

WESTERN PACIFIC
Mileposts

JULY AUGUST 1961



Mileposts

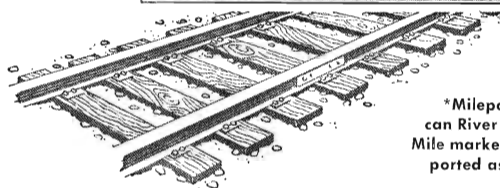
WESTERN PACIFIC

Volume XIII, No. 8

JULY-AUGUST, 1961

*Milepost No. 140

Department of Public Relations
WESTERN PACIFIC RAILROAD
 SACRAMENTO NORTHERN RY.
 TIDEWATER SOUTHERN RY.
 526 Mission Street
 San Francisco 5, California
 Lee "Flash" Sherwood, Editor



*Milepost No. 140: American River bridge in distance. Mile marker sign had been reported as stolen day before picture was taken.

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Control hearing adjourned

THE first round of testimony by Southern Pacific and Santa Fe, seeking to take over control of Western Pacific, was concluded in the Comstock Room of San Francisco's Sheraton-Palace Hotel on August 3. As the session adjourned, Interstate Commerce Commission Examiner Paul C. Albus announced that the hearing would be resumed at dates to be set by the Commission, probably on September 27 or possibly in the first week of October.

Following a procedure ordered by the Commission, Southern Pacific presented evidence first, followed by Santa Fe. Cross examinations were made of witnesses other than "company employees" who will be cross-examined after the hearing resumes.

The hearing opened on July 17 before a near capacity audience in-

cluding two or three dozen members of the press, radio and television. Lyle L. Jones of the Anti-Trust Division of the Department of Justice, representing the Attorney General in the public interest made a significant observation that "if a particular proposal may result in a substantial lessening of competition, then the proponent is under a very heavy burden to demonstrate the overriding public interest considerations to justify the Commission's approval." Jones read a statement declaring all railroads involved in purchase of Western Pacific stock had violated the Interstate Commerce Act by acquiring nearly 50% of WP stock before a decision had been made in

In contrast with railroad power struggles of the past when tycoons fought their battles in plush private salon cars, the I.C.C. opened its hearing in the SFe-SP battle for WP in the Sheraton-Palace Hotel in San Francisco. Standing (center) is SFe Attorney S. R. Brittingham. Seated at his rear is J. C. Gibson, SFe vice president and general counsel. Seated across the table in front are Attorney James D. Adams, McCutchen, Doyle, Brown & Enersen, and E. L. Van Dellen, WP general counsel.—U.P.I. photo.

the case, and that a petition to dismiss had been filed with the I.C.C. Examiner Albus quickly ruled that such motion was not before the present hearing, but before the entire Commission, and decision on the Justice Department motion would therefore of necessity come from that body. Albus ordered the hearing to be continued.

The first order of business was the appearance of representatives of eight intervening state regulatory commissions, other interested railroads, labor organizations, and other public or semi-public bodies. The California, Oregon, Utah and Nevada commissions announced favoring WP independence and opposing both SP and SFe applications. Washington announced support for WP independence, opposed SP's application, but took no position on Santa Fe's. Iowa supported SP and opposed SFe. Arizona and New Mexico went on record as favoring SFe but was not opposed to WP independence. These intervenors will produce no evidence until after cross examinations of "company" witnesses has been concluded.

The Rock Island, Union Pacific, Denver & Rio Grande Western, and Texas and Pacific railroads recorded support for SP. Great Northern is supporting SFe. The Burlington took no position, stating it would seek imposition of conditions if either application is to be granted. The Milwaukee recorded opposition to SFe's application, but did not register support for SP. Missouri Pacific reserved a statement of its position, and the Chicago & Eastern Illinois stated its purpose in appearing was to take such action as might appear to be required by its interests.

An appearance was entered by the Secretary of Agriculture, but no position was stated.

Following these preliminaries, the hearing proceeded with the production of witnesses and exhibits by both SP and SFe. During the 14-day session SP took eight days in presenting its case; Santa Fe required six days. Witnesses for both railroads included company officials, shippers, labor representatives, public or semi-public officials, professors, writers, consultants, and others.

SP's President D. J. Russell and Vice President B. F. Biaggini testified very briefly. Russell explained the background of SP's purchase of Western Pacific stock which it is now holding as "an investment," and stressed his intention to eliminate duplication of facilities wherever SP and WP parallel each other. By cutting costs he feels that the railroads can regain the freight which he says they have lost to other forms of transportation. Biaggini outlined proposed improvements and coordinations of SP-WP operations, and stressed that WP would continue as a separate corporation under its own management. These 18 projects, later outlined by W. B. Lamprecht, SP's vice president-operations, include joint use of certain railroad track and facilities, and the abandonment of some trackage, etc. Lamprecht admitted that should SP win control of WP some employment cutback would result, but he indicated that I.C.C. authority would be required and that the I.C.C. could impose conditions governing employment rights. SP conceded that over half of the \$6 million savings would be in reduction of labor costs. (SP officials have

admitted in previous debates, however, that even a 3c an hour wage increase could completely eliminate such a savings.)

The proposals for cost reduction which SP has in mind include:

(1) Abandonment of WP's "barge" (*Las Plumas*) operations at an estimated \$420,000 annual savings, with the alternative of routing WP trains over SP tracks.

(2) Consolidation of Oakland yard and terminal facilities by abandoning 24 miles of WP track within the main yard, waterfront property, and sale or lease of WP's passenger station, all estimated to save the two railroads annually about \$1¼ million. SP conceded labor forces would be reduced by about 150.

(3) Combine all SP-WP yard operations in San Francisco at SP's bay-shore facilities, abandon WP's 17-acre yard, freight house, and other facilities. Estimated annual savings \$468,000; loss of jobs about 40.

Other SP plans call for elimination of WP shops at Sacramento and moving heavy locomotive and car maintenance work to SP shops. This would remove the need for WP's new \$1½ million shop at Stockton and eliminate about 60 jobs.

Other SP "company" witnesses introduced detailed descriptions of operating territories, schedules, points of interchange, etc., of the two railroads. Certain economic and statistical data pertaining to truck competition, rate reductions, the merits of SP's stock offer, and other financial proposals were also presented, including a statement of SP-WP earnings over the years. Some of these observations were

presented by witnesses such as Dr. Neil T. Houston, Stanford Research Institute, and Prof. Ernest W. Williams, Jr., Columbia University.

Union Pacific's Vice President-Traffic J. R. MacAnally criticized SFe's stipulation to the I.C.C. which would protect solicitation of traffic through the Utah Gateway. Rio Grande's Vice President-Traffic R. K. Bradford cited reasons for D&RGW's decision to support SP, while contending that SFe is definitely a competitor of the Rio Grande while SP is not, and indicated that his railroad would prefer WP independence or SP control. Robert A. Lovett, UP's chairman of the executive committee, declared UP's decision to support SP was influenced by traffic, and their investment in developing and improving the Utah Gateways, which he claimed SFe would lessen by diverting traffic over its southern route if it gained control of WP.

SP's shipper witnesses generally were from widely scattered areas served exclusively by SP insofar as rail transport is concerned. They generally declared complete satisfaction with SP service and stated they favored SP control of WP. Other shipper witnesses for the most part use rail service little—some so little they could hardly be called rail shippers. One exception was Traffic Manager L. P. Sideons of the Holly Sugar Corporation, Colorado Springs, Colo., which ships tons of sugar beets via SP each year. His testimony was similar to that of other—but much smaller—shippers who generally supported SP's contention that by elimination of waste and duplication costs and rates could be kept down.

Labor representatives appearing and voicing support for SP were, for the most part, minor officials or secretaries of SP locals.

Santa Fe testimony opened on July 27 and attendance was noticeably higher. Main interest was the testimony of President Ernest S. Marsh who keyed the central theme of SFe's proposals for WP control. Other SFe officials introduced maps, railroad density data involving carloadings, freight tonnage originating and terminating in the Western areas, and prospective increases in traffic volume in the coming ten years. These exhibits supported SFe's belief in continued competition between two major rail systems. One SFe spokesman said that SP's offer to grant SFe trackage rights over WP's Stockton-Bieber route in the event SP should prevail, was merely a screen to hide the real intentions of SP to eliminate competition on this route by slow starvation. Gerald E. Duffy, SFe vice president-traffic, confirmed this statement and also pointed out that SP control of WP would give SP exclusive control over the only route between Northern California and the Utah Gateway. "In all my career," Duffy said, "I have never known a period when railroad competition was more intense than at present."

Another SFe spokesman outlined the possibilities for achieving economies and efficiencies of operation by co-ordination between WP and SFe which included: (1) joint use of SFe and WP yards at Stockton and movement of traffic between Stockton and the Bay Area; (2) mechanical depart-

ment savings; and (3) co-ordination of car supply.

Professor of Economics Dr. James C. Nelson, Washington State University, said it seems inadvisable to create monopoly conditions within railroad transport on routes as important as those along the Pacific Slope and over the central transcontinental route. A partner in an independent organization which makes plant location studies said "a community which can offer service by more than one railroad is in a better position respecting industrial development than that which can offer service by only one railroad. He cited recent examples where clients in seeking industrial sites "absolutely required the existence of service by two railroads."

Dr. Cyril C. Herrmann, vice president of Arthur D. Little, Inc., an industrial research and consulting organization, introduced into evidence a 278-page study entitled "Future Economic Growth in the West and Prospect for Rail Freight." He declared that prospects of western railroads are brighter even than they are for all Class I railroads and that their volume will increase by about 62 billion-ton-miles by 1970, which will more than support continued competition between two major rail systems.

Dr. Harold Koontz, professor of business policy and transportation in UCLA's School of Business Administration, and a consultant to a number of large firms such as Hughes Tool Company, Shell Oil, Lockheed, and others, dealt with the basic concept that effective competition under free enterprise is basic to the American economy. "Economic rivalry is basic to national economic strength; American

public policy has rarely departed from competition; and any immediate savings from the elimination of competition is an inadequate reward for its loss," he said. He looked to the future in saying that present indications are that the importance of railroad competition as a source of effective transport competition will increase.

