

WESTERN PACIFIC  
*Mileposts*

FEBRUARY 1963



# Mileposts

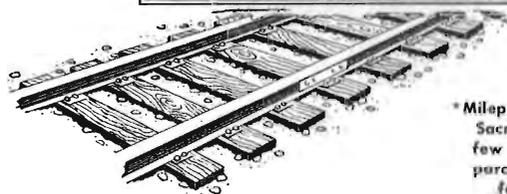
WESTERN PACIFIC

Volume XI, No. 7

FEBRUARY, 1960

\*Milepost No. 127

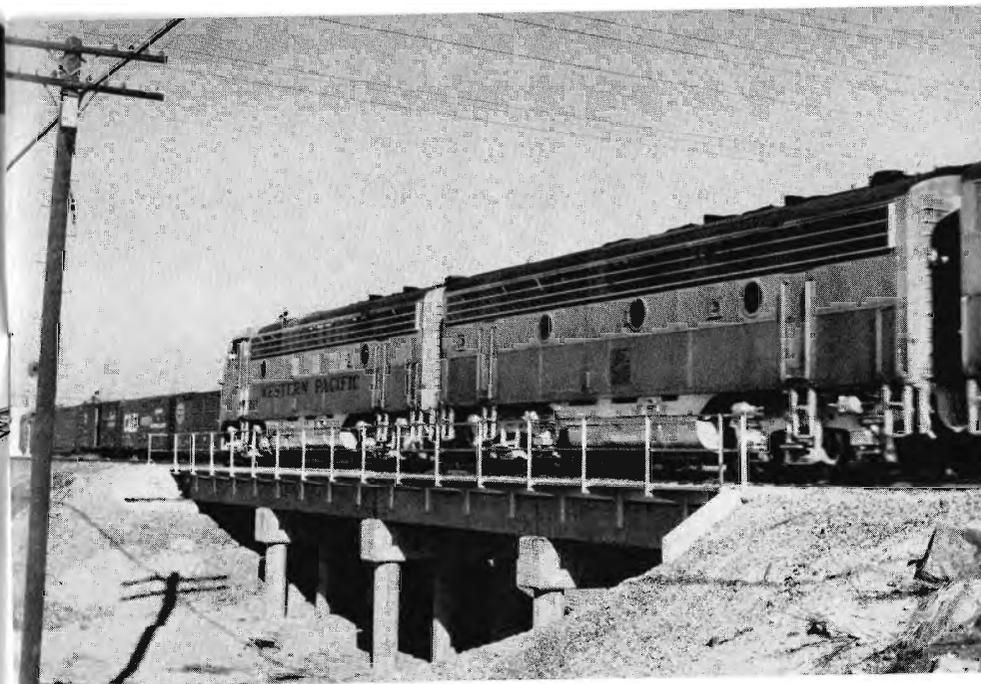
Department of Public Relations  
**WESTERN PACIFIC RAILROAD**  
 SACRAMENTO NORTHERN RY.  
 TIDewater SOUTHERN RY.  
 526 Mission Street  
 San Francisco 5, California  
 Lee "Flash" Sherwood, Editor  
 A. L. Lloyd, Associate Editor



\* Milepost No. 127: The Sacramento River, a few miles west, runs parallel to main line for several miles.

## FEATURES

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Newly completed bridge, looking east

## Trains roll on while trestle is rebuilt

YOUR railroad recently completed the first all-prestressed concrete railroad trestle in the United States, and possibly the world, to be constructed under single-track main-line traffic. Simultaneously, a similar type structure was under construction by the Atlantic Coast Line in South Carolina, where double-track permitted the diversion of traffic.

The 100-foot-long trestle (Bridge 93) crosses over Mormon Channel, about midway between the railroad's yard and station in Stockton. The structure is in the throat of a main yard and traffic movements are ex-

tremely heavy. It was necessary to replace the old timber structure which had reached the end of its useful life.

Several considerations led to the  
 (Continued on Page 6)

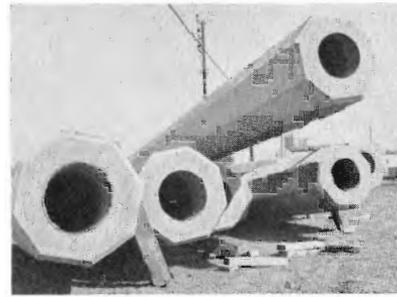
Preliminary discussions at site were necessary before actual work began. R. C. Cox and M. J. Crespo, engineering department, plan pile driving with Pile Driver Foreman G. Roehl (center).





