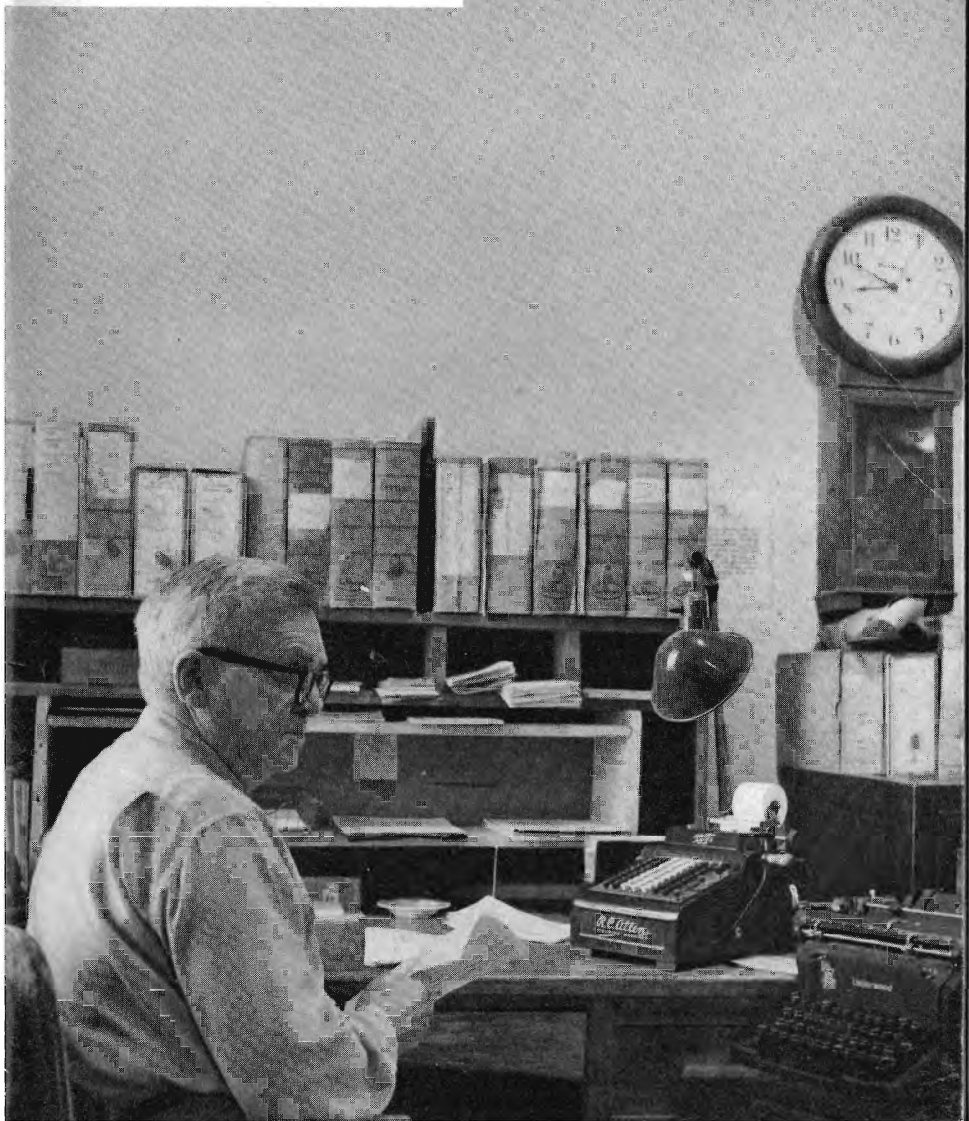


WESTERN PACIFIC  
*Mileposts*  
MAY 1957



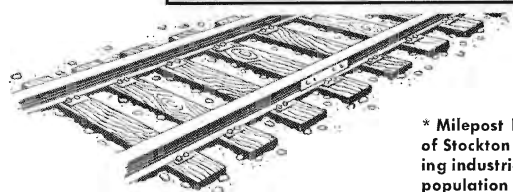
# Mileposts

Vol. VIII, No. 10

MAY, 1957

\*Milepost No. 94

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. 94: Just east of Stockton depot. This growing industrial center now has population of 85,000.

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COVER: Agent Ben Battles is also Justice of the Peace in Gerlach, Nevada. He has 16 years' Western Pacific service. See Page 3.



## Ben Battles: Gerlach Agent

TAKE a deep breath of clean desert air, mix well with wide open spaces, a population of some 200, one main street, and the smell of sage (State flower of Nevada), and you have Gerlach. It's one of the few remaining small typically Western towns along the WP in Nevada, free from gasoline fumes and parking meters, but sprinkled with TV antennas. Don't look for a group of noisy cowpunchers to come galloping around a corner, or for the uproar of a running gun battle. The old Wild West is gone. You're more likely to see a few early and late model autos and, if you're lucky, a Western movie on the Reno channel. Chances are that if there was any gun play the bullets would go harmless. Except for a Saturday night you won't see many people on the unpaved main street. During the day, more likely a boy and his dog on their way to the new cement-block school house which now replaces a wooden structure recently destroyed by fire. Or maybe a couple of mothers on the steps of the general store, casually discussing "Johnny's" toothache or the latest "TV dinners."

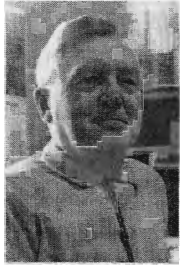
About the only sound to break the peace and quiet at this elevation of 3,931 feet would be the rumble of a high-rolling Western Pacific freight, or the switching of cars by the Gerlach local which makes an appearance from

Portola three times each week. At night, the diesel horn of the eastbound *California Zephyr* can be heard many minutes before its 8:00 p. m. arrival—the air is clear and wide open space stretches out for miles in every direction. It's rather dark walking over to the well-kept station at night as the lights from the hotel and "beanery" fade out quickly after you cross the main street. Your shadow reappears as you near the window-lighted station, and if you're there when the *Zephyr* pulls in for a momentary stop, the platform is quite well lighted from the windows of the train. They quickly fade out like a burned-out match as the train pulls out and picks up speed on the shiny, moon-lit rails.

Agent Battles or one of his assistants observe standard practice of watching for hot boxes or other trouble on fast freight.



It doesn't take long to get to know Gerlach or to become acquainted with Ben Battles, agent. For to know Gerlach is to know Ben, too. His name is a trademark in the town and not just because he has been a resident for about 15 years. Ben is a kindly man;



a soft-spoken and easy-going sort of individual with a twinkle in his eyes. He is highly respected by all who know him—his clerks, shippers, residents, and changing passenger engine crews who come in and out of

the station. Ben could be cast as a typical judge behind the bench in any city courtroom, a typical pastor behind the pulpit in your community church, or a typical teacher holding the attention of a classroom full of energetic moppets. He has few wrinkles on his youthful brow despite a full head of hair now turning white, and his step is light for a man 64 years of age. He's the kind of man you would like for a neighbor, for a friend, or one with whom you would enjoy doing business. He'd be a credit to any community or to any company.

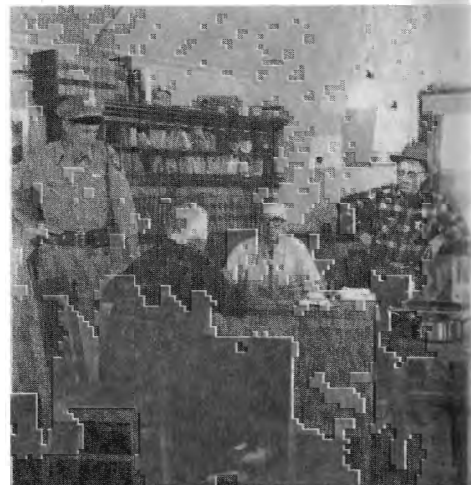
He's a credit to Western Pacific, and the Company is fortunate to have him as its Gerlach agent. He's a Western Pacific railroader through and through. "Railroads don't come any better than the WP so far as I am concerned," Ben will tell you, and he's been around enough to know.

Born in Wellington, Ohio, in 1893, his first railroad service began in the New York Central's dispatcher's office there in 1911. He spent a few years

with the Rock Island in Oklahoma and Texas, then became operator and wire chief for the Western Union in Detroit in 1915 where he remained for three years. His next 22 years were spent in the stock brokerage business in Chicago as operator and manager, but in 1941 he came back to railroading as operator for the Southern Pacific in Bakersfield. In November of that year he began his Western Pacific service as relief operator and after duty at several locations along the line was sent to Gerlach, arriving there on Christmas night, 1941. "My Christmas dinner that night consisted of liver and bacon," recalls Ben, "the turkey and trimmings having long since disappeared before I arrived."