A widely known railroad analyst, Pierre R. Bretey, of Hayden, Stone and Co., New York City, explored three important phases of SFe's application: (1) advantages to WP stockholders; (2) importance of the SFe proposal to it and its stockholders; (3) reasonableness of the SFe proposal. From examination of a 10-year statistical record of the three railroads, Bretey said it would appear to be unwise and financially disadvantageous for WP shareholders to accept SP's offer and that they would distinctly improve their lot by exchanging WP shares for SFe's, a more fair, reasonable and more realistic offer than SP's because it protects traffic positions in central and northern California, and because WP is a good property with great future potentials.

Public support witnesses scored so heavily with testimony that one well-known metropolitan newspaper reporter declared "you fellows sure started out with some 'block busters.'"

California Packing Corporation's General Transportation Manager P. Steele LaBagh stated that his firm stands firmly behind SFe because effective rail competition is highly important for both the region and Calpak's own long range needs. Other shipper witnesses favoring SFe for competitive reasons included officials from National Tea Co., Federal Glass Co., Continental Baking Co., La Salle

Steel Co., Di Giorgio Fruit Co., Tri-Valley Packing Co., Libby, McNeill and Libby, Gerber Products Co., U. S. Borax and Chemical Co., a widely known grower-shipper of phoenix, Ariz., and a potato broker of Bakersfield, among many others. In their opinion, competition between railroads is the key to adequate car supply, provision of special type cars, fast schedules, lower rates, etc.

As the afternoon session opened on August 2, the Brotherhood of Locomotive Engineers representing SP's Pacific Lines, and the Truckee Lodge No. 19 Brotherhood of Locomotive Firemen and Enginemen on SP's Salt Lake Division, announced support for Sante Fe for competitive reasons. Both organizations oppose SP control of WP which they claim would return monopoly in the area served by WP and adversely affect employment opportunities and the well-being of the communities in which many of their employees are residents.

The final day of the hearing adjourned at 3:45 p. m., August 3, after testimony by several public support witnesses and shippers. One veteran newsman remarked, "The Santa Fe testimony and general presentation by counsel has been overwhelming!"

The consensus of SFe-WP opinion was that SP's approach throughout was essentially one of pessimism, painting a gloomy picture of the railroad industry in the West and ignoring completely the growth potential. On the other hand it was generally agreed that SFe's approach was an affirmative one, based on the future of a fully competitive Western railroad industry.

Examiner Albus announced that

(Continued on Page 16)

TEAMWORK

is a key reason why shippers depend upon Western Pacific for their transportation needs

DURING JUNE a customer of Western Pacific had an opportunity to view at first hand an example of how the railroad's employees team up to provide dependable service.

The shipper was A. George Park, manager of Pacific International Rice Mills' chemical and agricultural division.

The shipment was one of the longest, if not the largest, trainloads of a single commodity ever moved over Western Pacific rails. (See cover.) The nearly one-mile-long special freight carried 5,250 tons of potash in 75 cars from Wendover, Utah, to Stockton, California, for export to Japan.

The development of this movement of potash, which culminated in the highly successful operation of the spe-

cial train, resulted from teamwork on the part of employees representing a number of the railroad's departments. This included sales, service, pricing, equipment needs, equipment preparation, and train operations. Such enthusiastic teamwork as existed during the entire series of action brought this comment from customer Park in a letter to Walter C. Brunberg, vice president of the railroad's marketing division: "I want to express my appreciation for the very fine manner in which the many departments of the railroad contributed to the development of the movement, as well as for the very fine handling of the special train. I hope this movement of potash from Wendover will just be the prelude of things to come."

While in the office of shipper A. George Park, Sales Representative Ralph Dinkel (right below) learned his customer had a rate problem. Ralph made notes on the subject and went to work on

the problem which he shared with Assistant Freight Pricing Manager L. Byron Larson (left below), who later called on Park. This teamwork was the beginning of the special potash move.



Car Service Inspector Earl Brown and Inspector of Transportation Al Evans (left-right above) teamed up to get the cars together and a crew at Sacramento Shops readied them for the spe-



cial move. Mechanical Engineer Bill Wolverton and Car Foreman George Benedict (left-right above) inspected the cars after unloading at Port of Stockton before return for second shipment.

The employee cooperation that took place during the entire "potash special" move was a primary factor in establishing good customer relations, and clearly demonstrated to customer Park how results can be obtained through the flow of such cooperation.

The entire handling of this shipment was also viewed by Takeshi "Ken" Kishida of Sumitomo Shoji New York, Inc., whose firm purchased the potash from Pacific International Rice Mills and handled the export movement from the Port of Stockton to Japan. He, too, was enthusiastic about the successful handling of the train and the close cooperation given by all employees involved.

Potash (potassium muriate) is one of the three principal fertilizing agents known to man. It helps to quickly and efficiently revitalize wornout soils so that crops can again be grown, and grown better. The demand for the product has increased rapidly in recent years, not only by users in the

United States but in foreign lands as well.

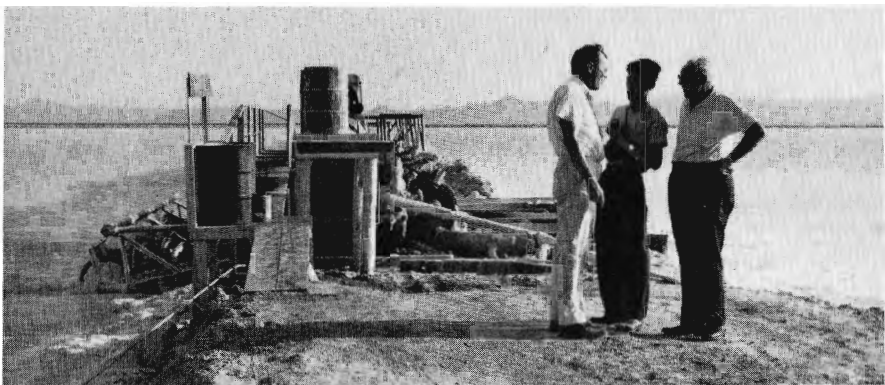
In some sections of the United States potash is obtained by mining. Bonneville, Ltd., however, has developed a unique method for reclaiming the chemical from the glistening salt flats west of the Great Salt Lake.

During a tour of Bonneville's pond area, located a mile or so east of the railroad's station and yard at Wendover, Robert D. Macdonald, vice-president, described for his guests their function:

"Our operations cover an area of more than 57,000 acres, about 50,000 acres of which are criss-crossed with more than 60 miles of collecting ditches. Dilute brine is pumped from the desert via these collecting ditches. The dilute brine is concentrated in a 4,000-acre solar evaporation pond from one per cent potassium chloride to more than seven per cent potassium chloride.

"During this solar evaporation,"





During tour of ponds, Bonneville's Macdonald told Sumitomo's Kishida and WP's Cleland that drag-type water elevator transfers saturated brine which cannot be handled in ordinary pumps. Pond on left concentrates brine by solar evaporation from 1 to about 2 per cent KCl.

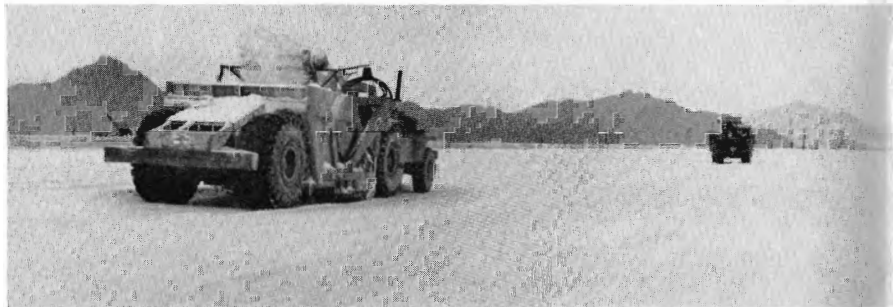
Macdonald pointed out, "more than one and one-half million tons of sodium chloride (salt) are precipitated from solution each year. Most of this sodium chloride is waste material because it is located too far from the market to justify shipping costs. However," he added, "we do sell some 40,000 tons a year."