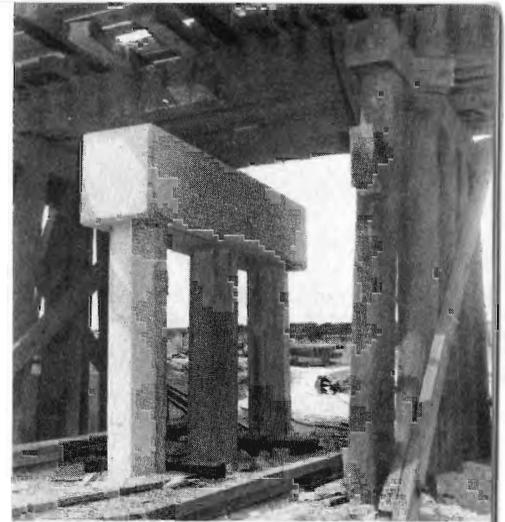
Left, right, above: views of old bridge show wooden piles, stringers, walkway, open deck.

Below: New bridge has steel walkway, hand-rail, and grating, and fireproof ballast deck.

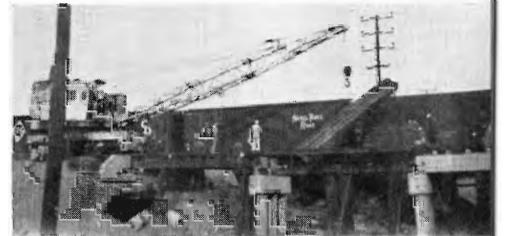


Precast, prestressed piles (top) and stringers were made at Petaluma plant of Ben C. Gerwick.

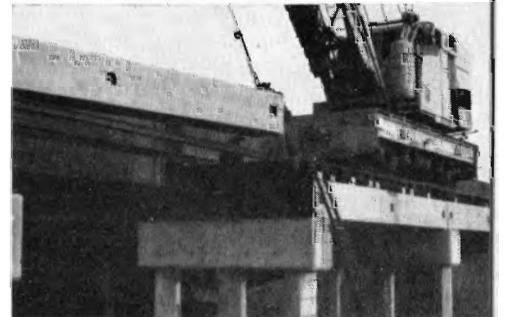
Piles were driven between and on each side of existing timber chords with no traffic delay.



Above: prestressed piles and stringer in place prior to removal of old wooden structure.



Above: Crane was used to remove old wooden structure, and (below) to drop new prestressed girder into place.



## Trains Roll On . . .

(Continued from Page 3)

decision to rebuild the structure with prestressed concrete. Wherever possible, Western Pacific is upgrading its reconstructed bridges by providing them with ballast decks to greatly reduce fire hazards. Past practice has been to confine the length of timber spans to a maximum of 20 feet. Since the City of Stockton's plans required a minimum of 100 feet to provide for flood water passing under the structure, it appeared that 25-foot-long spans would be most satisfactory. It was also desired that deck members be relatively light and shallow; that piling would be capable of carrying substantial bending stresses; be able to withstand handling stresses; and permit being driven in hard, rocky ground.

An analysis of various types of structures was made, and investigations revealed a preponderance of evidence in favor of prestressed concrete type of structure.

The new trestle was constructed with three-pile bents. This permitted the

placing of piles between and on each side of the existing timber chords. Therefore, it was not necessary to move the existing deck while maintaining traffic over the structure.

The prestressed concrete piles, with hollow cores to reduce weight, were driven with a track driver the railroad ordinarily uses to drive wooden-pile trestles. The only added equipment necessary was a 220-cubic-foot air compressor and a couple of paving breakers to cut off the piles, and a Vulcan "O" hammer for driving.

Poured-in-place caps were constructed on each of the new bents and the precast, prestressed segmental deck was placed in panels. At the end of each panel the existing wood stringers were cut to land on the new cap, and the old bents and stringers in that portion were then removed. This was done without taking the bridge out of service for more than the hour or two required to place the new deck.

The new structure was built at a cost per foot considerably less than that for standard type of concrete structures WP previously built.

## Railroad Tunnels

The longest railway tunnel in the world, Simplon No. 2, carries a line of the Swiss Federal and Italian State Railways through the Swiss-Italian Alps for a distance of 12.32 miles. Switzerland also claims three other railroad tunnels longer than any in the Western hemisphere. They are the Lotschberg Tunnel, 9.4 miles; St. Gotthard Tunnel, 9.3 miles; and the 8-mile-long Mont Cenis Tunnel.

The longest railroad tunnel in the Western hemisphere is Great Northern's 7.79-mile Cascade Tunnel in Washington State.

The *California Zephyr* passes through the second longest railroad tunnel in the Western hemisphere, the 6.1-mile-long Moffatt Tunnel on the Denver & Rio Grande Western in Colorado.