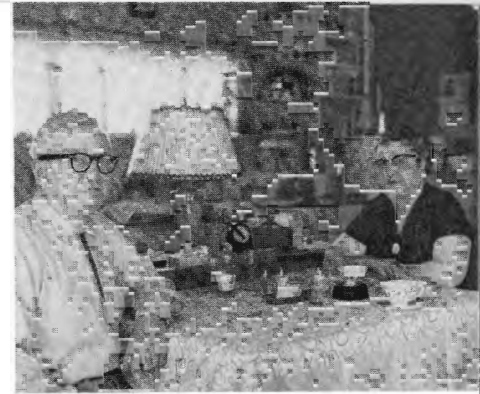
In January, 1942, Ben was working temporarily in the dispatcher's office in Elko; next as agent at Shafter, then Reno. He returned to Gerlach in July, 1951, and has remained there as agent since that time.

**As Justice of the Peace, Agent Battles listens to testimony in Gerlach courtroom, as Deputy Sheriff of Washoe County, T. J. Ashenbrenner, left, and Washoe County Constable Russell "Shorty" Taylor witness proceedings.**



In recognition of his popularity and capability, Ben is now serving his second term as Justice of the Peace, having been elected to that office in the general election of 1954. He is also Deputy Coroner and Chief of the Ground Observer Corps. As "JP," as Ben refers to his position of honor, he has joined together in marriage many residents of Gerlach. He has made decisions in cases of murder, burglary, assault and battery, charges of misdemeanor, collection of bills and, of course, divorce. He has been a benefactor to the needy, a friend and instructor to the children, and a gracious host to friends who are Gerlach visitors. He enjoys conducting a tour of the town, which always includes a short trip out to the mineral hot springs toward the hills in the back of the town. "These springs have caused several drownings, some bodies having been recovered from a depth of as much as 70 feet, and to me have been a source of great concern," exclaims Ben. "At the same time I have been told they have aided many in recovering good health. Someone once told me one of our railroaders, crippled with arthritis, was brought there on a stretcher, and after ten days of bathing in the mud and water was able to walk. My neighbor agent at Herlong, V. E. Emerson, suffered arthritis in his hands and after using our springs was greatly improved."

Ben's charming wife, Denora, is a guiding influence in this desert town. Widowed by the loss of her first husband, a Northern Pacific railroader, she became Mrs. Battles just two years ago. Between them they have seven children, fourteen grandchildren, and one great-granddaughter. Robert, 23, the older of Ben's identical twin sons,



**Ben and his wife, Denora, live in a small but most attractive and comfortable home only a short walk from the Gerlach station.**

is attending a Navy guided missile school in Memphis, Tennessee. Bruce is with an aircraft industry in San Diego. A daughter, Mrs. Rosalie Walsworth, lives in Salt Lake City.

Ben's duties are typical of a busy agency, handling freight, passenger, baggage and express services, and Western Union. By far most of the freight business comes from the U. S. Gypsum Co. plant at Empire, seven miles to the south, an excellent source

**Ben heads back to the station after making a collection from a local Western Pacific customer.**





U. S. Gypsum Co. diesel switcher, left, brings in string of loaded cars which will be picked up by Gerlach local's switchers standing by.

of traffic for Western Pacific. The *California Zephyr* stops daily in both directions and the *Zephyrette* (Budd car) stops on its east-west run three times a week.

Ben handles all correspondence, collection of freight bills, cash book accounting, and many monthly reports. He is responsible for having on hand an adequate supply of cars (highly important at this location), and checks freight rates and routings on all bills of lading. His busy work week consists of eight-hour days, Monday through Friday.

Ben is assisted by Russell Taylor, general clerk-warehouseman, who has been a resident of Gerlach for 25 years and a WP employee since 1944. "Shorty," as he is popularly referred to, is also Washoe County Constable and a Special Deputy Sheriff of Reno. He is a past president of the local Lions Club, secretary of the Fire Department, past president of the Gerlach

Gun Club, a member of the Gerlach-Empire Safety Council, and a member of the Parent-Teachers Association. One would be ill advised to tangle with this officer of the law despite his size, which is more than emphasized by the long-barreled six-shooter carried in a

Switchers from Gerlach local shunt back and forth making up trains and switching cars during layover at Gerlach. Crew are Engineer Tout, Fireman Fulk, Conductor Freeman, Brakemen Kilgore, W. Powell and R. Powell.



General Clerk-Warehouseman Russell Taylor



General Clerk Don M. Miles

shoulder holster constantly. His sister, Mrs. Helen Thrasher, is postmistress.

Don M. Miles is general clerk and has been with the railroad since 1952. His service includes three months in the Elko division office and as time-keeper on an extra gang.

Milo G. Kacer, operator, has been an employee since 1953, and Ralph P. Johnson, relief-clerk, began his WP service in 1953.

"Gerlach must have been quite a

town in its day," says Ben. "Western Pacific's construction district extended west to here when the road was being built. It later became a division point and had a large roundhouse. There isn't much here today for excitement, but I like it. It's a source of satisfaction to know that such a little community can contribute to the welfare of a big transcontinental railroad. And, besides, this desert country grows on a person."

Operator Milo G. Kacer



Relief Clerk Ralph P. Johnson



## How We're Doing

More than 11,000 Sacramento school children have been brought to San Francisco in nine Western Pacific special trains since December 1, 1956, to see Cinerama's newest picture, "Seven Wonders of the World."

• • •

Commercial traffic increased \$102,000 and Government traffic decreased \$22,000 during March for an \$80,000 net increase in gross revenue for the month.

• • •

Western Pacific's Annual Report for 1956 was mailed to all shareholders on April 18. All employees will receive a copy this month.

• • •

Order has been placed with Pacific Car & Foundry Company for 100 50-ton refrigerator-type boxcars for delivery in November and December; delivery is now being made of 100 50-foot boxcars equipped with auto loading devices; nine of the 50-ton, 50'6" flatcars have been received from the order of 25 which will be completed in June; and delivery of 100 70-ton hopper cars with roller bearings is expected this month.

• • •

California Zephyr load averaged 56 per cent of capacity in March, compared with an average load of 63.4 per cent for March of last year.

• • •

Effective April 5 the rail lines made a substantial reduction in carload rates on canned goods originating in California destined to points in the States of Utah and Idaho, which is expected to bring traffic formerly moving by motor carriers back to rail carriers.

• • •

Agreement was reached on April 5 between the carriers represented by the Eastern, Western and Southeastern Carriers' Conference Committees and their employees represented by the Brotherhood of Railroad Trainmen providing for wage increases for WP road brakemen and dining car stewards.

• • •

The concrete lining of Tunnel 24, Milepost 263.89, was completed April 10.

Loss and damage claims paid by Western Pacific during the first quarter of 1957, compared with the same three months of 1956, were:

	1957	1956
January, February, March.....	\$167,697.69	\$165,375.01

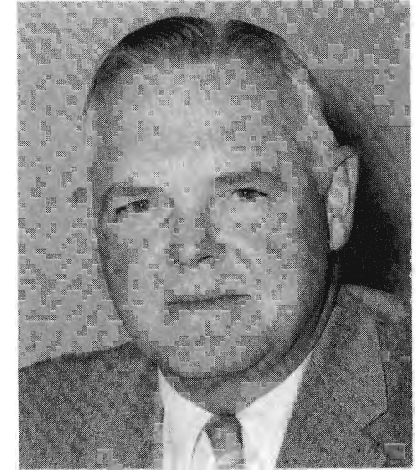
This waste of money hurts all of us!

## Promotions and Transfers

Samuel W. Fordyce, formerly executive assistant in the president's office, has been appointed assistant to director of industrial development, effective April 1. As assistant to F. B. Stratton, director of industrial development for the railroad, Sam will help to expand industrial growth along the railroad commensurate with the pace set on the West Coast. His training and background make this possible.

Fordyce comes from a family of railroaders. His grandfather, S. W. Fordyce, was a former president of the St. Louis Southwestern and of the Kansas City Southern. His father, John R. Fordyce, was a consulting engineer for several roads, and his uncles were associated with other railroad companies.