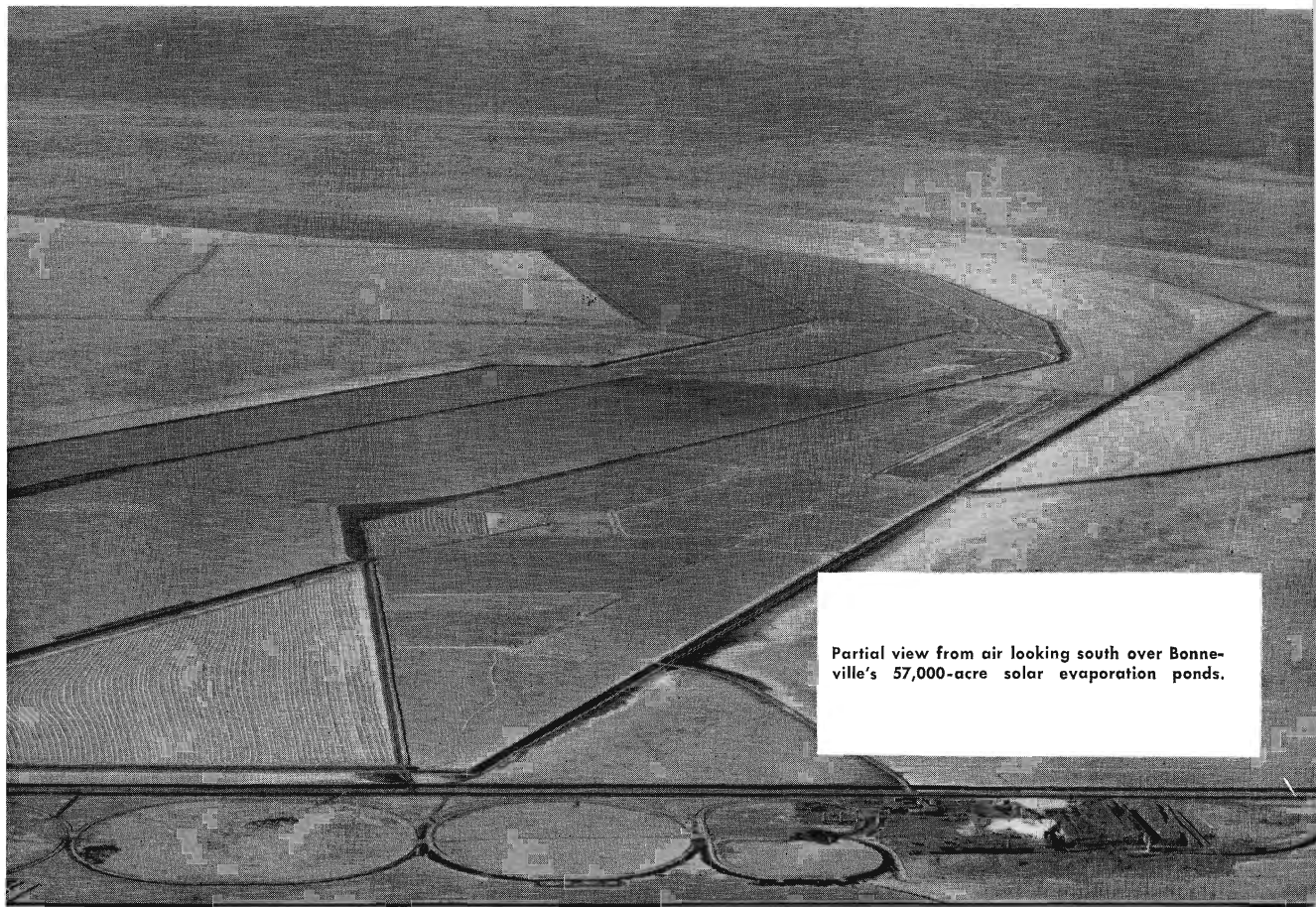
"The seven per cent potassium chloride brine is introduced into a 400-acre

pond where further solar evaporation precipitates a mixed salt of potassium and sodium chloride. This mixed salt, containing about two-thirds sodium chloride and one-third potassium chloride, is harvested mechanically using self-loading elevating scrapers and hauled in 18-ton loads to the company's flotation mill."

After leaving the ponds for a tour of the mill, Macdonald explained: "Here the mixed salts are ground in ball mills, loaded with steel balls, to liberate the crystals of potassium chloride from those of sodium chloride. The

Hancock elevating scrapers harvest crude potash salts and haul about one mile to flotation mill.





Partial view from air looking south over Bonneville's 57,000-acre solar evaporation ponds.



Bonneville's office and spare parts warehouse at Wendover, Utah. Flotation mill is in rear.

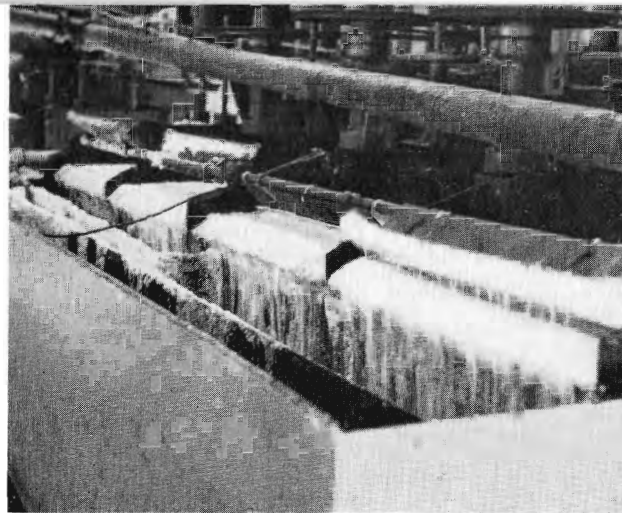
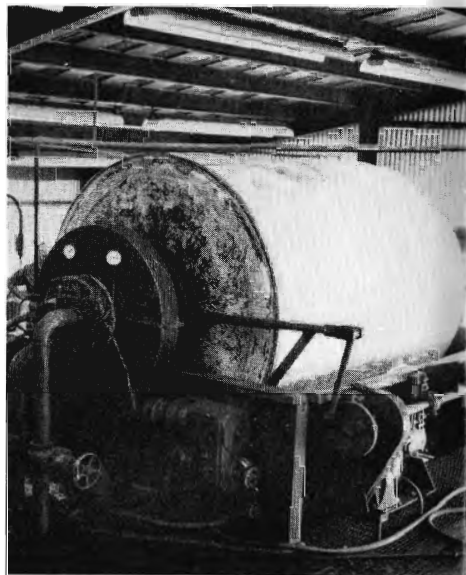
slurry of mixed crystals, suspended in a brine saturated with both salts, is pumped to standard froth flotation machines where the potassium chloride is floated away from the sodium chloride, using a primary amine flotation reagent. The flotation concentrate is re-floated once to clean it, given a short wash with fresh water, and filtered to remove most of the moisture. The filter cake is stored wet in outside storage and allowed to drain to about five per cent moisture. It is then fed to an oil-fired drier which dries it to about 0.3 per cent moisture, and stored in a 20,000-ton covered storage bin.

"Our process for reclaiming potash from these brines was once but a chemist's dream. Today, using revolutionary reclamation procedures," Macdonald disclosed with considerable pride, "Bonneville, Ltd., is producing at its Bonneville plant over 70,000 tons of potassium muriate annually."

This is, of course, good news for Western Pacific, which looks forward to mutually beneficial results for the railroad and for those good customers who are making these shipments possible.

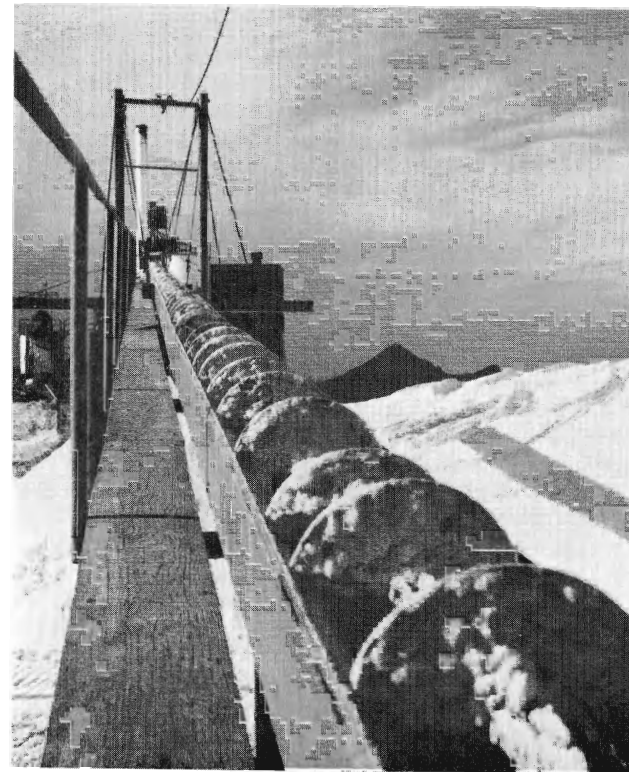
(PICTURES CONTINUED ON PAGES 13-18)

Drum vacuum filter which filters brine from finished potash. Filter cake will contain eight per cent moisture. Size of machine may be compared with man standing behind drum at extreme left center of the picture.



Rougher flotation cells. Here crystals of potassium chloride are floated from crystals of sodium chloride by means of amine flotation reagents.

Drag conveyor moves wet filter cake from inside mill to outside wet storage pile.





An inspection of the potash was made at the outdoor storage pile where J. V. Ecton, Bonneville's general manager (left), further explained the product. Others in the picture are (continuing right) A. George Park, Pacific International Rice Mills; Frank W. Steel, WP's director of freight pricing-Mountain Pacific; "Ken" Kishida, Sumitomo Shoji New York, Inc. (crouching); Frank E. Bedient, WP sales representative, Salt Lake City; R. J. Cleland, assistant to vice president-marketing; R. R. Beebe, Bonneville consultant; and R. D. Macdonald, Bonneville, Inc., vice president.

* * *
A Bonneville worker directs a stream of potash into one WP car while others wait on spur track serving the mill. Car floors were lined with heavy corrugated cardboard at Sacramento Shops to prevent loss of any potash during transit.



WP carmen from Elko did an excellent job in applying multiple steel straps to hold in place heavy laminated waterproof paper over tops of loaded cars. All coverings were intact upon arrival at Port of Stockton. This work was under the supervision of George M. Lewis, car & derrick foreman, who stands on left at right of picture with Trainmaster Kenneth P. Wood. Wood rode the "potash special" to Winnemucca.

During the westbound movement of the special train from Wendover to Port of Stockton WP's Frank Steel and Russ Cleland (center) had opportunities to further discuss the shipment with Shipper Park and Exporter Kishida. These two good customers of ours also had an excellent opportunity during the trip to see how Western Pacific railroaders team up to provide "personal service that makes the difference."





On both eastern and western divisions, dispatchers, train and engine crews, clerks, trainmasters, and many other railroaders kept the train on the move. A few hours after passing through the Feather River Canyon (left), the potash special arrived on time at Stockton yard.

Control hearing adjourned

(Continued from Page 7)

dates will be set later for brief hearings scheduled for Los Angeles, Portland, Seattle, and Salt Lake City. After such hearings, the final hearing will be held in San Francisco.

Important news during the hearing was that a tabulation of the referendum of the Oakland Chamber of Commerce membership resulted in 641 members favoring S Fe-W P, 626 taking no position, and only 51 voting for S P-W P.

On June 8, the San Jose Chamber of Commerce members voted 355 supporting S Fe, 217 voted neutral, and only 138 voted in favor of S P. On June 19, the Sacramento Chamber of Commerce Board of Directors voted 16 to 2 in favor of S Fe.

