue of MILEPOSTS, was named athlete of the year on January 10 by the Sierra Nevada Sports-writers and Broadcasters Association.

A junior from Elko, Contri won top honors at the Pacific Coast Intercollegiate Tournament in Sacramento and was runnerup at the National Collegiate Athletic Association national meet in Idaho last year. He lost the finals to Herb Odom, the 1954 champion of Michigan State.



Singles champ, Hy O'Rullian.

Don Carman and Hy O'Rullian won doubles.



Members of the Oakland Bells, team champs: Mel Pierner, Bud Furtney, Riley White, and kneeling: Bill Wyman and Junior Mortensen.



Three New Members in 20-UP Club

Three new members made the exclusive 20-UP Club with the close of the fifth annual 20-Club Bass Derby on December 18.

J. C. Gwaltney, locomotive engineer of Stockton, took first prize with his 30-pounder taken out of Montezuma Slough March 13. He collected \$44.65 for his efforts. Retired locomotive engineer Earl Herdman was second, with a 30-pound catch taken out of Middle River on May 3 which brought him \$24.35. Third place went to C. C. Bennett, blacksmith at Sacramento shops, who brought in a 20½-pounder hooked at Clarksburg. Bennett's catch also won him the degree of "Fishmaster," and his 8-pound 12-ounce striper taken out of the Sacramento River won him

the sealed mystery prize of a traditional home-baked cake and quart of wine.

"As of January 1, Bennett is the Sacramento representative of the 20-UP Club Bass Derby and will sign as members any fishermen or fishermen in that city who wish to become members of one of the world's most exclusive clubs," reports Engineer O. E. Lyles.



A good turnout of golfers is expected for a Western Pacific tournament to be held on June 23, at the Castlewood Country Club (old Hearst Ranch), Pleasanton.

C. C. Bennett and his "20-Upper."



According to Committee Chairman, Jim "Ace" Hickey, the tournament will be played on the lower 18-hole course, with tee-off time set for 11 a. m. This course is only a good nine-iron shot from Western Pacific's main line which passes through the two courses, and the "duffers" should be favored with somewhat of a mental handicap in that the "pros" will undoubtedly take their eyes away from the ball long enough to get a look at the passing eastbound and westbound *California Zephyrs*. The "duffers" will probably have all their attention directed towards keeping their shots out of the ballast.

Further announcements are forthcoming, but anyone interested in taking a crack at Larry Shaughnessy, winner last year, or equaling the hole-in-one scored by Jim Hickey, can get his entry in early by contacting Hickey, passenger traffic manager, or Frank Rauwolf, personnel assistant.

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RAILROAD LINES



Possible merger of Great Northern and Northern Pacific, which would include Chicago, Burlington & Quincy, and Spokane, Portland and Seattle railroads, would result in nation's biggest railroad in terms of mileage.

. . .

Southern Pacific orders 21 more new double-deck commuter coaches; will more than triple number of these cars now in Peninsula service.

. . .

Erie extends piggy-back service into six states beyond its Chicago terminus using Chicago & North Western and Santa Fe interchanges.

. . .

Baltimore & Ohio refinanced \$280 million of outstanding debt, largest program of its kind ever completed.

. . .

Nickel Plate asked I.C.C. to protect it from merger with Lackawanna.

. . .

Missouri Pacific to replace 146 miles of old rail; cost \$6 million.

. . .

Indications are that railroads in 1956 will spend more than \$1 billion on plant and equipment.

. . .

CB&Q handled more than 61,000 youngsters in specially promoted excursions during 1955.