The D&R G W also claims one of the loftiest railroad tunnels in the world, the Tennessee Pass Tunnel, 10,221 feet above sea level, on the Royal Gorge Route in Colorado. Highest tunnel in the world is Galera Tunnel on the Central Railway of Peru in the Andes Mountains, which reaches an altitude of 15,694 feet above sea level.

## 1960 — good or bad?

Predictions from most reliable sources are that business conditions will improve in 1960. Some forecasters are of the opinion that within the next ten years this country will experience the greatest advances it has ever known.

Just how much the railroads will share in this predicted economic expansion may depend, in a large part, on federal legislation sought by the industry which would eliminate four major obstacles. They are:

1. Permission to engage in other forms of transportation (S. 1353-55, H.R. 7960-62, H.R. 9729-81).

Such action would mean more efficient and economical use of transport

facilities, and further reduce the cost of transportation to the public. Practically all major industries of the country are permitted to diversify their operations. In a large measure, this right is denied the common carriers. All the railroads ask is that any application that they file for a certificate be considered like any other application, and that it not be denied or specially restricted merely because the application is that of a railroad.

2. Repeal of tax on passenger travel.

The present 10% tax on transportation of persons within the United States was imposed during World War II largely to discourage unnecessary use of then overburdened public carriers. To the extent that it applies to business travel and is therefore reflected in commodity prices, the tax is inflationary, and adds over \$200 million a year to the nation's transportation cost. The tax on passengers will be reduced from 10% to 5% on July 1, 1960, but the industry seeks to have the tax entirely repealed.

3. Depreciation of carrier property (H.R. 2172).

4. Construction reserve fund.

These two items are similar in purpose. The railroads simply ask to be permitted to recover their cost of plant and equipment over a shorter period of time than presently allowed. A freight car bought 20 years ago for \$2,500 costs about \$9,500 today. Therefore, the railroads must find an additional \$7,000 for each new freight car

(Continued on Page 8)

### LET'S START THE NEW YEAR RIGHT



## How We're Doing

	December 1959	December 1958
<b>RECEIPTS:</b>		
From our customers.....	\$3,831,085	\$4,484,381
Other income .....	161,982	98,232
<b>EXPENSES:</b>		
Wages, payroll taxes, fringe benefits.....	2,338,334	2,273,868
Materials, fuels, other operating expenses.....	1,379,068	1,232,780
Other taxes .....	(162,460)	324,528
Net rentals for equipment and joint facilities.....	87,500	78,086
Interest and fixed charges.....	175,972	169,998
Miscellaneous .....	35,936	47,370
<b>LEAVING:</b>		
For improvements to property, purchase of new equipment, payments on debts, dividends, etc.....	\$ 138,717	\$ 455,983

Note: Brackets ( ) denote red figures.

### 1960—good or bad? . . .

(Continued from Page 7)

purchased. Moreover, railroad net earnings are taxed at the rate of 52%, which means that they must have earnings of \$14,500 for each freight car purchased. Competing modes of transportation can depreciate property much sooner—aircraft, 5 years; trucks, 8 years; busses, 7 years. Railroad roadways and structures may be assigned a 50- to 100-year life, and rolling stock may be given up to 35 years.

The railroads ask permission of Congress to establish a reserve fund into which sums can be deposited which would be a deductible item in computing federal income tax, provided the funds are spent for new plant and equipment. Funds not used for these purposes within five years would be taxed at the rate applicable when they were set aside. The railroad's proposal would grant tax deferment—not tax forgiveness.

Occupancy ratio of the *California Zephyr* for December, 1959 was 62.6% of the train's capacity, compared with 63.9% in December, 1958.

Cinerama Train No. 22 operated January 23 from Sacramento to San Francisco and return, accommodating about 1,250 adults and children. The 23rd Cinerama Train operated January 30 with a like number of passengers.

Ford plant at Milpitas now on 9-hour-day basis; soon contemplates increase to 10-hour-day and one Saturday a month. Chevrolet plant at Oakland now on 2 shifts a day. Geneva, Utah, plant of Columbia-Geneva Division of U. S. Steel continues at near-capacity production level.

Work began December 2 on \$200,000 project to remodel and improve WP's 25th Street slip in San Francisco to accommodate car ferry *Las Plumas* at high tide.

## Heart-to-heart talk

Today, a lot is being said and done about heart disease, a general name for many different diseases of the heart and blood vessels. Among the most common are coronary artery disease, rheumatic heart disease, or hypertension. All, of course, are serious.

However, if you have a heart disease today, your chances are pretty good that you will be able to lead a nearly normal life. Research scientists have greatly developed the knowledge needed to prevent and control the nation's worst killer. Your doctor can discover most forms of heart disease in their early stage if you give him a chance to do so. You, too, can help your heart by following a few good-hearted rules:

1. Don't worry needlessly about "symptoms." If in doubt, see your doctor.
2. Look better, feel better, work better, live longer with normal weight.
3. Regular rest relieves constant fatigue and lightens the work of your heart. Get enough rest.
4. Exercise regularly and moderately. Have fun—"but act your age." Keep physically fit.