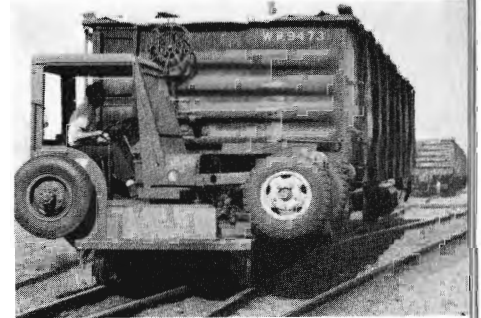
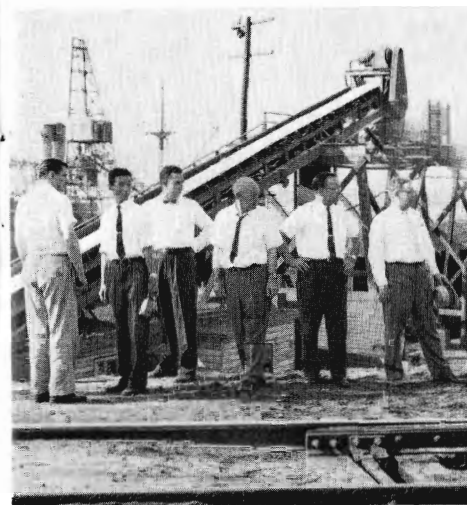
The United States could put men in space any time it wished, but Castro and Khrushchev won't go!

* * *

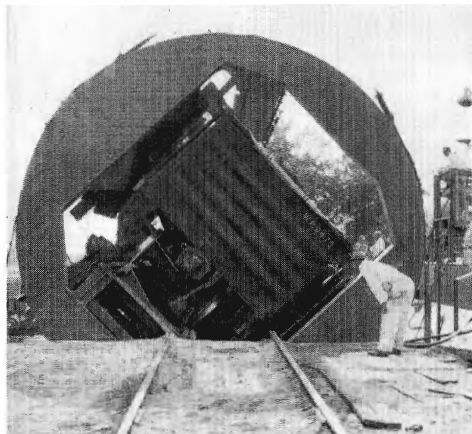
Overheard. "For a minute this deficit had me worried. I forgot that I was working for the government."



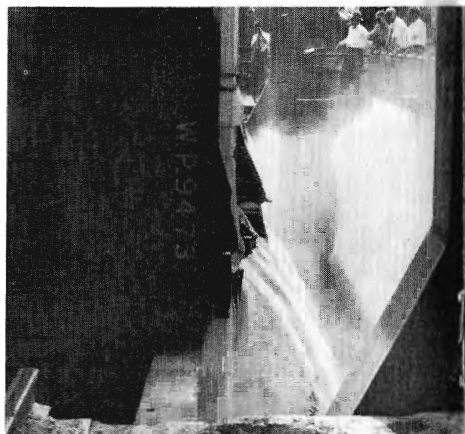
At Port of Stockton loaded cars at upper right wait their turn to be emptied by means of a revolving car dumper. In upper left background potash moves to ship on rubber-belted escalator.



(Left) watching another load of potash being pulled into car dumper (above) are from left: Manager L. J. Goodwin, Stockton Bulk Terminal Co.; Kishida; James E. Baker, WP's chief-sales & service; Steel; Floyd L. Dunlap, manager, bulk materials department, Port of Stockton; and W. V. Hanson, manager, WP's foreign freight sales.



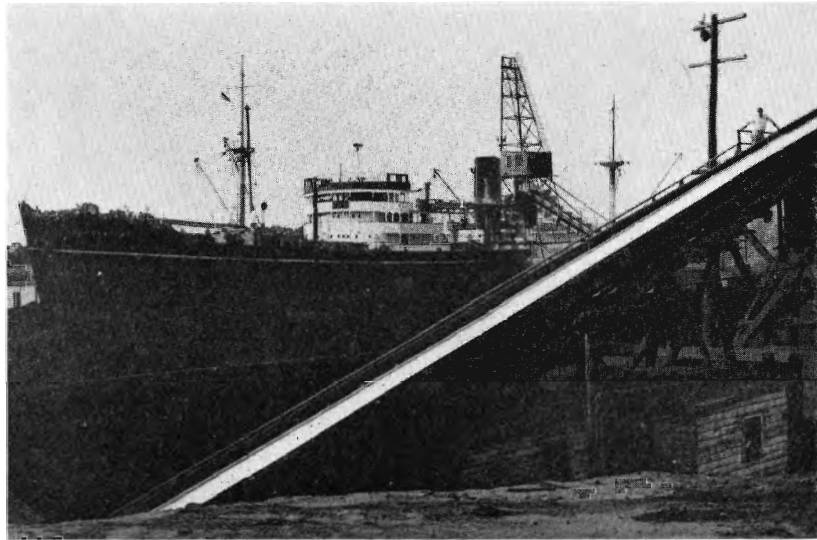
Car dumper revolves with loaded car and potash drops down into steel-lined bin.



* * *

From the bin the potash is carried up the conveyor directly to the holds of the "Inchstaffa." Sumitomo Shoji New York, Inc., took over the

handling of the shipment here for final overseas move to Japan and delivery to government which uses potash for agricultural purposes.



Tip Card winners

"Whoever said 'This is a man's world' underestimated the powers of woman," exclaimed Jim Hickey, director of Western Pacific's passenger sales, in announcing the winners of his department's Passenger Tip Card Contest. He has a good corroborator, too, in Josephine Spadaro, statistician in the railroad's marketing department.

When Jim began tallying cards entered in his department's contest, Josephine's name appeared at the top of the list and remained there throughout the contest.

"Jo" has been an enthusiastic supporter of the *California Zephyr* ever since she made a trip on the cross-country streamliner. This enthusiasm, plus her feminine charms and persuasion, paid off, for she left on her vacation in June assured that she was the winner of a \$100 U. S. Savings Bond.

Second place winner of a \$50 U. S. Savings Bond was another marketing department railroader, J. N. Baker, staff assistant.

One \$25 U. S. Savings Bond each was won by V. L. Classen, head clerk-miscellaneous accounts; J. G. Forsman, retired carman of Oakland; and O. W. Terry, assistant to division engineer at Elko, who placed third, fourth and fifth in the contest.

Five other winners were each awarded two box seats to a Giants home game: F. M. Nelson, retired locomotive engineer of Salt Lake City; George Bowers, head accounting clerk; Lee Sherwood, MILEPOSTS' editor; E. L. McCann, special agent-claim agent, Oroville; and Frank Harton, retired locomotive engineer of Reno.



First two Savings Bond winners, J. N. Baker, staff assistant, and Josephine Spadaro, statistician, marketing department, receive their prizes from Jim Hickey, director-passenger sales.

In announcing the winners, Hickey expressed his appreciation for the splendid efforts made by all contestants, the results of which helped considerably in increasing the train's patronage during the less busy off-peak season. "Such efforts if continued by our employees the year 'round will be most helpful in maintaining the *California Zephyr* as the most popular passenger train in the country," Hickey concluded.

The *California Zephyr* was selected as one of the six finest trains of his choice by Lucius Beebe in his article, "My Favorite Train Rides," which appeared in the July issue of *HOLIDAY*. Beebe describes the route, one of the longest transcontinental hauls, as "perhaps the most scenic" and highly commends the train's diner.

Praises Portola Hospital

I would like to let everyone know what a wonderful hospital Western Pacific has in Portola.

My husband, Norman Vizina (round-house clerk), was a patient there for a little more than two months. During his confinement he received the best possible care. Norman often made this statement: "If I knew Portola Hospital was this good I would have been here long ago."

The nursing staff is very thoughtful, cheerful, courteous, and hard workers. They do everything possible to make the patient comfortable and well-cared for. Much can be said about the ceaseless efforts of the doctors—Dr. Brown and Dr. Bross—who try and do give the best possible care and attention to each patient.

Words cannot do justice in the praise of the doctors, nurses, and the other help at Portola Hospital. I wish all patients elsewhere could receive as wonderful care as my husband had.

Many, many thanks to this hospital from my family and me.

Evelyn Vizina
General Delivery
Portola, California

* * *

Went along for ride

After seven and one-half years of retirement, my brother, Bill Metzger, decided to take a trip. During his 47 years of WP railroading, Billy had covered many miles as an engineer, but he finally condescended to let another engineer do the work, and thoroughly enjoyed his Western Pacific Travel Tour east and through the St. Lawrence Seaway. After having met so many fine people and enjoying



Dear Editor:

perfect weather, he is anxious to make plans for another trip.

We always enjoy MILEPOSTS and read every bit of it.

Mrs. Henry C. Gerdes
Oakland, California

* * *

Still "railroading"

Please change my address to that shown below.

Looks like I can't get away from the railroads. The new-old home I have just purchased belonged to the late Ben Inge, N&W engineer who used to pull the Powhatan Arrow.

With every good wish, and the devout hope that you will escape the tentacles of "The Octopus."

Walt Harris
1668 Brandon Avenue, S.W.
Roanoke, Virginia

* * *

Louis R. Demson

Mr. Louis R. Demson passed away on June 18.

Mr. Demson began working for Western Pacific on July 6, 1927, as a machinist at Wendover Shops at the age of 45. He retired on December 31, 1947.

Mrs. Nellie M. Demson
Box 224
Salem, Utah

Praises WP trainman

Last weekend I had the pleasure of my first ride on the *California Zephyr* from Fremont to Denver. I am writing to tell you how much I enjoyed the ride and to express my hopes that you will continue to operate high-caliber passenger trains such as the *Zephyr*. Granted that the airplane is faster—for comfort, relaxation, and real enjoyment I will take this train at every opportunity. In addition, I also want to mention the outstanding performance of one of your employees. This man—James H. Rogers—was the trainman who was on duty from about mid-afternoon of Saturday, July 1, until late in the evening. He boarded the train somewhere west of Portola and left at Winnemucca.