After graduating from Harvard and the Harvard Engineering School, where he earned two degrees in five years, Fordyce became associated with Harvey Couch who consolidated two railroads to form the Louisiana & Arkansas Railway Company, and who later acquired control of the Kansas City Southern. He also served as a director of the Reconstruction Finance Corporation. Except for a period of four years when he left to engage in banking in St. Louis and for one year when he was granted a leave of absence to serve as an assistant director of the Office of Defense Transportation in Washington, his association with the Couch interests ran from 1923 until 1945. He started as a civil engineer and left as assistant to the president of the Kansas City



Southern. From 1945 until 1950 Sam was vice-president and general manager of a company manufacturing radio communication equipment for railroads. While with the KCS and L&A, he spent several years in charge of industrial development, during which time their percentage increase in traffic originated and terminated consistently exceeded that of any other road in the territory.

Fordyce came to the Western Pacific on June 1, 1951, as executive assistant.

He lives in Belvedere with his wife, the former Eileen Frances Halloran of Berkeley, and daughter, Eileen. Three other children, Susan, Sam and Cynthia, are married, and their families include seven children.

Sam is a boating enthusiast and last year served as a director for the San Francisco Yacht Club of Belvedere.



# New Park for Annual Picnic



For the first time in several years, Western Pacific's Annual Picnic will be held at a different location. Little Hills Ranch is a new picnic grounds, clean, more grass lawns, much larger swimming pool, barbecue pits, and ample tables and benches. It is more conveniently located for the majority of our railroaders who attend, and has many features to recommend its choice, claims Frank Rauwolf, personnel assistant, who has spent much time investigating many picnic grounds in the Bay Area.

The picnic will be held this year on Sunday, June 9, from 11:00 a. m. until 7:00 p. m. For the first time a charge of 50 cents per adult will be made, children twelve and under being admitted free of charge. The full amount of admission fees will be used for prizes, some of which are quite valuable. A de luxe RCA portable TV set, a portable barbecue pit, a pair of patio

bucket chairs, de luxe fitted picnic case, small portable transistor-type radio, bags of groceries are some of the examples, and there will be others of less value, depending upon the amount of admissions.

Little Hills Ranch has courts for horseshoes, badminton, volleyball, softball and shuffleboard available without charge. Equipment is also available and will be loaned for a limited time to those interested. This will insure no one having the equipment for the better part of the day, and afford everyone an opportunity to use these facilities.

For the children there is a merry-go-round, dog-cart ride and a clown show, all available free of charge.

Activities planned for the day include a bingo game, dancing and other games for young and old. Those who desire to swim must bring their own suits and towels. Bath houses are

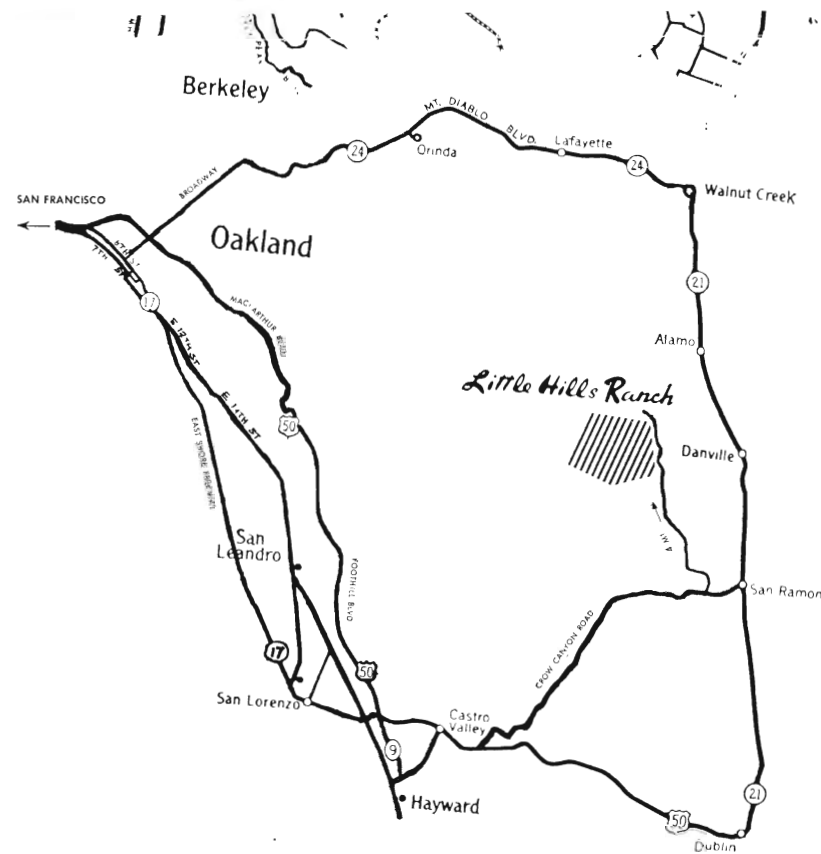
available and a life guard will be on duty.

Cash prizes will be given winners of the bingo games which will continue for most of the afternoon. A drawing for the gate prizes will be held about 2:30 p. m.

All employees are invited to attend and bring their families and friends. There is ample room for everyone. Come and have a good time!

## How to Get There

Little Hills Ranch is easy to reach from anywhere in the Bay Area. From Stockton or Sacramento take Highway 21 from Walnut Creek or Dublin and turn off at San Ramon on Crow Canyon Road. From Hayward take Crow Canyon Road short distance beyond Castro Valley. Watch for signs "WP Picnic" along the route.



## WP WILL REMEMBER

*"When a man devotes his life to an industry, he has truly paid that industry the greatest compliment possible."*

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

*Frank T. Avila*, shop laborer, Sacramento.

*Francis W. Benedict*, Sacramento Northern chief clerk, Oakland.

*John H. Crenshaw*, Sacramento Northern engineer, Oakland.

*Edwin L. Hensley*, agent-telegrapher, Oroville.

*Geneva T. Pendergraft*, crew caller, Stockton.

*Edna Scott*, telegrapher, Stockton.

*Frank O. Seeger*, machinist, Oroville.

*Samuel D. Terry*, Sacramento Northern brakeman, Oakland.

*Martin L. Toomey*, boilermaker helper, Sacramento.

## Al Vrismo Makes Last Run

A final "on time" performance between Oroville and Oakland was made by Engineer Al Vrismo when he brought the *California Zephyr* to a stop at Oakland Pier on March 30. When he climbed down from the cab he had completed 43 years of service with the railroad.

Al was accompanied on his last run by his wife, Rosie, and Road Foreman of Engines, T. D. Hunter. Many of his friends were at the Oroville station to see him off and extend best wishes for his retirement, and just as he was boarding the engine Al was presented with a camera with all the attachments.

Vrismo is a native of Chico and has lived in Oroville since he was a young boy with the exception of 10 years in Portola. He began his Western Pacific service in 1911 at the Oroville roundhouse. He went from there to



About to leave Oroville, Engineer Vrismo and Conductor Oscar Lind check watches. Vrismo's wife, Rosie, accompanied him on his last run.

Oakland and Sacramento, working in machine shops, until he returned to the Feather River area to run the iron horse. Al was promoted from fireman to engineer on September 11, 1920, and has operated the *California Zephyr* and *Zephyrette* trains since 1949.

During his nearly a half century of railroading, Vrismo recalls many interesting experiences and the transition from steam to diesel locomotive power. "In the old days the big steam giants were obliged to make many stops for fuel and water," he said, "but now the diesel is able to pull a complete load for long distances without refueling." On October 5, 1952, Vrismo took the controls at Oakland of the special train which carried the then

President Truman, and piloted the 16-car train to Oroville. Much of his early railroading was in the Feather River Canyon, and rainy seasons were an ever-present threat. "The early type of locomotive lights occasionally failed in the heavy weather, making necessary the operation of a train through pitch blackness until the lights of the next town were sighted," he recalls. "Despite all this I would not have taken up any other kind of work."

Oroville has always been his home and he plans to remain there. A son, J. A. Vrismo, a conductor now working out of Portola, and a daughter in Oakland, instill that desire which will keep both Al and his wife relatively close to their children.

## Welcoming Committee at Pier



Charles Ellis, retired engineer; Engineer George Rutherford; A. McGraw, Al's fireman; BLE Local Chairman R. E. Stansberry; Engineer Vernon Brain; Road Foreman Tom Hunter; Billie Metzger, retired engineer; Bill Good, general roundhouse foreman; Paul Rutherford, trainmaster (behind Good); Vrismo; BLE&E Local Chairman Joseph Bramse; Conductor C. M. Dustin; Asst. Supt. H. E. Stapp; Lee Michelson, terminal trainmaster; Elmer Myers, retired engineer; Talbot Kelly, city ticket office. Photo by Jimmie Boynton, engineer.