5. Don't let tensions and anxieties wear you down. Relax and enjoy peace of mind.

If you want to avoid heart disease, it will help if you live a life of moderation before the disease strikes.

Even if you have no symptoms, a physical checkup at least once a year is good insurance. The best protection is to call on your doctor when you suspect a heart illness.

If you get a heart disease, follow your doctor's advice. In many cases, all that is necessary is for the patient to take it easy and to follow the doctor's policy of moderation.

You can also help fight heart disease with contributions to the Heart Fund which supports heart research and brings the latest advances to you through education and community heart programs. The 1960 Heart Fund campaign will be conducted in all sections of the country during the month of February. On February 28, some 1½ million volunteers from coast to coast will participate in a door-to-door residential collection. You will render the greatest service to the Heart Fund by contributing whatever you can.

**HEART DISEASE  
#1 Enemy**



**HEART FUND  
#1 Defense**

Payroll taxes paid by Class I railroads to the Federal Government now average approximately \$35 million a month, which is more than total railroad taxes of all kinds—federal, state, and local—in any year prior to 1940.

The average journey per passenger per railroad increased from 59 miles in September, 1958 and 60.3 miles in September, 1957, to 61.7 miles in September, 1959.

## Appointments and Promotions

Walter C. Brunberg was appointed assistant vice president-administration in the railroad's marketing division. The newly created position was made effective on January 1.

Brunberg's first position with the railroad, in 1937, was as linen clerk in the dining car department. He worked in the passenger department for a while and returned to the dining car department as assistant superintendent of dining cars. His service was interrupted during World War II when he served in the Alaskan Theater of Operations and shortly after returning to the railroad he became coordinator of safety and training in 1951. His next position was as administrative assistant to the president and on June 16, 1953, he was appointed manager, materials and stores. He became manager of purchases and stores in February, 1956, and was made director of purchases and stores in April, 1959.

\* \* \*

Alfred S. Kasper became manager of purchases and stores on January 1.

His employment with the railroad has all been with the store department, which began as store helper at Sacramento in 1923. He received valuable training in various positions within the department while working at many points along the railroad. Kasper was appointed assistant to manager of purchases and stores in 1955, and on April 1, 1959, became materiel officer. This position was abolished at the time of his present appointment.

\* \* \*

As the result of the above appointments three purchase and stores department employees were promoted to higher positions on January 1.



W. C. Brunberg



A. S. Kasper



D. L. Carman



C. A. Moll

Donald L. Carman became assistant to manager of purchases and stores.

Carman began his service with the railroad at Stockton in 1942 as a roundhouse laborer. He later served as hostler helper, machinist helper, carman helper and roundhouse clerk, all at Stockton. He then went to Sacramento as assistant accountant in the store department and in 1957 became records analyst at San Francisco. He became materiel control supervisor on January 1, 1959.

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H. F. Latona

## The Price of Success

Copyright, Alexander Hamilton Institute, 1926

I often wonder what it is that brings one man success in life, and what it is that brings mediocrity or failure to his brother. The difference can't be mental capacity; there is not the difference in our mentalities indicated by the difference in performance. In short, I have reached the conclusion that some men succeed because they cheerfully pay the price of success, and others, though they may claim ambition and a desire to succeed, are unwilling to pay that price.

### And the Price Is

To use all your courage to force yourself to concentrate on the problem in hand, to think of it deeply and constantly, to study it from all angles, and to plan:

To have a high and sustained determination to put over what you plan to accomplish, not if circumstances be favorable to its accomplishment, but in spite of all adverse circumstances which may arise—and nothing worth while has ever been accomplished

without some obstacles having been overcome.

To refuse to believe that there are any circumstances sufficiently strong to defeat you in the accomplishment of your purpose.

Hard? I should say so. That's why so many men never attempt to acquire success, answer the siren call of the rut and remain on the beaten paths that are for beaten men. Nothing worth while has ever been achieved without constant endeavor, some pain and constant application of the lash of ambition.

That's the price of success as I see it. And I believe every man should ask himself: Am I willing to endure the pain of this struggle for the comforts and the rewards and the glory that go with achievement? Or shall I accept the uneasy and inadequate contentment that comes with mediocrity? Am I willing to pay the Price of Success?

And the Time to Begin to Pay Is Now.

## Appointments and Promotions . . .

(Continued from Page 10)

Clyde A. Moll succeeds Carman as materiel control supervisor.