I know nothing about Mr. Rogers' abilities as a trainman, but as far as public relations with the passengers, he was outstanding. He was cheerful, polite, and went out of his way to answer questions and describe the area through which the train was passing. After he had left the train, he became the topic of a fairly lengthy conversation in the lounge car, and it was the unanimous opinion of those present that he had done more for the comfort and enjoyment of the passengers than the train or the scenery. I might also mention that he was ex-

ceptionally well informed about the recent negotiations concerning Western Pacific, the Santa Fe, and Southern Pacific, and diplomatically presented the views of your Company, exhibiting an excellent knowledge of the problem and great loyalty to your firm.

I would consider Mr. Rogers an outstanding employee of your Company and hope to be fortunate enough to meet him again.

JAMES P. THURBER, JR.
Assistant to the Dean
Stanford University

Trainman J. H. Rogers has been with Western Pacific since April 17, 1955.

* * *

Stanley W. Stephenson

This is to advise that Stanley William Stephenson passed away on May 28 at the County Hospital in Ukiah, California. Mr. Stephenson was a marine oiler for the Western Pacific.

Ethel Stephenson
Little River
California

* * *

In Appreciation

The only way to express my thanks for the many cards, lunches, dinners, and gifts, given me by my many friends at Western Pacific upon my retirement, is through the columns of MILEPOSTS.

After 38 years working with the best group of men and women, my retirement will be enhanced by the thought that I leave the company with the well wishes of all my friends.

David J. Spowart
2 La Cresta Road
Orinda, California

MILEPOSTS



IN GOLD

MILEPOSTS congratulates the following railroaders who will be eligible for Service Pin Awards during the months of July and August, 1961:

45-YEAR PIN		
Edwin C. Lambert.....	Locomotive Engineer	Eastern Division
40-YEAR PINS		
Ernest S. Davis.....	Demurrage Clerk	Stockton
Turner G. Winton.....	Marine Service	Western Division
35-YEAR PINS		
Forrest V. Drake.....	Machinist	Sacramento Shops
Virgil H. Edwards.....	Terminal Trainmaster	S. F.-Oakland
Clifford F. Fields.....	Road Foreman of Engines	Elko
Earl E. Fightmaster.....	Locomotive Engineer	Western Division
Jack H. Hyland.....	Chief—Rate Bureau	San Francisco
Arnold C. Jackson.....	Locomotive Engineer	Eastern Division
Charles A. Nordholm.....	Locomotive Engineer	Western Division
William F. Parker.....	Engine Watchman	Sacramento Shops
30-YEAR PINS		
Merle E. Bowman.....	Section and Extra Gang Foreman	Western Division
J. A. Hamilton.....	Yardmaster	Winnemucca
25-YEAR PINS		
Anibal N. August.....	Machinist Helper	Sacramento Shops
James D. Blair.....	Locomotive Engineer	Western Division
Fred W. Brandes.....	Senior Sales Representative	Sacramento
Wilbert S. Cope.....	Asst. Manager Labor Relations	San Francisco
George M. Crum.....	Signal Material Stockman	Keddie
Walter F. Damaske.....	Conductor	Western Division
Lawrence Daniel.....	Assistant Chief Clerk	Stockton
Vance L. Dick.....	Carman Helper	Sacramento Shops
Ralph W. Emerson.....	Locomotive Engineer	Western Division
Jack A. Grubbs.....	Locomotive Engineer	Western Division
Julian C. Gwaltney.....	Locomotive Engineer	Western Division
Arthur J. Heckala.....	Locomotive Engineer	Western Division
Ray F. Hobbick.....	Carman	Portola
Daniel J. Irwin.....	Chief Clerk—Western Division	Sacramento
Charles B. Kenney.....	Yardmaster	Keddie
Richard R. Kinzel, Jr.....	Carman	Sacramento
Ralph W. Landon.....	Brakeman-Conductor	Western Division
Ernest V. Lerner.....	Locomotive Engineer	Western Division
Ralph E. Luzzadder.....	Locomotive Engineer	Western Division
Joseph F. Maloney.....	Clerk	Western Division
William E. Meyers, Jr.....	Locomotive Engineer	Western Division
Donald J. Moffitt.....	Blacksmith Helper	Sacramento
J. P. Moody.....	Section Foreman	Eastern Division
Bartolo Najera.....	Assistant Foreman	Western Division
George W. Napoli.....	Boilermaker	Sacramento
Lynn H. Olmstead.....	Yardmaster	San Jose
C. W. Owen.....	Brakeman	Eastern Division
N. G. Pendergraft.....	Conductor	Western Division
Harlan O. Powers.....	Carman Foreman	Portola
Leon P. Radcliff.....	Special Agent-Claim Agent	Sacramento
Arthur I. Reichenbach, Sr.....	Agent	Fremont
John M. Rustan.....	General Clerk	Sacramento
Myrl M. Snow.....	Locomotive Engineer	Western Division
Earl A. Thompson.....	Signal Maintainer	Western Division
Willie R. Turner.....	Locomotive Engineer	Western Division
Vern VanNatter.....	Conductor	Western Division
James B. Warren.....	Asst. to Sales Mgr.—Central Region	Chicago
Birger E. Westman.....	Clerk	Western Division
Lloyd E. Whisler.....	Locomotive Engineer	Western Division
George W. Woods.....	Locomotive Engineer	Western Division

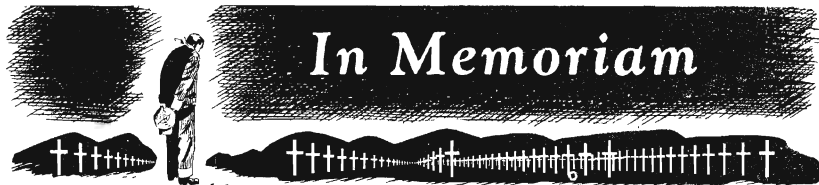
20-YEAR PINS

Fred C. Anderson.....	Locomotive Engineer	Western Division
Joe Armendariz.....	Laborer—Mechanical Dept.	Stockton
Joe Ayala.....	Hostler Helper	Wendover
Chester F. Barnes.....	Locomotive Engineer	Eastern Division
Thomas L. Barry.....	Telegrapher	Western Division
Champ C. Bishop.....	Conductor	Western Division
Reinhart L. Carskadon.....	Locomotive Engineer	Eastern Division
Manuel M. Coquim.....	Carman	Sacramento
George W. Daniell.....	Locomotive Engineer	Eastern Division
Helen Decker.....	Head Statistician-Marketing	San Francisco
Edward M. DuBrutz.....	Locomotive Engineer	Western Division
Robert A. Failing.....	Secretary-Clerk MW&E	Oakland
Harold W. Fife.....	Conductor	Eastern Division
William C. Filbeck.....	Locomotive Engineer	Western Division
E. M. Flahive.....	Asst. Chief Clerk—AESA	San Francisco
John G. Ford.....	Yard Clerk	Eastern Division
William D. Gladney.....	Clerk	Stockton
Alvin C. Gregg.....	Section Laborer	Western Division
Henry W. Hobbie.....	Chief Ticket Clerk	San Francisco
Norman J. Jacka.....	Gardener-Baggageman-Janitor	Western Division
John Jayo.....	Machinist Helper	Oroville
Chester F. McDonald.....	Locomotive Engineer	Eastern Division
Robert V. McGinnis.....	Locomotive Engineer	Western Division
John T. McLaughlin.....	Conductor	Eastern Division
John R. McNeill.....	Locomotive Engineer	Western Division
Earl P. Miller.....	Clerk	Western Division
Salvatore Miraglia.....	Marine Bargeman	Western Division
John W. Moss.....	Locomotive Engineer	Western Division
Edgar C. Newman.....	Locomotive Engineer	Western Division
James C. Nicholson.....	Locomotive Engineer	Eastern Division
George A. Oels.....	Locomotive Engineer	Western Division
Burr E. Outlaw.....	Locomotive Engineer	Western Division
Donald R. Patterson.....	Conductor	Western Division
Richard S. Pattison.....	Carman	Oroville
Othel W. Perry.....	Locomotive Engineer	Eastern Division
Lamar Porter.....	Conductor	Eastern Division
George R. Porterfield.....	Locomotive Engineer	Western Division
Loren L. Powell.....	Conductor	Western Division
Loren W. Quigley.....	Conductor	Western Division
Ray D. Reese.....	Clerk	Stockton
Peter Rosenkrants.....	Conductor	Eastern Division
Graham W. Snyder.....	Fireman	Western Division
John A. Vrisimo.....	Conductor	Western Division
Samuel L. Wagstaff.....	Conductor	Eastern Division
Robert M. Wakefield.....	Locomotive Engineer	Western Division
Helen M. Williams.....	Per Diem Clerk—AESA	San Francisco
Homer D. Wolf.....	Conductor	Western Division

15-YEAR PINS

Robert E. Ahlgrim.....	Paymaster	San Francisco
Pearl R. Brown.....	Vault Clerk—Accounting Dept.	San Francisco
Jack B. Clark.....	Roundhouse Clerk	Elko
William M. Delkin.....	Car Record Clerk "B"	San Francisco
Vittoriano M. Diaz.....	Roundhouse Laborer	Stockton
Richard Duncan, Jr.....	Section Laborer	Western Division
James F. Finley.....	Traveling Accountant	San Francisco
Andrew Gianetti.....	Carman	Stockton
Miriam L. Grude.....	Clerk	Stockton
Jasper R. Hicks.....	Store Helper	Sacramento
Robert F. Lawton.....	Machinist	Sacramento Shops
Gay M. Mecham.....	Carman	Oakland
Harold Mettet.....	Car Foreman	Oakland
Tracy L. Monks.....	Machinist	Western Division
James E. Roberts.....	Blacksmith	Sacramento
Albert F. Schwarzenberger.....	Machinist	Sacramento
Frank B. Shields.....	Communications Maintainer	Oroville
Manuel I. Silva.....	Baggageman-Janitor	Sacramento
Walter D. Smith.....	Signal Maintainer	Signal Dept.
Lenore Studt.....	Machine Operator-Clerk #1	San Francisco
V. O. Swannan.....	Ditto Machine Clerk, Communications Dept.	San Francisco
Clyde Woodhead.....	B&B Foreman	Western Division

(Continued on Page 25)



In Memoriam

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

John E. Anderson, retired clerk, January 17.