# MILEPOSTS



# IN GOLD

MILEPOSTS congratulates the following railroaders who will receive Service Pin Awards during the month of May, 1957:

### 35-YEAR PIN

Leonard Williams..... Roundhouse Foreman..... Mechanical Dept.

### 30-YEAR PINS

Grant H. Evans..... Conductor..... Western Division  
 Wainwright W. Geil..... Assistant Trainmaster..... Western Division  
 Jack Latham..... Brakeman..... Western Division  
 Otis C. Potter..... Head Bill Clerk..... Oakland  
 Gordon Switzer..... General Supervisor..... Structures and Work  
 Equipment Dept.

### 25-YEAR PIN

Moroni L. Kizer..... Roadmaster..... Eastern Division

### 20-YEAR PINS

Wesley I. Bump..... Conductor..... Western Division  
 Carl A. Grauvogel..... Telegrapher..... Eastern Division  
 George P. Graves..... Crew Clerk—Train Desk..... Western Division  
 Charles R. Griffin..... Telegrapher..... Western Division  
 Walter H. Harper..... Yard Clerk..... San Francisco  
 Warren L. Hersch..... Section Foreman..... Western Division  
 Robert E. Hughes..... Machinist Helper..... Mechanical Dept.  
 Crawford Lewis..... Locomotive Engineer..... Eastern Division  
 John J. McInerney..... Assistant Agent..... San Francisco  
 John B. Morris..... Section Foreman..... Eastern Division  
 Kirby L. Reser..... Conductor..... Eastern Division  
 Paul W. Russell..... Locomotive Engineer..... Eastern Division  
 Lee E. Thomas..... Brakeman-Conductor..... Western Division  
 James O. Walker..... Water Service Maintainer..... Western Division  
 George J. Widrig..... Machinist..... Mechanical Dept.

### 15-YEAR PINS

Mortimer C. Beck..... Conductor..... Western Division  
 Clifton J. Conley..... Electrical Foreman..... Mechanical Dept.  
 Nancy B. DeRiso..... Clerk and MILEPOSTS Correspondent..... Western Division  
 Harry V. Dougan..... Brakeman..... Western Division  
 Nellie E. Eagle..... Clerk..... Western Division  
 Robert J. Fisher..... Fireman..... Western Division  
 John S. Guerra..... Fireman..... Western Division  
 Edward M. Hawkins..... Section Stockman..... Sacramento Store  
 Robert H. Harbaugh..... Brakeman..... Western Division  
 Peter Josseland..... Dispatcher..... Western Division  
 Albert F. King..... Telegrapher..... Western Division  
 Albert L. Lentz..... Locomotive Engineer..... Western Division  
 Dorance H. Miller..... Locomotive Engineer..... Western Division  
 William H. Mitchell..... Passenger Car Accountant..... Mechanical Dept.  
 Paul G. Morris..... Fireman..... Western Division  
 Robert C. Morris..... Asst. Transportation Engineer..... Research Dept.  
 William Oberst..... Switchman..... Western Division  
 Peter Omli..... Marine Deckhand..... Western Division  
 Orren K. Prentiss..... Conductor..... Western Division  
 Edward Quinn..... Telegrapher..... Western Division  
 Samuel F. Seals..... Brakeman..... Eastern Division  
 Paul K. Sorensen..... Carman..... Mechanical Dept.  
 George C. Spencer..... Car Foreman..... Sacramento  
 Harry S. Van Drielen..... Locomotive Engineer..... Eastern Division  
 Henry J. Wallock..... Clerk..... Elko  
 Millred E. Wingate..... Clerk..... Western Division

### 10-YEAR PINS

Carlos A. Baca..... Carman..... Mechanical Dept.  
 Paul T. Bauer..... Machinist..... Mechanical Dept.  
 Helen Behn..... Code Clerk A..... San Francisco  
 Robert L. Bell..... Traveling Accountant..... San Francisco  
 Edna T. Booker..... Section Laborer..... Eastern Division  
 Charles D. Coleman..... Carman..... Mechanical Dept.  
 Harold Delahoussaye..... Revising Clerk, Senior..... San Francisco  
 Inez Doucette..... Reservation-Information Clerk..... San Francisco  
 Emery L. Field..... Test Signalman..... Signal Dept.  
 Elsie R. Gonsalves..... Stenographer-Clerk..... Western Division  
 William G. Gordon, Jr..... Stenographer-Accountant..... San Francisco  
 Elmer J. Guthmiller..... Patrolman..... Chief Special Agent's Office  
 Paul H. Huston..... Laborer..... Mechanical Dept.  
 Anthony Kupraiszis..... Section Laborer..... Western Division  
 George L. Nelson..... Section Laborer..... Eastern Division  
 Paul E. Parmenter..... Crew Clerk..... Western Division  
 Edna H. Phillips..... Clerk..... Eastern Division  
 Loye E. Phillips..... Carman..... Mechanical Dept.  
 Irma A. Piver..... Stenographer-Clerk..... Mechanical Dept.  
 Herbert E. Rushing..... Yardman..... Eastern Division  
 Herbert J. Scott..... Coach Cleaner..... Mechanical Dept.  
 Humberto M. Torres..... Section Laborer..... Western Division  
 William L. Walk..... Machinist..... Mechanical Dept.  
 Bert Washington..... Section Laborer..... Eastern Division



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:

*George C. Allen*, retired boilermaker helper, March 12.

*Byron G. Belew*, retired locomotive engineer, March 16.

*Edward A. Berde*, retired machinist, April 4.

*Fred R. Billington*, brakeman, March 30.

*Charles H. Clark*, retired operator and agent, February 21.

*Fred E. Drakulich*, retired Sacramento Northern watchman, January 6.

*George W. Foster*, retired telegrapher, March 2.

*Roy Lampson*, retired locomotive engineer, March 26.

*Harry R. Lawrence*, retired conductor, March 30.

*Louis Panos*, retired Sacramento Northern track laborer, date not known.

*Thomas F. Watson*, retired revising clerk, March 10.

### A New Industry

Construction has begun on a \$300,000 Trojan Powder Company project, located inside a strip of land measuring four miles wide and over 15 miles in length. The strip extends from Dozier station south to the Solano county line and the Sacramento Northern, which will serve the industry, goes down the middle of the strip.



## Nice if You Can Get It!

In a letter to the editor of one of the leading business publications, an official of a large mid-western railroad wrote:

"Your article, 'Company Profits Where U. S. Fails,' cannot but make a railroad man bite nails—his own or 10-penny.

"It is discouraging that a business magazine will refer to the 'low cost of barge transportation' immediately after stating that the Engineers Corps is spending \$129 million for navigation projects this fiscal year and has a backlog of authorized projects of \$8.5 billion. In truth, barge transportation is the most expensive of all, and only a rich country with complacent taxpayers can afford it.

"In 1950, the Mississippi River system had cost about \$250,000 a mile as compared to an average railroad investment of \$125,000 per mile.

"A barge cannot move freight at 'rates as low as one third the cost by other means of transportation'—it's just that the government is paying

the other two thirds, plus a good deal more.

"The barge lines have justified this immense subsidy on the grounds that they must be available in time of national emergency to relieve the railroads. Actually, river traffic then shifts to the railroads and barge operations experience a substantial decline.

"The taxes paid by these subsidized carriers are negligible compared to the tremendous cost of keeping the rivers open and, of course, are astonishing to a railroad man.

"Your article states that Federal Barge has paid \$500,000 in taxes since September, 1953, or approximately \$200,000 a year. Compare this to the state and local taxes of \$7 million paid in 1955 by the railroad that parallels Federal's operation. If this comparison seems unfair it may be shown that in 1950 barge companies paid about one cent in operating taxes for each dollar of their income as compared to approximately 12 cents on each dollar paid by the railroads."