Moll first worked for the railroad in October, 1941, as clerk in the purchasing department at San Francisco. He entered the U. S. Army in 1943 and served for two years with combat engineers in England, France, and Belgium. He also served for two years with occupation forces in the Philippines and in Japan and after receiving his discharge in 1946 returned to the railroad's purchasing department as

assistant price clerk. He became price clerk in 1946, and head buyer in 1953.

\* \* \*

Horace F. Latona was promoted to position as head buyer on January 1.

Latona became a Western Pacific employee on January 15, 1942, working as a laborer in the store department at Sacramento. He advanced to positions of store helper, price clerk, storekeeper's clerk, and purchasing requisition clerk, all at the Sacramento store.

## The right man for the job

That's what President Eisenhower thinks of Engineer A. C. Donnenwirth

It isn't often that the President of the United States reaches out into a community as inconspicuous as Portola for a member of one of his more exclusive commissions. It isn't often that a resident of a small community such as Portola has an opportunity to share such an important honor with governors, state legislators, mayors, educators, congressmen, and presidential cabinet members.

The fact that these happenings have occurred is a tribute to Portola and to Plumas County. More expressly, it is a tribute to A. C. Donnenwirth, an outstanding resident of Portola and a veteran engineer with more than 36 years of Western Pacific service.

Engineer Clair Donnenwirth is one of 20 members of the new commission, whose more important purposes will be:

1. To unite together for the consideration of common problems, representatives of the federal, state and local governments.
2. To recommend, within the framework of the federal constitution, the most desirable allocation of governmental functions, responsibilities, and revenues among the several levels of government.
3. To recommend methods of coordinating and simplifying tax laws and administrative practices to achieve a more orderly and less competitive fiscal relationship between the levels of government, and to reduce the burden of compliance for taxpayers.

Donnenwirth is not without the



Engineer and Mrs. A. C. Donnenwirth

background and experience to qualify him for this important role.

He was elected to the Plumas County Board of Supervisors in 1948 and has served three terms. Last month he announced his candidacy for re-election to the board in the June primaries.

He was president of the Northern California County Supervisors Association last year, and served the County Supervisors Association of California in several leadership roles. This included the chairmanship of the organization's tax committee which led to consideration of statewide policy on such issues as assessment equalization, payments in lieu of taxes, and possessory interest legislation.

His actions have been influential in forming policy decisions affecting a wide range of county affairs, including government operations, highways and public works, health and hospitals, and city-county problems.

Donnenwirth is a member of the National Association of County Officials, serving on the highway commit-

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## Scout Week

SCOUT WEEK, February 7 to 13, has a special significance this year for the Boy Scouts of America. It marks the 50th Anniversary of the founding of the organization in Washington, D. C., on February 8, 1910.

Since that time over 31½ million Scouts and leaders have been members of the Boy Scouts of America. World membership presently is well over seven million in 68 nations. Current national membership is more than five million.

Theme of the anniversary is "For God and Country," which will be observed in every city and town and most villages in the United States and territories. Many Western Pacific railroaders will take an active part as leaders of troops in most areas along the railroad.

The high point in Scouting in 1960

### A. C. Donnenwirth . . .

(Continued from Page 12)

tee, and in 1959 was chairman of its resolutions committee. He was named by Governor Brown as the state's only county representative on the state disaster council.

There are just three county officers from the entire United States on the new commission. One from Wayne County, Michigan, with 3½ million people; one from Westchester County, New York, with 350,000 people; and Clair from Plumas County with 13,000 population. Clair says of Plumas County, "we have quality, not quantity." That's reason enough for the President to recognize Donnenwirth as the right man for the job.



will be the Fifth National Scout Jamboree when 53,200 boys and leaders will camp on a 2,000-acre ranch at Colorado Springs, Colorado, July 22 to 28. Several hundred members from other nations will be guests of America's local Boy Scout councils.

Moving the boys to and from the Jamboree will, in part, be shared by Western Pacific who are scheduling special trains for the occasion.

On February 8 the Post Office Department will release a 4-cent commemorative postage stamp marking the golden anniversary.

The National Good Turn for 1960 by the Boy Scouts of America will be their third non-partisan Get-Out-the-Vote campaign, conducted in cooperation with the Freedoms Foundation of Valley Forge.

In school the little boy was telling his teacher about his dog.

"What kind of a dog is it?" asked the teacher.  
"Oh, he's a mixed up kind," the boy replied.  
"Sort of a cocker scandal."

A German refugee getting off a train in Chicago asked a Pullman porter, "Was sags du?"  
Porter: "They're leading 4 to 3 in the ninth."



## Dear Editor:

### Worth waiting for

When the *California Zephyr* was in San Jose for public inspection prior to going into regular service, two California Packing Corporation employees were so impressed with the train's beauty and excellent accommodations they began making future plans for an extended round-trip cross-country trip on the train.