Jacob L. Behm, retired track laborer, April 5.

Charles F. Beninghoff, retired clerk, February 8.

Elmer T. Carter, telegrapher, March 27.

Hayden J. Cates, retired laborer, April 13.

James W. Chapman, retired conductor, July 6.

Frank R. Clark, retired Sacramento Northern section foreman, April 2.

Louis R. Demson, retired machinist, June 18.

Thomas J. Harris, Sr., retired labor foreman, April 23.

John W. Hedges, retired boiler-maker, March 12.

Evagelo N. Lagios, retired laborer, January 29.

Harry B. Lampman, retired deck-hand, July 13.

Clifton Lewis, retired store helper, May 31.

Amos A. Lickfeldt, retired switchman, April 10.

Emilio D. Lopez, retired shop laborer, June 4.

John MacDonald, retired labor foreman, June 3.

Samuel C. McDavid, retired agent-telegrapher, July 14.

Frank W. McGinley, retired Central California Traction Company brakeman, April 27.

William L. Moore, retired chief clerk, July 2.

William J. Morrow, retired telegrapher-clerk, June 12.

Alex Murchie, retired carman helper, June 29.

Charles E. Owens, retired Sacramento Northern brakeman, date unknown.

Leo L. Prout, retired Sacramento Northern brakeman, February 5.

John P. Rutledge, retired section laborer, April 3.

Gerald E. Rickabaugh, retired brakeman, July 15.

George W. Shotwell, retired switchman, June 21.

Les L. Sillineri, yard industry clerk, June 29.

Stanley W. Stephenson, marine oiler, May 28.

Bertrand J. Vail, retired check clerk, February 7.

Norman M. Vizina, roundhouse clerk, June 5.

Harry E. Wayne, retired Alameda Belt Line yard clerk, June 18.

Hafford Young, retired roundhouse laborer, May 17.

Daniel O. McKellips

Western Pacific's oldest engineer and employee in point of service with the railroad died at the age of 93 on July 6, 1961. Death came at the Masonic Home at Union City where he had lived for the last three years.

"Dan" McKellips helped to build the railroad and ran its trains for 28 years. He retired from service in 1937, as an engineer on the *Scenic Limited* which he ran between Oroville and Oakland beginning in 1911 until his retirement.

McKellips was a native of Madison, Wisconsin. He came to Antioch with his parents in 1878. He was first a fireman for the old Empire Coal Mine Railroad in Contra Costa County, and later worked for Southern Pacific. He went to work for Western Pacific in 1903 and piloted construction trains for six years before starting his regular runs.

His wife, Nellie, died in 1951, the year of their 56th wedding anniversary, and a daughter, Mrs. Elsie Bours, of 679 Calmar Avenue, Oakland, survives.

McKellips was a member of the Railroad Historical Society of Oakland.

Railroad fireworks

"Firsts" are the rule, rather than the exception, in the railroad field, so it is fitting that the *California State Fair* for 1961 will present a railroad item never before produced—an engine, freight cars and cabooses, all in colorful, spectacular fireworks.

As part of \$30,000 worth of fireworks set pieces—double previous *California State Fair* fireworks appropriations—the engine will pull the cars, all a flood of explosive color, across Sacramento skies.

Of particular interest to MILEPOSTS' readers, this special set piece will be fired on the eleventh and twelfth nights of the Fair, along with other unique and dramatic displays requiring an hour's firing time each night.

Nostalgic railroad sounds will accompany the train on its protechnic trip, and there will likewise be appropriate sound effects for many of the other fireworks displays which will be changed four times during the Fair.

The annual *California State Fair* will this year run from August 30 to September 10.

Mileposts in Gold . . . (Continued from Page 23)

10-YEAR PINS		
Warren F. Anderson	Brakeman	Western Division
William H. Covert	Switchman	Western Division
R. O. Daniels	Fireman	Eastern Division
Lennie Graves, Mrs.	Kitchen Helper	Portola Hospital
William B. Hansel	Switchman	Western Division
Phillip O. Hendren	Switchman	Western Division
O. L. Hocker, Jr.	Sales Promotion Assistant	San Francisco
Norma Ann Joseph, Mrs.	Steno-Clerk—Mechanical Dept.	Sacramento
Willie Maxwell, Mrs.	Supervising Key Punch Operator—	
	Data Processing Center	San Francisco
Robert L. Millhisser	Carman	Portola
Leon Monks	Water Service Maintainer	Stockton
George L. Noisat	Ditto Machine Clerk, Communications Dept.	San Francisco
Donald W. Obenshain	Switchman	Stockton
L. Peters	Interline Recheck Clerk	San Francisco
Jose P. Rodriguez	Section Laborer	Western Division
Jose P. Rodriguez	Section Laborer	Oakland
Laurence E. Sweet	Switchman	San Jose
Florian L. Turner	Red Cap	Oakland
Herbert L. Vlasak	Junior Engineer—Signal Dept.	San Francisco



Caboosing

NEW YORK CITY

J. B. Hansen

Our boss, **KENNETH A. RANK**, sales manager eastern region, while in Pittsburgh the latter part of June, learned from **WILLARD WORKMAN**, district sales manager, that on last March 16 Willard had been elected Chairman of the Railroad Sales and Service Committee of the Allegheny Regional Advisory Board.

We regret our delay in reporting this occasion to all of Willard's many friends because of his somewhat modest nature, but feel it is appropriate to include this item even at this late date.

To you, Willard, our hearty congratulations!

WINNEMUCCA

Ruth G. Smith

Fireman and Mrs. **RONALD DUARTE** are the parents of their first child, a daughter, **Karyn Coleen**, born May 5.

Fireman and Mrs. **ALVIN SWETT** are the parents of a son, their fourth child, born May 6. He has been named **Lawrence Christopher**.

Mr. and Mrs. **James Vanderhoff** of Boise, Idaho, are the parents of a daughter born May 7. She is the second daughter in the family and is the fifth grandchild of retired Engineer **JOHN SMITH** and Roundhouse Clerk **RUTH SMITH**.

ELMER H. SHEPARD, former telegraph operator, died June 2 in Winnemucca. He left the company to build his own motel, known as **Shepard's Motel**, which he operated until his death.

Winifred Moore, daughter of Engineer and Mrs. **JOE MOORE**, and **A3/C Russell Harmon** were married June 5 at the home of the bride's parents. The groom is stationed at the **Winnemucca Radar Base** of the Air Force. The couple plan to live in Winnemucca.

Relief Yard Clerk **CLARENCE HOLMAN** recently broke a leg in a fishing accident. He is being relieved by **DAN TATOMER, JR.**, of Elko. Dan's father, **DAN, SR.**, is a conductor at Elko, and his brother, **BILL**, is a fireman at Salt Lake City.

MRS. EVA PEDLAR, manager of the **Western Inn**, has returned to her home after major surgery at **St. Mary's Hospital** in Reno, and is reported to be improving rapidly.

STORE DEPARTMENT

Irene Burton

LeRoy Choquette, stepson of Stock Control Clerk **ED E. ENSELE**, has finished basic training at **San Diego**. After a short furlough he will report to **Norfolk, Virginia**, for training in radio.

Chief Clerk **ALBERT E. MADAN** has been released from **St. Joseph's Hospital** and we are all anxiously awaiting the time he can return to work again.

Congratulations to **HENRY J. MADISON**, manager of stores, and Mrs. **Madison** who became grandparents in May. A 7-pound daughter, **Denise**, arrived at the home of Mr. and Mrs. **Lawrence Olson**.

Key chains for giving eight pints of blood were given during the recent

visit by the Blood Bank to **E. W. STEUBEN**, **A. E. DRUMMOND**, **J. E. ASBURY** and **M. W. JIRAL**, all from **Sacramento Shops**. Gold cards were presented to **MAXINE NAISBETT**, transportation; **CHARLES B. REID**, store department; and **GALE MINTLE**, shops, for having donated twelve pints of blood.

Our heartfelt sympathy is expressed to the family of **CLIFF LEWIS**, who passed away May 31. Cliff retired as a store laborer in November 1959 after 18 years of service with **Western Pacific**.

CHICAGO

Gene Hamilton

Congratulations are in order for Sales Representative and Mrs. **R. D. HAGEN** for the advent of a daughter on March 3. **Carrie D.** brought the total number of their children up to three boys and, at long last, one girl.

We're really proud of our Passenger Clerk **ROSE LUPE**. When **Summer** came to the **Chicago** area **Rose** helped to bring it right into the office. Because of the helpful and efficient service she gave one of her customers she received a bouquet of red roses in appreciation. This isn't the first time **Rose** has been remembered for her kind and courteous service and the entire office extends to her our thanks for a fine job, well done.

ARTHUR H. LUND, sales manager—Central Region, is presently confined to his home due to an unfortunate accident he suffered while on vacation in **New York City**. We know his many friends will be happy to learn that **Art** should be back on the job again as this is being read.

We will also be glad to have **J. H. EPHRAIM**, sales representative, back

with us again following hospitalization from which a release is due shortly.

We are glad to report that **C. J. HUDGINS**, sales representative at **Minneapolis**, has recovered from his broken kneecap and is back on the job. "Chuck" asks that his many friends be thanked for the cards and words of encouragement he received while convalescing.



Carol and Robert Callan

On April 29 **CAROL M. PAVLOVIC**, assistant export clerk, became Mrs. **Robert L. Callan**. The **Chicago** office force turned out in full force to attend the wedding in **Lockport, Illinois**, and later a reception in **Cicero**. **Carol** and **Bob** honeymooned in **Miami**.

Sales Representative and Mrs. **E. P. SCHMITTGENS** became proud parents of a daughter, **Mary Suzanne**, on July 2. That makes a total of five children—three girls and two boys.

Sales Representative **R. F. JOHNSON**, **Milwaukee**, on July 10 was elected president of the **Traveling Traffic Agents of Milwaukee**.

We welcome **WILLIAM J. WEYER**, our

new chief rate clerk. Bill comes to us from Merchants Carloading Co., Inc., of Chicago. He is presently attending the College of Advanced Traffic. His outside interests include sports, reading and music.