## How WP Operated in 1956

The following leading operating performance averages show how Western Pacific compared with other railroads during the year 1956:

COMPARED WITH ALL LARGE ROADS IN UNITED STATES		COMPARED WITH LARGE ROADS CENTRAL WESTERN REGION	
FREIGHT SERVICE	RANK	FREIGHT SERVICE	RANK
Gross ton miles per train hour.....	5th	Gross ton miles per train hour.....	2nd
Gross tons per train.....	31st	Gross tons per train.....	5th
Net ton miles per car day.....	3rd	Net tons per train.....	2nd
Car miles per car day.....	5th	Net ton miles per car day.....	1st
Train miles per train hour.....	2nd	Car miles per car day.....	2nd
Miles per locomotive day.....	8th	Train miles per train hour.....	2nd
		Miles per locomotive day.....	1st
PASSENGER SERVICE		PASSENGER SERVICE	
Train miles per train hour.....	3rd	Train miles per train hour.....	3rd
Miles per locomotive day.....	6th	Miles per locomotive day.....	4th

MILEPOSTS



## Caboosing

### WENDOVER

Esther Witt

Telegrapher SHIRLEY F. LEE again has been a target for illness, having suffered a bout with virus pneumonia. We sincerely hope that good health will be hers before long.

Mrs. Verna Lavelle, wife of Switchman EUGENE T. LAVELLE, was called to Sacramento because of the serious illness of her daughter.

Retired Engineer and Mrs. STEVE FAHEY were guests in the home of Switchman and Mrs. COLEMAN PETTIT.

The Faheys also called on other "rails" who happened to be in town. They are both enjoying retirement to the hilt.

Though it was only for a few minutes, we were glad to have had an opportunity to chat with Conductor HANS J. LARSEN, who was en route to Salt Lake on business recently. California seems to be agreeing with Hans.

T&T Lineman, and Mrs. THOMAS SHEA, and Signal Maintainer and Mrs. THEAS N. GARFIELD journeyed to Mountain Home, Idaho, where both couples purchased two-bedroom houses which they had moved to Wendover. Now all are busy painting and furnishing the new domiciles.

Mrs. Chloe Callister, wife of Linerider ALFRED B. CALLISTER, is able to be up and about and resume part of her household duties following a nervous breakdown. Even though your

recovery has been slow, Chloe, we hope you have the best of health from now on.

The home of Motor Car Maintainer and Mrs. LIND HUTCHINSON was brightened by the arrival of a little miss at the home of their son, Mr. and Mrs. Robert Hutchinson. Another grandchild to be spoiled, we bet. Congratulations to the young couple, and the little tyke's brother, Blake.

A beautiful spring day, just right for driving, enticed Dispatchers JAMES BROWN and CARL ROWE and their families of Elko, toward Wendover. We were glad to see them and hope that they will be able to stay longer on their next visit.

March 20 the Wendover Air Force



"I'm afraid you haven't got the idea, fellows!"

Base held open house for the citizens of Wendover and surrounding territory. The Martin B-57 "Night Intruders" from the 461st Bombardment Wing, Blytheville, Ark., were used to demonstrate the modern combat methods. This wing is part of the Tactical Air Force and had its origin at Wendover during World War II. It's good to think we have such protection in the event of any trouble.

## KEDDIE

Elsie Hagen

The story of Tom Sawyer was presented by the Quincy Theater Guild recently and two of our local boys took part in the play. Johnny Barry, son of Roadmaster CHET BARRY, was Tom Sawyer, and Richard Thomas, son of Brakeman ALDEN THOMAS, had one of the parts in the supporting cast. Both boys are grammar-school students. The play was very popular and a very large audience enjoyed it thoroughly.

Yardmaster and Mrs. CHARLEY SELF attended the funeral of retired Engineer ROY LAMPSON, of Portola. Mr. Lampson was one of the members of the 31st Railway Engineers of World War I. Yardmaster CHARLEY SELF, I believe, is the only member of this group still with our railroad. LEO DORTHY, former engineer and now working on another railroad, was another. COL. E. W. MASON, former vice-president and general manager, who passed away several years ago, was commanding officer of this group. I believe at one time there were over 30 men working on the WP who once belonged to this division.

Brakeman TOM GRIFFIN returned home from Arkansas. He spent about three weeks visiting with relatives and



"If she cries, just hum a few bars of Mendelssohn's Spring Song."

friends and while there Mrs. Griffin spent some time with her daughters, Joan and Katherine, in Sacramento.

Quite a number of our people were in the hospital or on the sick list last month. Engineer and Mrs. JACK SHANNON were both ill, but are now recovering. Mrs. Hanley, wife of Agent PETE HANLEY, spent about three weeks in the hospital. Mrs. Adams, wife of Brakeman BLACKIE ADAMS, is home now after recovering from surgery at Greenville Hospital.

DEAN FIANT, of Tunnel Gang No. 1, spent a month in Arkansas with his mother and family. After returning he was transferred with his gang to Nevada.

CHARLEY FORD, retired operator, is a patient in the County Hospital and is reported to be very ill.

Retired Conductor and Mrs. DON SEGUR spent a couple of weeks visiting with relatives and friends in Quincy and Keddie, coming down from their home in Hillsborough, Oregon.

DUDLEY FLEETWOOD, operator, recently made a trip to Seattle and plans to later make another trip to Los Angeles.

Mrs. Lewis, wife of Fireman CRAWFORD LEWIS, spent a short time here visiting with her daughter, Mrs. Tod Nelms, and family.

## CHICAGO

Dan Dutkiewicz

Here is that big surprise we promised in last month's issue.

BILL McGRATH is again a proud father! This time, an 8-lb., 14½-oz. daughter arrived on March 17, St. Patrick's Day. Talk about the luck of the Irish! And what better name could Bill and Rita have chosen than Colleen Mary? This now makes three boys and one girl for the McGraths. Congratulations!



Happy Father McGrath

Bossman ART LUND recently underwent an operation at St. Luke's Hospital but he has recovered nicely and is again back on the job.

It was just learned that SY CYBULSKI and his family just celebrated their 10th Wedding Anniversary. Congratulations and many, many more happy April 13ths for this couple.

## STOCKTON

Elaine Obenshain

We are happy to learn that Mrs. L. A. Potter, wife of Clerk L. A. POTTER, is making a rapid recovery from surgery. We all wish her well.

Our deepest sympathy to the family of MERLE WALK, former section foreman of Kingdon, who passed away suddenly March 7.

Our sincere sympathy, also, to the family of retired Engineer BYRON G. "BARNEY" BELEW, who passed away recently.

Construction has started on another new industry in Western Pacific's industrial tract at Stockton, that of the John Deere plant.

We are glad to see that Brakeman U. D. CRUZAN is recuperating from recent major surgery and will shortly be able to return to work.

Congratulations and best wishes to Telegrapher EDNA SCOTT, who retired on March 11 with 41 years of service. Edna started her railroad career on December 15, 1915, when she was hired by Chief Dispatcher WILLIAM PEARCE on the Eastern Division. She worked at Wells, Nevada, for two years, then transferred to the Western Division and has worked at a majority of our stations along the main line, earning the nickname of "Boomer." Edna recently purchased a new home



Edna Scott—41 years' service

in Stockton where she plans to enjoy her retirement. Edna is the sister of Eastern Division Engineer EDGAR SCOTT.

After 47 years of having one freight pool operating both east and west out of Stockton yard the pool has now been separated effective April 1. In the future there will be a designated number of crews operating west between Stockton and Oakland, and east between Stockton and Oroville. It is the opinion of the employees that this new arrangement will promote a greater degree of regularity and allow them to spend more time at home.

## WINNEMUCCA

Ruth G. Smith

Sergeant and Mrs. Robert Meals, of Honolulu, T. H., are the parents of a baby girl born on March 8. Robert is the son of Mr. and Mrs. HARRY MEALS, now of Mountain View, but formerly of Winnemucca where Harry was employed as a hostler helper.

Due to the consolidation of several sections, some section foremen have been transferred. A. O. GLENN went from Portola to West Gerlach; A. GONZALEZ from Red House to Cholona; V. C. GARZA from Pronto to Sulphur; J. M. JENISTA, who was last an assistant foreman in Winnemucca yard, to Jungo; J. M. KEITH from Bliss to Pronto; and A. J. TRUJILLO from Jungo to relief foreman, second district.

Mr. and Mrs. Kenneth Duck have arrived in Winnemucca for a visit with his parents, Agent and Mrs. C. C. DUCK. Kenneth was discharged from the 3rd Armored Division of the Army at Fort Knox, Ky., as a Lieutenant on March 20. The couple are en route to Pasadena where Kenneth will be employed.

The welding gang now at Hawley moved back to Winnemucca last month to begin welding rail for the Southern Pacific. Forces on the Winnemucca section will be increased by one assistant foreman and five laborers.

F. R. BILLINGTON, brakeman on the *California Zephyr* from Oroville to Winnemucca, suffered a stroke in Winnemucca on March 17. He passed away on March 30 at Humboldt County Hospital here.