Their goal was finally reached, and on January 11 the two ladies boarded the streamliner bound for New York and other Eastern points. A return trip will be made on the streamliner from Chicago.

This is the sort of thing which makes us proud. It also proves the *California Zephyr* still holds its attraction for the traveling public who, not infrequently, refer to it as the "best train in the country today."

Frank Williams  
Ticket Clerk  
San Jose, California  
\* \* \*

### Made Christmas joyous

I would be remiss in my responsibilities if I did not express my deep appreciation for the entertainment furnished the patients of this hospital by your group (Glee Club) during the Christmas Season.

As you know, Christmas is not the most enjoyable time to spend in the

hospital. With our limited facilities we do everything we can to alleviate the boredom and depression that is undoubtedly caused by being away from one's loved ones during the holidays. But, it is the assistance of such groups as yours that in reality make the Christmas Season a joyous one for our patients.

Please accept our sincere best wishes for a prosperous 1960.

A. L. Tynes  
Brigadier General, MC  
Commanding  
Letterman Army Hospital  
San Francisco, California  
\* \* \*

### New and old readers

We would like to be placed on the MILEPOSTS subscription list.

Occasionally, if consistent with your policy, we will request permission to use material from your magazine in our national news-feature service.

Walter A. Coyne  
Editorial Department  
NEA Service, Inc.  
Cleveland, Ohio  
\* \* \*

I read your Western Pacific monthly publication, MILEPOSTS, with interest, and I find the December, 1959, issue of considerable interest as it contains a

(Continued on Page 15)

## WP Will Remember

"When a man has devoted a career to an industry, he has truly paid that industry the greatest compliment possible."

In behalf of all employees of Western Pacific and its affiliated companies, MILEPOSTS extends sincerest best wishes for future happiness to the following railroaders whose retirements have been reported:

Grace B. Baird, laborer, Oroville.

Ralph E. Christy, chief clerk, Milpitas.

Paul Eliason, B&B Supervisor, Elko.

Fred L. Farlow, switchman, Stockton.

William B. Lewis, freight clerk, Oroville.

Leo M. Morris, assistant to chief mechanical officer, Sacramento.

Guy Parry, passenger conductor, Salt Lake City.

John C. Riegel, sales representative, Chicago.

George B. Tew, fireman, Salt Lake City.

Leonard Wallis, machinist helper, Oroville.

### Dear Editor:

(Continued from Page 14)

great deal of worthwhile information. In fact, I keep all of your publications on file.

We will appreciate it very much if you will mail an extra copy of your December, 1959, issue.

W. G. Stone  
Port Director  
Port of Sacramento  
Sacramento, California  
\* \* \*

I want to thank you for regularly sending me MILEPOSTS. The publication is excellent in every respect, and its coming each month is always looked forward to.

Your consideration will be returned this year, and at other times.

N. C. Haines  
3510 39th Street, N.W.  
Washington, D. C.  
\* \* \*

MILEPOSTS is delighted to know its readers find the magazine worthwhile and of value, and their interest in Western Pacific is very much appreciated.



**SAFETY  
BEGINS IN  
THE HOME**

# MILEPOSTS



# IN GOLD

MILEPOSTS congratulates the following railroaders who will be eligible for Service Pin Awards during the month of February, 1960:

45-YEAR PIN		
Elwyn E. Scott.....	Ticket Seller.....	Western Division
35-YEAR PINS		
Wilford J. Hallam.....	Signal Inspector.....	Signal Dept.
Lester P. Hamilton.....	Yardmaster.....	Western Division
30-YEAR PINS		
Emilio Jaramillo.....	Section Foreman.....	Eastern Division
John Jelacich.....	Carman.....	Mechanical Dept.
25-YEAR PIN		
Robert A. Hansen.....	Sheet Metal Worker.....	Mechanical Dept.
20-YEAR PIN		
John W. Naylor.....	Agent-Telegrapher.....	Eastern Division
15-YEAR PINS		
John B. Basanez.....	Carman.....	Mechanical Dept.
Calvin C. Blackman.....	Carman.....	Mechanical Dept.
Elmer T. Carter.....	Telegrapher.....	Eastern Division
William L. Dance.....	Carman.....	Mechanical Dept.
Ann O. Downs.....	Carman.....	Mechanical Dept.
David P. Edwards.....	Secretary to VP and Comptroller.....	San Francisco
Eleanor Gowen.....	Baggage-Caller.....	Western Division
David W. Griffin.....	Fireman.....	Western Division
William L. Hermance.....	Brakeman.....	Western Division
Robert E. Kennedy.....	Carpenter Helper.....	Western Division
Dale Klause.....	Carman.....	Mechanical Dept.
Alvin H. Larson.....	Machinist.....	Mechanical Dept.
Walter F. Lord.....	Head Machine Operator-Clerk.....	San Francisco
Verna L. Neil.....	Waiter.....	Dining Car Dept.
James A. Smith.....	Ticket Clerk.....	Oakland
Charles G. Tryor.....	Pumper.....	Western Division
Harmon E. White.....	Brakeman.....	Western Division
Jack Woods.....		
10-YEAR PINS		
James E. Franklin.....	Carman.....	Mechanical Dept.
Max Fregosa.....	Key Punch Operator.....	San Francisco
Robert D. Nordstrom.....	Asst. Engr., Bridges and Structures.....	San Francisco
Manuel G. Ramirez.....	Laborer.....	Western Division