OAKLAND

John V. Leland

Trainman GERALD E. BUTLER made his last trip on the *California Zephyr*, arriving at Oakland on May 26. Butler began his railroad career with the Chicago Great Western at Clarion, Iowa, in 1919 as a hostler helper but soon went to braking on the same line. In 1921 he worked for the Santa Fe at Chillicothe, Illinois, as a brakeman, moving to Needles in 1923, then to San Francisco in 1928 as a switchman. He worked for the Alameda Belt Line before joining WP as a brakeman at Stockton in 1930. Gerald and his wife have three daughters, five grandsons, and two granddaughters. Future plans include gardening and fishing at his leisure.

HARRY B. LAMPMAN, 71, former ma-



Trainman Butler, Conductor Grant Evans, Assistant Trainmaster Roy Allan Christ at Oakland.

rine captain for the railroad who retired on March 20, 1958 as a deckhand, hanged himself at the foot of Grand Street in Alameda July 13. One of his last actions was looking at the old *Sierra Nevada* which he once piloted for Western Pacific when it was known



Manuel Ramirez, Garther Price, and Extra Gang #2 Foreman August J. Ackerman, on lunch break while installing siding for new W. P. Fuller Company glass warehouse at Decoto, California.

as the *Edward T. Jeffrey*. The ship made its last trip in 1956 on the Richmond-San Rafael run and has been in drydock ever since. Lampman was also a captain on the *Las Plumas*, and had held masters' licenses for everything from tugboats to ferryboats since 1913. He saved the crew of the *Virgil Bogue* when it was rammed and sunk in the Estuary in 1939, and he also brought a boat into the Key System Pier when it was on fire in 1933 to save workers on the burning dock.

No reason has been disclosed for his actions, as he left no notes.

OROVILLE

Clayton D'Arcy, Helen R. Small

Mrs. Bertha E. Waugh, mother of Machinist MURIL WAUGH, passed away in Auburn on May 24 at the age of 84.

Mrs. Waugh was a resident of this area for the past 51 years.

The mother of Electrician TROY JONES passed away recently in Oroville, following a short illness. We extend our heartfelt sympathy to both families.

Section Stockman JOE SUDDERTH passed out cigars and candy on the occasion of the arrival of a son born May 15. CHARLES KNARR, electrician helper, is a proud grandfather of the little fellow.

"SANDY" SONDREE, carman, worked his last shift for Western Pacific on May 31. "Sandy" believes that after working 52 years a man should be entitled to retire.

On June 6 Conductor and Mrs. E. W. JAYNE celebrated their 38th wedding anniversary by making a trip to San Francisco to see the Giants play Pittsburgh.

Retired Machinist Helper T. E. CLAYPOOL passed away on May 19.

Retired Clerk W. B. "BERT" LEWIS and wife are home after spending three weeks in Alaska. Their itinerary included air, train and bus travel which took them to Juneau, Anchorage, McKinley National Park, Fairbanks, Yukon Valley, Whitehorse and Skagway.

Fireman and Mrs. HARRY BASHAM are the parents of a son born in June.

Retired Switchman CLARENCE E. McCARTY and Mrs. Pansy Graves were married on July 1 in the parsonage of the Assembly of God Church. A reception was held for the couple on Sunday evening, attended by more than 40 relatives and friends,

Brakeman H. F. STAPP, wife and son have moved from Portola to Oroville

and are living in the new apartment building on Daryl Porter Way.

In the hospital at this writing are retired Conductor ROY DRYDEN, retired Brakeman ED OWENS, retired Conductor A. E. JONES, and Conductor O. W. LIND.

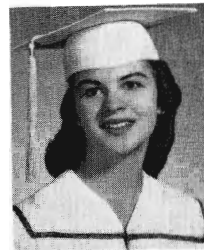
The high steel fence enclosure in front of the Oroville depot on right-of-way is a truck parking area for State Water Resources employees.

WENDOVER

Esther Witt

Shirley Ann Lee, daughter of Switchman DAN W. LEE and Telegrapher SHIRLEY F. SEYMOUR, was graduated

from the Academy of Saint Mary-of-the-Wasatch in Salt Lake on Sunday, May 28. Our best wishes to "Cookie" who has great plans to enter college this Fall.



Shirley Ann Lee

Agent and Mrs. JOHN W. NAYLOR and daughter, Carolee, and sons, Kenneth and JOHNNY, are happily ensconced in their new home in Tooele. The Naylor's have resided at Burmester for the past nine years, where Johnny is agent.

Our sincerest sympathy to the family of LOUIS R. DEMSON, whose homes were saddened by his passing from a heart attack on June 24 in Salem, Utah.

We were happy to have KAY A. WIND as roundhouse clerk, even though for only one week while regular Clerk LEN MAUER was on vacation.

Among officers installed by the

Wendover Lions Club, following a banquet on June 3, were: Switchman ELDEN H. WILLIAMS, first vice president; Cashier HARVEY L. NAYLOR, secretary; and Agent LEO P. WATERS, director for a two-year term.

A miscellaneous shower was given Mrs. PAT SHEA LEAVITT in the State Room at the State Line Hotel on April 8. Pat was married early this spring. Of all gifts received, no two were alike, which is quite a coincidence.

While vacationing in Palo Alto, California, for two weeks, Roadmaster and Mrs. M. L. KIZER and daughter, Lu Ann, attended graduation exercises in which Kristie Bee Kizer participated as a graduate from Cubberley High School on June 15. Kristie's plans for the year ahead are still indefinite.



Kristie Bee Kizer

A baby shower was held in the State Line Basement on June 15, the honoree being Connie Nelms, wife of Switchman LOREN D. NELMS. Connie received many beautiful gifts for their little adopted daughter, Leilani. The little Miss couldn't have found a better home.

Robert L. Naylor, son of Cashier and Mrs. HARVEY L. NAYLOR, has been named to the high honor roll for the spring quarter at the University of Utah. Robert was graduated from Grantsville High School in 1955 and completed a Mission for the L.D.S. Church last year. To achieve the honor roll, a scholar must attain a grade point average of above 3.5 for the

quarter. A four-point average is equal to straight "A" grades.

Guests of honor at the 10th Annual Banquet at the University of Utah Union Building on May 19 were Switchman and Mrs.



David E. Ford

HARLAN C. FORD. Their son, David, was awarded a \$500 scholarship by the First Security Foundation. David is majoring in business economics and is working in the Utah Bureau of Statistics.

STOCKTON

Elaine Obenshain

A first child, Michael James, was born to Nina and Glenn Brockman (daughter and son-in-law of Conductor and Mrs. J. M. KILGOUR) on April 25.

On June 24 Sandra Lee arrived at the home of former Clerk and Mrs. GARY BURNS (son and daughter-in-law of Cashier VIRGINIA and Train Desk Clerk JOHN RUSTAN. Sandra's brother, Mike, is 18 months old.

A third son, Tracy Keith, was born on June 21 to Mr. and Mrs. Ted Bristow (daughter and son-in-law of Clerk MARY LEACH. The big brothers are Teddie and Timmy.

Retired Conductor GEORGE B. WEAST passed away at his home in Stockton on May 22, leaving no known survivors.

Our sympathy to the family of retired Clerk WILLIAM L. MOORE, who passed away at Portola Hospital on July 2.

Retired Conductor P. W. "PARD" JORDAN was recently presented a 50-



"Pard" Jordan receives 50-year BRT emblem

year membership emblem by the Brotherhood of Railroad Trainmen's Grand Vice President R. E. McDonald. "Pard" is also a 50-year member of the B.P.O.E. Since his retirement "Pard" and his wife have spent much time and effort creating unusual landscaping at their home at 527 E. 8th Street, Stockton. Mrs. Jordan has some rare shrubs and "Pard" has many unique projects which occupy his spare time.

SALT LAKE CITY

J. B. Price

We're glad to see Conductors R. L. HANSEN and RALPH SAXTON back at work again after being off for some time due to illness and major surgery.

We all wish an early recovery for Brakeman HOMER G. BIRDSALL, JR., who was stricken with spinal meningitis.

Sincerest sympathy is extended to Engineers RALPH and FRANK AIELLO, whose dear brother and uncle, Joe Perri, passed away on June 22.

PORTOLA

Louise Wilks

Portola's Western Pacific Bowling Team won the 1960-61 Mountain Bowling League championship. Members on the winning team are Agent JACK BRENNAN, Trainmen JERRY GERVAIS, CHARLES SERVIA, JIMMY ROGERS, ED SOUTH, WHITNEY NEILSEN and ALEX HAY, and Enginemen AUSTIN LAMBERT and CALVIN DORITHY.



Carrie Miller photo

Nannette Van Drielen

Nannette Van Drielen, daughter of Engineer and Mrs. H. VAN DRIELEN, was recently installed as worthy advisor of Portola Assembly of Rainbow for Girls. Past Worthy Advisors Dolores Schuetter and Marjorie Yount were installing officers.

The first of last March, Engineers J. C. MCCALLAN and E. V. LERNER bought new Willys Jeeps and started building their campers for a trip to Baja California, Mexico. With their wives they left April 20, going south through Tijuana, Ensenada, and El Rosario where all mail and telephone service ended. From here they went farther south, going for two days at a time never seeing another car and few people. They carried extra gas and water. Visiting El Marmol, an abandoned onyx quarry, they learned it is the only place in the world that has a schoolhouse made of onyx. Being "rock hounds" the Lerner's obtained some beautiful specimens. They took their

The McCallan and Lerner campers on beach at Gulf of California.



jeeps and campers to the Rancho Laguna Chapala and on to the Gulf of California coast where both ocean and gulf fishing were good. They returned home through San Felipe, a large fishing village, to Mexicali, and back through Palm Springs, which was quite a contrast to the primitive country they had visited. The Lerner's expect to return this Fall for a hunting trip in the vicinity of the onyx quarry.

Conductor and Mrs. CHARLIE FREEMAN drove to Lake Louise and Banff for their vacation, visiting Glacier National Park on the way north, and returning through Washington and Oregon. No fishing this year!