## OROVILLE

Helen R. Small  
Clayton W. D'Arcy

Two young Oroville residents, who moved here with their parents in 1948, are very proud of the fact that they have become naturalized citizens. The children are Kenneth Charles Hebert, 13, and his sister, Martha Alena, 11. Kenneth and Martha were born in Duncan, Vancouver Island, British Columbia, and after living in Sacramento for

several months, moved here. Their father, Carpenter CHARLES HEBERT, and his wife were naturalized in November, 1953, but the children did not receive their citizenship papers until last October. Mrs. Hebert has accepted the position as secretary to the Oroville Blood Bank and recently visited the Medical Foundation Blood Bank at Sacramento which serves all of Northern California. While there, Mrs. Hebert learned the proper methods of keeping an up-to-date account of blood credits.

The new automatic PBX board at Oroville went into operation on March 23.

We were sad to learn that Conductor JAMES L. WILKINSON, age 54, passed away at Oroville Curran Hospital on March 5. Jimmie was a native of Tama, Iowa, and moved to Oroville in 1947 from Stockton. He is survived by his widow, Vivian; a daughter, Mrs. Bonnie Bee, Chico; two stepdaughters, Mrs. Betty Ramirez, Sacramento, and Mrs. Frances Addington, Redwood City. Funeral services were conducted by the Oroville Elks Lodge No. 1484.

Other deaths about which we were also sorry to learn were those of retired Carman J. O. WEST, 68, who passed away at his home on March 2. He is survived by his widow, Tella; a sister, Mrs. Sadie Morse; and four brothers. Joe was a native of Butte County, and a member of the El Medio Improvement Club and the 150 Club.

Brakeman F. R. BILLINGTON suffered a stroke after his arrival in Winnemucca on Train No. 18, March 17. Taken to Humboldt County Hospital, "Billie" passed away on March 30.

Retired Engineer C. L. ELLIS and his wife were recent visitors in Oroville.

It was good to see Charlie and he is looking fine.

Our station is taking on a "new look," the result of a new roof.

The mother of J. C. CAUGHEY, SR., machinist, and grandmother of J. C. CAUGHEY, JR., roundhouse foreman at Keddie, passed away recently at Oroville. Our sincere sympathy to her family.



James S. Hall, 18, son of Section Foreman R. J. Hall, Craig, arrived home March 2 after six months' active Navy duty. He now owns interest in Valley Overhead Door Co., Carmichael.

JOHN H. DODGE, former boilermaker-welder at Oakland shops, and stepfather to CLAYTON W. D'ARCY, machinist, passed away in San Rafael. We extend our expression of sympathy to the families.

The wife of Machinist WALTER KELLY gave birth to a daughter recently, and

the afternoon shift at the roundhouse gave a baby shower for Walter.

D. J. HANSEN, machinist helper, has been ill for some time and has had to spend time in both Oroville and San Francisco hospitals.

## ELKO

John G. Ford

LOIS MANCA, stenographer in the chief dispatcher's office, was called to Los Angeles on account of a sudden and serious illness incurred by her daughter, Marilyn, who is also the daughter of Engineer SETH MANCA. We all wish for Seth and Lois and for Marilyn that she has a speedy recovery.

Congratulations to Yard Clerk and Mrs. HENRY MICHEL on the arrival of little Ann Marie, born at the Elko General Hospital on March 9. This is the Michels' second child. Kurt Karl, the other son, is now 16 months old.

Glad to see Yard Clerk LINO MICHELI resuming his duties in the yard



"Party pooper!"

office after being off sick for two months with a collapsed blood vessel in his chest. He is now feeling fine.

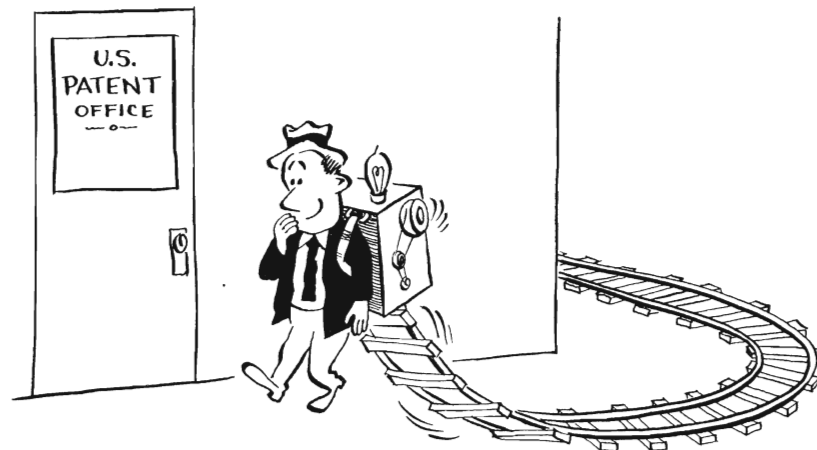
Chief Dispatcher and Mrs. G. W. NAYLOR traveled to Hawaii on March 4 where they enjoyed a week's vacation in Honolulu and visited with their son, Robert, who flew there from Tokyo to meet them. Robert is stationed with the U. S. Army Security Agency. George thought the gals in the grass skirts were really something to see!

Spring is here! And what better proof could you have than the opening officially in March of our local golf course? The divots are already flying and play should be well represented by our railroaders.

We offer our condolences to those among our ranks who suffered losses due to the San Francisco earthquake that shook the Bay Area on March 22. But we must note that headlines also captured a calamity here in Elko. That same evening the famed Stockmen's Hotel and Casino here was reduced to a pile of brick and a total loss in a period of about three hours by a fire which started in the kitchen. This was a great loss to our little city inasmuch as it was the livelihood for 108 employees and an asset worth around a million and a half dollars, not counting the fact that it totally disrupted the coffee-break routines of the superintendent's office force. The hotel was around 50 years old.

Fireman WILLIAM LEWIS suffered a broken bone in his foot while assisting the evacuation of some of the equipment from the Stagecoach Cafe and Casino which was also in danger on account of the Stockmen's Hotel fire.

Dan Thorpe, son of Head Timekeeper and Mrs. ALLEN THORPE, who is



studying medicine at Stanford University (San Francisco) arrived home via *California Zephyr* on March 22 to visit his folks. It seemed Don barely missed all the excitement in the Bay Area to arrive home after the Stockmen's went up in smoke. He was accompanied home by his girl friend, Deanna Toothman, daughter of Dick Toothman, manager of the hotel.

## SACRAMENTO STORE

Irene Burton

CAROLINE CARDER came in to help on the "213 Requisition" desk while GEORGIA CHINDAHL was away on her trip to Bermuda.

On her return from Bermuda, Georgia reported that she is the proud grandmother of 6-lb., 5-oz. Terrie Lee Reinhardt. Georgia was on the island while President Eisenhower was there, but due to all the security officers, she did not have an opportunity to see him.

She did get to see the Prime Minister from Canada upon his arrival on the island. When it comes to rain, Georgia says the heavens just open up there and the thunder is terrific. In other words, she thinks California is a mighty nice place to live.

According to BOB CUNHA, this is the first time in eleven years that the swallows have not returned to the Western Pacific yards. Bob says they usually arrive between the 19th and 24th of March. From reports from Meridian, just north of Sacramento, the birds came in there two weeks early, left, and returned around the 19th of March.

The Hi-Fi which was given away at the Railway Business Women's Association fashion show held at the Elks Temple was won by VERNON L. DAVIS.

Since all you railroaders claim you wear the pants in your families, we suggest that you protect them by wearing an apron while doing the dishes.

## SALT LAKE CITY

J. B. Price

Just as we thought we were set for Spring golf practice, Old Man Winter stole into town and bashed in all such thoughts. But we are in hopes that all our golfers will soon be able to get out on the village greens.

Our Lady of Guadalupe Church was the setting of a beautiful wedding where Miss Josie Pacheco was married to Bill Owen, son of Conductor and Mrs. CHARLES W. OWEN. The young couple spent their honeymoon in Elko and will reside in Salt Lake. Congratulations to them!

Trainmaster ROBERT C. MADSEN entertained his father and mother from San Francisco recently. Bob took great pride in showing his parents the sights of Salt Lake.

We were shocked to hear of the sudden passing of Conductor JAMES L. TROLLINGER the forepart of March. Jim hired out to the Western Pacific in May of 1924, and at the time of his death was conductor on No. 1 and No. 2. He was 64 years old. The only survivor is a brother who came to Salt Lake and took the remains for burial in Waco, Texas.