The traveling salesman ran out of gas on a lonely road one night and asked for shelter at the only farmhouse in sight.

"I reckon I can put you up for the night," said the farmer, "if you don't mind sharing a room with the hired man."

"Good heavens," exclaimed the salesman, "I must be in the wrong joke!"

\* \* \*

A government bureau is where the taxpayer's shirt is kept.

\* \* \*

The dictionary is the only place where success comes before work.

A famous divorcee was leaving the court and reporters flocked near.

"How do you feel?" one of them asked.

"Like a new man," she replied.

\* \* \*

A Scotsman who had worn the same hat for 15 years decided with a heavy heart to buy a new one since his old one was beyond repair. Going into the only hat shop in the neighborhood, he said:

"Well, here I am again."

\* \* \*

Progress is achieved by those who do things others have declared impossible.



## 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:

*George C. Blanchard*, switchman, December 29.

*Francis H. Doyle*, retired extra gang foreman, October 9.

*John F. Ford*, retired telegrapher, date not known.

*James Harris*, retired machinist, October 29.

*Lillian D. Marlin*, retired Sacramento Northern bridge operator, October 5.

*Charles D. McCready*, retired eastern traffic manager, November 15.

*Arnold F. McElmurry*, locomotive engineer, December 27.

*Paul H. Middleton*, retired switchman, November 5.

*William E. Neitzel*, retired Alameda Belt Line car clerk, November 13.

*Patricia J. O'Leary*, ticket clerk, January 10.

*J. E. Pullen*, retired yardmaster, January 19.

*Rae K. Raymond*, retired clerk, December 14.

*Edward L. Reed*, retired fireman, date not known.

*Rudolph F. Saake*, shop laborer, January 16.

*Ray McB. Stewart*, brakeman, date not known.

*Elmer C. Vassar*, retired Alameda Belt Line yardman helper, November 23.

*William E. Wallis*, fireman, December 20.

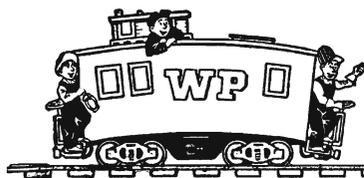
*John F. Williamson*, retired roadmaster, November 13.

*John Zahn*, retired bargeman, date not known.

## 'Round and 'Round and 'Round It Goes!



There's nothing small about the nearly 100 Federal "aid" programs to state and local governments which will cost \$6.8 billion in fiscal 1960, up \$2 billion since fiscal 1958. Three out of four of these "aid" dollars (for agriculture, housing, veterans, highways, etc.) represent taxes that made the "round trip" to Washington and return to the state of origin. Such "re-allocation" of tax monies results in some states paying over \$2.00 in Federal taxes for each \$1.00 received as "aid."



# Caboosing

GENE HAMILTON, secretary to Sales Manager A. H. LUND, succeeds DICK HAGEN as Chicago correspondent, effective with this issue. Dick will be out of touch with most of the Chicago forces since he will be out hustling business for WP in his new position as sales representative.

## CHICAGO

Gene Hamilton

Santa Claus came for dinner on December 21, the date of a joyous, yet sad occasion for this office. It was joyful in that Sales Representative JOHN C. RIEGEL, after completing 23½ years of faithful service, can now enjoy the luxury of taking life easy. It was sad in that John will no longer be working with his many friends.

Little did John suspect that a bag full of gifts, brought in by District Sales Manager GEORGE K. WENIG dressed as Santa, were all for him. Following dinner, John was presented with a check for \$200 from his friends, together with a scrapbook of cards from the contributors wishing him well. John also was awarded a Certificate of Service from the railroad, presented by WARREN W. BROWN, assistant vice president, eastern sales. From his many friends on the West Coast there was a message expressing hopes for John's continued good health and happiness which was presented by KENNETH A. RANK, present for the occasion while en route to New York for a new

assignment as assistant to sales manager, eastern region.

In expressing his appreciation for the gifts and for the many years of pleasant and successful relations with the railroad and its people, John extended an invitation to all to stop and visit him and his wife in their summer place in Wisconsin.