Engineer and Mrs. JOE BURT, and JoRetta, spent their vacation fishing in the Puget Sound area.

KEDDIE

Elsie Hagen

Trainmen JACK KRAUSE and VERNE ROBYLER, ENGINEER BILL HECKELA, and Fireman G. SHIPMAN all were initiated into the E Clampus Vitus during the dedication of the State Park in June.

Roundhouse Foreman BILL LEAVY and his family have moved to Keddie from Winnemucca and we extend our sincere welcome.

Gil Krause, son of Trainman JACK KRAUSE, is now affiliated with Station

KCRA in Sacramento. He is an announcer as well as an engineer. Gil graduated from Quincy High School in 1952 and served in France with the Air Force for four years. He attended Yuba College in Marysville for two years and received his B.A. degree from San Francisco State College in January 1961. He then attended the Ogden School of Radio Engineering and Operations in Burbank, obtaining his Federal first class license for radio-TV broadcasting in April. Gill will be emceeing various AM-FM radio programs over Channel 3.

Agent and Mrs. PETE HANLEY announced the arrival of a grandson, Bruce Gordon Hanley, on May 17 at the home of their son, Robert, and his wife at San Jose.

Yardmaster and Mrs. BARNEY KENNY and son, Dick, attended the wedding of son Ray David Kenny and Barbara Ann MacKinnon of Hyde Park, Massachusetts, in the bride's home town on June 18. The couple honeymooned in



Barbara and Ray Kenny

Canada and will make their home in North Carolina where Ray is with the U. S. Marine Corps. Dick returned home, but the elder Kennys stayed for an extended visit.

Glenda Metzdorf, daughter of Engineer and Mrs. GLEN METZDORF, received the Nurses' Association scholarship, and Sandra Jean Gregory, daughter of I. D. Gregory, received a Bank of America Achievement Award in the field of vocational arts. Sandra's parents also recently announced her engagement to Randle Slaten, Jr. Wedding plans are indefinite.

We overlooked mentioning in the last issue that Ed Dunn, son of Conductor and Mrs. ED DUNN, was a graduate from Quincy High School in June.

Two of our Keddie girls are members of the "ABC's," a vocal quartet. Sara Jane Mathews and her sister, Charlis, have sung for several Quincy organizations and also on the Bill Rase show. Sara Jane graduated from Quincy High School this year and Charlis will graduate next year. They are the daughters of Engineer and Mrs. CHARLES MATHEWS.

SAN FRANCISCO

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

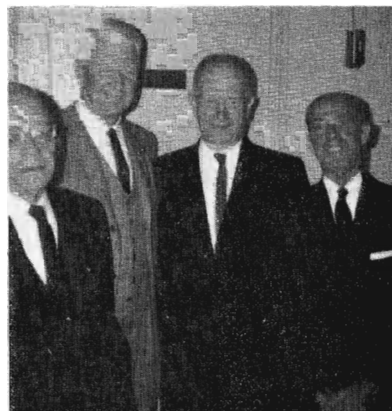
BERNADETTE O'CONNELL, passenger rate clerk, took a leave of absence beginning June 1 for the expected early arrival of her second child.

GEORGE GORDON, passenger department secretary, bid in on Bernadette's desk and is now working as assistant to MAX A. POTTER, chief rate analyst.

The special article on Page 25 about the Railroad Fireworks scheduled for

this year's California State Fair was received by MILEPOSTS from JOHN NOAH, former pass clerk for WP. Should the 1961 Fair have record-breaking crowds much credit will be due to John's publicity work.

Assistant Estimating Engineer and Mrs. ERNIE N. PERRY announced the arrival of a son, Sean Reed Perry, on July 13. The 7-pound 7-ounce arrival has two brothers, Colin 5, and Noel 3, and a sister, Alison, 2.



Jack Wragg, Dave Spewart, and Emmett Dillon received best wishes from President Whitman, second from left. Regrettably because of illness, Frank Ferguson could not be present for picture.

Four accounting department railroaders retired on June 30 with a combined WP service of a little over 128 years. Individually the group included EMMETT M. DILLON, assistant auditor of payroll accounts, 33 years; FRANK P. FERGUSON, assistant auditor of disbursements, 41 years; DAVID J. SPOWART, auditor of equipment service accounts, 38 years; and JOHN V. WRAGG, traveling accountant, 16 years.

HORACE LATONA, head buyer, underwent lengthy surgery by Dr. Bacon

on July 10 to correct a blocked artery in a leg. Horace may be away from work for as long as two months.

During Horace's absence, FRANK BROGDON, machine operator in the duplicating department, is acting as head buyer.

Occasional visitors around general office are CLARENCE L. DROIT, retired corporate secretary; JOSEPH C. MARCHAND, retired purchasing agent; and WELLESLEY T. RICHARDS, retired maintenance of way engineer. All claim they are busier than ever, and three more spry-looking, peppy individuals you never saw.

LEO SILLINERI, yard industry clerk, passed away on June 28 of a heart attack. Leo joined WP on September 29, 1924. He is missed by his many friends on the railroad as well as in baseball circles. Many can recall his playing days with Frankie Crosetti, who still is a coach for the New York Yankees.

SACRAMENTO SHOPS

Marcella Schultze

LUTHER SMITH, laborer, retired June 9, at the age of 70, after 13 years of active WP service. Luther, an avid Keno player, headed the next day for Reno with, we hope, the new piece of luggage presented him by his coworkers.

And, after 35 years of faithful service, Carman E. L. "FAYE" TOMLINSON retired June 30. "Faye's" great enthusiasm are his 19 grandchildren who, he says, "keep me young." Besides being a past president of the WP Sacramento Employees Federal Credit Union, he has been WP Amusement Club's treasurer for the past ten years.

"Faye" was presented with cash from his many friends, with the specific wish that he purchase the film splicer he has been wanting.

Thirteen retired members were honored at WP Amusement Club's "Old-Timers' Night" May 1. Those present were ROY COUGHLIN, FRED BIESER, ROY WILLIAMS, BERT PETTENGELL, B. W.



Shaking hands are A. W. Howard, 69, and Bert Pettengell, 77, two oldest members attending "Old Timer's Night" party. Seated are A. Santos and J. DePangher. Standing are H. P. Weathersby, R. Williams, F. Bieser, R. Coughlin, F. Omnes and Joe Boden, from left to right.

JONES, HENRY WEATHERSBY, HARRY MERCER, TOM ALERICH, JOHN DEPANGHER, A. W. HOWARD, FRANK OMNES, JOE BODEN, and TONY SANTOS.

Congratulations to Engine Watchman and Mrs. L. DAVIS upon the birth of their second son and fourth child, who came into the world May 13 at 6 pounds 13 ounces.

Also, congratulations to Electrician and Mrs. S. D. BETTANINI upon the birth of Anthony Helm, 6 pounds 7 ounces, on June 16. We understand

(Continued on Page 35)

Be doubly careful!

Millions of dollars went up in flames last summer during the West's worst forest fire season in years. Losses exceeded the nation's disastrous 1959 record when 4,155,000 acres of forest land burned.

For the third successive year, California is facing drought and unless extreme caution is displayed by every person entering California's forests this year, 1961 could be more disastrous than ever.

Nine out of ten forest fires are man-caused, largely through carelessness. No good citizen wants to believe that he caused a forest fire.



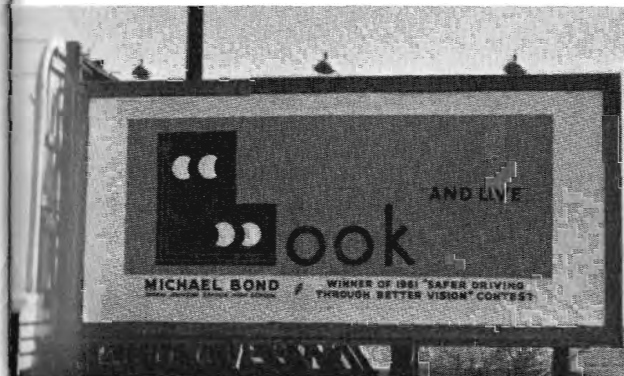
Caboosing . . .

(Continued from Page 34)

Grandpa JIM BETTANINI, retired boiler-maker, is overjoyed with his first grandson!

Michael Bond, son of Painter and Mrs. L. W. BOND, was awarded first place in the Sacramento region in the 1961 "Safer Driving Through Better Vision" contest sponsored by the

Optometric Association of California. Mike, a student at Hiram Johnson Senior High School, was honored at a banquet at the Sacramento Inn and presented with a \$50 check, a plaque, and, most important of all, his poster was reproduced on a billboard by Foster & Kleiser. Mike's poster may presently be seen on the North Sacramento Freeway, with its very timely message "Look and Live."



Michael Bond's poster, winner in the Sacramento region 1961 "Safer Driving Through Better Vision" Contest, reproduced on a North Sacramento Freeway billboard by Foster & Kleiser.

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The "Gothard," new Swiss electric train features 3,400-hp locomotive capable of operating on each of four systems in western Europe through push-button adjustment at maximum speeds of nearly 100 mph.

. . .

Six truck lines, the Erie-Lackawanna, and Rail-Trailer, have joined in a long-term cooperative venture to form in Chicago the T.O.F.C., Inc. (Terminal Operating Facility Co.) to finance, construct and operate piggyback loading and unloading terminals.

. . .

Congress passed and sent to the White House a compromise bill extending authority of the ICC to guarantee private loans to railroads until June 30, 1963. Central of New Jersey, Katy, Monon, and Pittsburgh & West Virginia immediately applied for guarantees of loans.

. . .

Frisco is testing containers for hauling mail and express between St. Louis and Oklahoma City.

. . .

Nine new railroad credit unions established in 1960 brings to 726 the number of these organizations now serving U. S. and Canadian railroaders.

. . .

The railroads' fuel bill will be increased by \$148 million a year if the tax depletion provision as applied to the oil-producing industry is eliminated, says the Independent Petroleum Association of America.