A vacation out of the ordinary was that taken by Conductor and Mrs. SAMUEL L. WAGSTAFF. Heeding the admonition to see America first, they took part of their vacation in the States and the other part in the West Indies, visiting Havana, Cuba. After visiting Denver, New Orleans, and for a short while, Miami, they flew to Havana and returned by steamship.

During their Havana stay of eight days, overshadowed by the uprising which was under way at the time, they could take no pictures and had to be



"You've really got railroading in your blood—it's full of soot!"

satisfied with picture postcards of the places visited. At the Capitol they saw one of the world's largest diamonds.

Prices in Havana were found to be very much the same as in the United States, except for coffee, which was very good, and sold for three cents a cup. Fresh fruits were also delicious.

Stopping over at Washington, D. C., on the homeward trip they visited the House of Representatives and the Senate, but no place looked as good as the Bureau of Printing and Engraving—the U. S. "money factory!" Other historical places were visited, and Sam said that during the entire trip not one minute was regretted.

## SACRAMENTO SHOPS

Marcella G. Schultze

One of the highlights of the LaSalle Club's first annual Soccer Night on March 4 was the presentation of a trophy to "RED" MAHLIN, sheet metal worker, introduced by Toastmaster VINCENT F. STANICH as "the outstanding soccer player of the world." "Red," whose prowess covered an era from 1925 to 1940, led two Western Pacific

soccer clubs to California State Championships.

Striped bass are rather uncommon in Lake Washington, but GEORGE RIOLO, carman, caught an 18-pounder, along with his string of catfish—big "enuf" news to rate George's picture, along with his catch, in the Sacramento Bee.

## SAN FRANCISCO

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

FRANK RAUWOLF, our impresario of employee activities, took one week's vacation in April to rest up for a large program—picnics, golf and tennis tournaments, and other social events. Caught napping on the patio swing, he woke up to find a paint brush on his chest and the Mrs. standing over him with color samples, sandpaper, a supply of paint in five-gallon buckets, and a

gentle hint that it was time to paint up around the house. End of vacation!

From the treasurer's office we learn that BOB ALGRIM, paymaster, is now settled in a new home in Menlo Park, and that Chief Clerk W. E. VANSKIKE spent Easter holidays with his family at Disneyland. MARY JANE HYLAND, accountant, and her husband JACK, chief of freight traffic department's rate bureau, have temporarily moved back to San Francisco from their home on the Peninsula. Newest member of the treasurer's office is ANNA WATEL, stenographer-clerk, who hails from Cairo, Egypt.

Congratulations to LEO F. DELVENTHAL, JR., transportation engineer, who is now a director of the Northern California Chapter of the American Material Handling Society.

SHELDON GLATT, Industrial agent, was guest speaker at a recent Rio



"... and don't back it up again! I'd like to pass through."





This is how VP-Treasurer Larson looked on TV April 9 when he participated in Security Analysts of S. F. program, "Introduction to Investments" on Station KQED. Larson recently became an associate member of the organization.

Vista, Calif., Chamber of Commerce dinner. He told his audience of about 50 of the industrial possibilities of the Rio Vista area and of the new \$300,000 Trojan Powder Company plant now being constructed there.

FRANK R. WOOLFORD, chief engineer, was elected junior vice-president of the American Railway Engineering Association at the closing session of the organization's recent meeting in St. Louis.

KATHRYN JACKSON, PBX operator, was in the hospital for several days convalescing from a cold which developed into virus pneumonia. Kathryn is home now taking care of her husband who has the same virus infection. We miss Kathryn and are looking forward to her return.

Communications center had two new T&T operators in March, both from the Canadian National. NICK LABA and DON McLEOD, now working the Sacramento extra board at Marysville and Oroville.

T&T Operator G. A. DALTON is away

on sick leave and is being replaced by OPERATOR KNAPPE from the Sacramento extra board.

KEN MATHESON and ART SCIOTTO have been doing considerable installation and maintenance work at Stockton yard and at Fremont. These two husky lads are T&T maintainers.

All concerned were busy as proverbial beavers last month, when a truck ran into a PG&E power line two or three blocks from San Leandro station. The power line fell down across the WP wires. High voltage burned off the wires on the top cross arm and part of the lower one and caused considerable damage to signal and communications department equipment. In addition, it fed back into the Western Union cable in Oakland and blew fuses by the dozens.



"Eldomar Frolic of Chipwood," miniature Pinscher owned by Tom Jones, steno-clerk in WP's foreign freight department, received "Best of Breed" award from Mrs. Charles Bowman of San Francisco at Beverly-Riviera Kennel Club show.

ELIZABETH BORGWARD, our first-trick ditto clerk, was eagerly counting the days until May 1 at which time she left on a 90-day leave of absence to visit her native Germany. She took with her our best wishes for a happy and enjoyable trip.

DON BAERD, printer mechanic-teletype operator at general office, bid in as assistant system wire chief, with headquarters in Elko. Understand he is busy running up and down the salt flats keeping the equipment in top shape. Don is quite a fisherman and is looking forward to doing some fishing around Elko and Pyramid Lake.

FRANK MCKINNON, interline bureau, can be seen touring around these days in his recently purchased Mark V Jaguar. The former owner won prizes in more than one Concours d'Elegance, and Frank spends much of his spare time waxing and polishing the car to keep it in tip-top condition.

JIM FERROL, chief clerk, interline bureau, made a hurried trip to San Bruno after the big earthquake to check on his new home now in the process of construction at Rollingwood, but found it standing intact. Jim and his family expect to be moving into their new home early this month.

MARY FENTON, now on maternity leave from her desk in the comptometer bureau, was presented with a bathinette from all her friends on the third floor. Mary's job is being capably filled by STELLA SABINO, a former employee of the comptometer bureau.

As a result of being in the top five per cent of the Senior Class of Albany High School, Earl Boebert, son of W. F. BOEBERT, chief special agent and general claim agent, took part in a test which made him eligible to compete with more than 700 seniors for four-



"But, Mom . . . what if a Big League Scout should drop in an' see me doin' the dishes?"

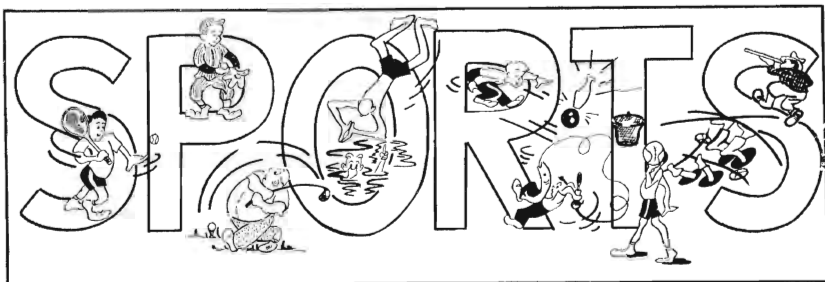
year college scholarships. Earl was among 7,500 highest scorers in a nationwide college aptitude examination given to 166,581 seniors in 12,500 high schools in the United States last October. The final contest held at the University of California by the National Merit Scholarship Corporation resulted in his receiving a Certificate of Merit, a distinction won by one-half of one per cent of secondary school seniors in the country. He was also named as a finalist in the California State Scholarship. The honors were forwarded and accepted by Stanford University, college of Earl's choice.

A farmer married the young widow with a 7-year-old hellion of a son. Shortly after the wedding she went to the city to shop. On her return she asked the boy how he got along with his new father.

"Swell. Twice he rowed me out on the lake and let me swim back."

"Heavens! Isn't that far to swim?"

"Oh, no. Only trouble I had was getting out of the bag."



## Golf Tournament—June 1

As a result of five simple lessons by the great "Bantam" Ben Hogan in a series of articles concluded last month by *Sports Illustrated*, Western Pacific's annual golf tournament should draw better than 100 golfers to Almaden Golf Course on June 1.

This will be a golden opportunity to prove true or otherwise Ben's prediction that any duffer can break 80 within a short time if he will follow a few simple rudiments of the game and practice Ben's well-illustrated hints, based on a lifetime of experience.

Almaden Golf Course, located near San Jose, was the setting for the 1955 Golf Tournament which drew a then record 96 golfers and guests. The course is much improved and now in perfect playing condition. It's a long par 72 layout demanding the skill and ability of any low handicap golfer, but also plays well for the high handicapper who sprays his shots from one rough to another and from sand trap to sand trap. The course is claimed to be one of the most popular in the entire Bay Area, and thanks to Jim Hickey and his committee, WP was fortunate in getting a starting time.

Tee-off time is set for 10:00 a.m. Green fees are \$3.50. In addition to the blind-bogey tournament which makes the expert and the duffer equal, there



## Tennis Tournament

Something new has been planned in an attempt to revise the approach to the annual tennis tournament, which should make it attractive and more advantageous to all participants.

According to Chairman Don Nash, engineering department, it is now planned to hold a general "tennis day" on May 25, to be followed by the annual tournament in September. The May 25 matches will be played on Golden Gate Park courts between 9:30 a. m. and 4:30 p. m.

It is hoped to arrange the play as doubles matches, so that each person will play against four or five opponents, and with four or five different partners, possibly playing two sets against each team of opponents. The pairings may be mixed doubles teams

or may not, depending on the representation of the turnout. Each player will be opposed to someone of his or her own calibre, those of a lesser calibre, and possibly some who are slightly better, rather than playing only one or two matches and then being eliminated from competition.

An ultimate "champion" of this tennis day will be determined on a basis of total number of games won and lost against all opponents, which should give more players a shot at the title.

Any questions or suggestions will be appreciated by the committee working with Nash. A member is on your floor: Jim Michael, 7th; Gardner Rogers, 6th; Catherine Wong, 5th; Bill Brew, 4th; Ray Miller, 3rd; Bob Toll, 2nd; and Dick Bridges, 1st.

## Golf Tournament . . .

will be the usual hole-in-one contest and 19th-hole activities. In addition to low net, low gross, hole-in-one winners and runners-up, who will receive awards commensurate with their skill, there will be many other prizes to a golfer's liking.

A restaurant is available for luncheon, dinner and dancing and you are invited to bring along your wives or lady friends, whether they golf or not.

For those members of the feminine sex who do not golf, card tables will be set up for those who wish them. They will also be furnished with "crying towels" for consoling the unfortunate golfing mates who have not learned what they have read in Ben's instructive lessons.

Remember the date—June 1; the course—Almaden; the location—near

San Jose. Further instructions with a diagram to direct you to the course will be issued about the middle of May.

Meanwhile, as Ben will tell you, there's nothing like practice. If you dig up the new Spring lawn practicing iron shots in the backyard; shatter your wife's favorite Dresden china cup when putting on the living-room floor; or rob the baby's bank for the \$3.50 green fees—think nothing of it. It's your game that is all-important and there can be only one "champ"! Fore!

Two movie producers decided to take up golf. They purchased clubs, bag, shoes, etc., and checked in at the club.

"I'm sorry," the starter told them, "but you can't play today. There are no caddies."

The producers looked at each other for a moment and then one said: "So who cares? For one day we'll take a Buick!"

# East Bay Bowling League

The "Hot Boxes," winners of the first half of the East Bay Western Pacific Bowling League, won two out of three games in competition with "Billy Hansen's," second half winners, to take the League Championship by 200 pins.

The "Champs" had good control on

the boards and each team member had a total score exceeding his average.

Neither the high-game nor high-series winners were members of the winning teams. W. M. Weir took high game with a 246. High series was won by M. Pierner with a 642.

## PLAY-OFF SCORES

"HOT BOXES"					"BILLY HANSEN'S"				
PLAYER	1st GAME	2nd GAME	3rd GAME	TOTAL	PLAYER	1st GAME	2nd GAME	3rd GAME	TOTAL
W. Brunberg	145	153	186	484	J. Vicari	164	189	178	531
H. Huffman	141	208	109	458	E. Sutton	143	129	165	437
W. Powell	169	172	145	486	E. Neri	131	138	165	435
A. Pickens	122	166	229	517	W. Wyman	148	115	169	432
T. Kyle	150	196	200	546	R. Sellers	168	159	171	498

Trophies were awarded at the League's Annual Dinner Dance held at the Terrace Club on April 27.

# Annual Bowling Tournament

Fourteen teams of railroad keglers turned out on March 30 and 31 for Western Pacific's 6th Annual Bowling Tournament, held at Downtown Bowl in San Francisco.

Repair Track team from Oakland won \$50 and trophies for a first-place total of 2,933 in the team events; M.

Jones and J. Ditty won the doubles events with 1,222, good for \$25 and trophies; E. Dolbec's 642 picked up \$25 and a trophy for first place in the singles; and Cobleigh took the all-events with a 1,931, good for \$15 and a trophy.

Other scores were:

## TEAM EVENTS

TEAM	SCRATCH	HDCP.	TOTAL	WON
Transportation, S. F.	2,447	464	2,911	\$25
General Office, Oakland	2,440	470	2,910	\$15
Shops, Sacramento	2,497	380	2,877	\$10
Oroville	2,462	402	2,864	\$ 7
Rejects, Oakland	2,307	536	2,843	\$ 5
Hot Boxes, Oakland	2,250	518	2,768	
Feather River, S. F.	2,317	448	2,765	
Invincibles, Oakland	2,167	538	2,705	
Cellar Dwellers, Sacramento	2,045	656	2,701	
California Zephyrs, S. F.	2,098	528	2,626	
Split Pickups, S. F.	2,111	512	2,623	
Mileposts, S. F.	2,168	440	2,608	
Hof Brau, Oakland	2,049	556	2,605	

## DOUBLES EVENTS

TEAM	SCRATCH	HDCP.	TOTAL	WON
Cobleigh-F. Jones	577 441	200	1,218	\$15
Casey-Donnelly	540 481	176	1,197	\$10
O'Rullian-Carman	544 494	156	1,194	\$ 7
Green-Heineman	490 546	156	1,192	\$ 5
DeWitt-Classen	476 421	240	1,137	\$ 3
Drakulich-Schulz	476 422	238	1,136	\$ 2.20

## SINGLES EVENTS

PLAYER	SCRATCH	HDCP.	TOTAL	WON
C. Ditty	526	112	638	\$15
J. Ditty	536	98	634	\$10
H. Huffman	506	118	624	\$ 7
F. Murphy	534	88	622	\$ 5
C. Kennady	522	88	610	\$ 4
R. Ditty	545	60	605	\$ 2.50
B. Green	510	84	594	\$0.95
H. Donnelly	484	110	594	\$0.95

## ALL-EVENTS

PLAYER	TEAM	DBLS.	SGLS.	HDCP.	TOTAL	WON
O'Rullian	520	544	476	264	1,804	\$10
J. Ditty	487	477	536	294	1,794	\$ 8
Finchley	553	492	504	216	1,765	\$ 5
Dolbec	403	473	526	348	1,750	\$ 4
Heineman	510	546	468	216	1,740	\$ 3
C. Ditty	446	415	526	336	1,723	\$ 2.50

Mother: "Daughter, before you become serious with that boy friend of yours, be sure that he is kind and considerate."

Daughter: "Oh, I'm sure of that, Mother. Why only the other day he told me that he had put his shirt on a horse that was scratched."

\* \* \*

Railway taxes in January 1957 amounted to \$86,726,000, or \$2,798,000 a day.

\* \* \*

A lot of women who think they have the latest wrinkle in cosmetics merely have cosmetics in the latest wrinkle!

\* \* \*

A man wouldn't mind his wife sharing his interest if she'd just leave the principal alone.

\* \* \*

The old-timer remembers when the only fringe benefits were those a man got from watching the tassel dancer at the county fair.



"Haven't you ANY friends that would identify you?"

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## RAILROAD LINES



Spain's two "Talgo" trains have passed million-mile mark after nearly seven years in revenue service, are still "like new," and regularly average 90 per cent occupancy on their eight-hour, 400-mile runs.

• • •

ICC authorizes merger of Nashville, Chattanooga & St. Louis and Louisville & Nashville, with direct control retained by Atlantic Coast Line. Total mileage will exceed 6,000.

• • •

Railroads handle more than one-third of total intercity revenue passenger miles performed by all carriers of passengers.

• • •

Up to 1½ days saving in time-in-transit expected by direct interchange of freight cars started by Rock Island and the Chicago & Eastern Illinois in Chicago.

• • •

Three new highway post office trucks now operated as part of C&NW's mail handling service between Minneapolis, Sioux City and Omaha.

• • •

Hertz car rental facilities were available at 144 railroad stations in 1956, compared with 42 in 1944.

• • •

500,000 more freight cars of all types needed within five years, claims Robert Heller & Associates, management consulting firm making organization studies for Association of American Railroads.