The following persons are now working in promoted positions: R. D. HAGEN, sales representative; J. H. EPHRAIM, sales representative now working JOHN RIEGEL's territory; FLORENCE T. DUDLEY, chief rate clerk; and GENE HAMILTON, secretary to sales manager.

## WINNEMUCCA

Ruth G. Smith

Engineer JOHN SMITH has retired because of disability, after completing 39 years of service. John hired out as fireman on October 24, 1920, and was promoted to engineer on October 10, 1937. He has worked at Winnemucca for the greater part of his service. He became ill and last worked for the railroad on July 2, 1959.

Firemen's Lodge No. 792, and Ladies' Society No. 615, held a retirement dinner in the Oval Room of the Sonoma Inn on December 12. Honored guests were PETE MENICUCCI; Mr. and Mrs. FRANK LONG of Elko; O. J. HILL of Meridian, Idaho; W. T. MARRS; and Mr. and Mrs. JOHN SMITH. Mr. and Mrs. ADOLPH LOSER and ARTHUR WOODWARD



could not be present. Each retired member was presented with a small gift.

Mr. and Mrs. Richard Banks of Seattle are the parents of an 8-pound daughter, born December 25, 1959. She is the third child in the family and is the granddaughter of Agent and Mrs. CECIL DUCK.

Gary Hoxsey, son of Conductor and Mrs. "BILL" HOXSEY, was selected as the outstanding lineman of the year on the 1959 edition of the "A" Division All-State Football Team. Gary was among four men from Winnemucca chosen for the first string. The candidates are picked by the division's coaches in a yearly plaudit ceremony sponsored by the Las Vegas Review-Journal.

Your correspondent began a two or three months' leave of absence beginning January 10 and this column will be written during my absence by Yard Clerk D. G. MICHAELS. Any assistance

Winnemucca employees can give in furnishing news for this column will be most appreciated.

## WENDOVER

Esther A. Witt

Holiday visitors in Wendover were Mr. and Mrs. Robert McClure, son and daughter-in-law of Telegrapher FLORENCE McCLURE. Their home is in Los Angeles.

Kristie Bee Kizer, daughter of Roadmaster and Mrs. M. L. KIZER, who is attending Cubberly High School in Palo Alto, California, was home to spend the holidays with her parents and sister Lu Ann.

Friends and neighbors dropped in on Mr. E. T. Wetherington to help him enjoy his 89th birthday at the home of his niece, Telegrapher ANNA BELLE ALBRECHT.

A surprise evening of fun on Anna Belle's birthday (we won't disclose which one) on January 1 was enjoyed by Peggy, Donna, and Patricia Shea, who brought a lovely birthday cake for the occasion.

We had snow for Christmas and all the youngsters enjoyed it for the short time it remained on the ground in spite of temperatures slightly above zero. We're wondering if the "banana belt" hasn't been stolen from us.

Our most sincere sympathy is extended to Mrs. June Blanchard and daughters, Judy and Joan, on the death of their husband and father, Switchman GEORGE C. BLANCHARD, JR.

One thing every American is helping his children inherit is the national debt.

\* \* \*

At the end of 1959, the railroads had on order 50,000 freight cars of all types, valued at about \$425 millions.



Entertaining at the Christmas party were —left to right: D. J. Albertson, E. Maes, Bill Pray, C. G. Mintle, G. C. Spencer, P. L. Schultze, and behind group, W. F. Parker. On platform at left is E. T. Cuyler; right, H. J. Madison. Photo was taken by Machinist O. L. Hamilton.

## SACRAMENTO SHOPS

Marcella G. Schultze

Before a gaily decorated platform in front of the superintendent of shops' office, mechanical, store and signal department employees gathered for a Christmas program on December 24. Superintendent D. R. SARBACH acted as master of ceremonies, introducing both Chief Mechanical Officer E. T. CUYLER and Manager of Stores H. J. MADISON. Both men gave short holiday greetings and commented on the 1959 Safety Program and progress in their respective departments. To add to the festivity, a singing group led by BILL PRAY of the store department, entertained with Christmas carols. Bill, a featured entertainer with the Billy Jack Wills orchestra, sang several solos and everyone later joined in group carols. Members of the singing group, in addition to Pray, were Carmen D. J. ALBERTSON and E. MAES; Engine Watchman W. F. PARKER; Car Foremen

C. G. MINTLE and G. C. SPENCER; and Sheet Metal Worker P. L. SCHULTZE.

On December 28 at the Elk Grove Masonic Temple, Elk Grove, D. D. DAVIES, blacksmith helper, was installed Worshipful Master of the Elk Grove Lodge No. 173, Free and Accepted Masons.

Was again pleased to hear at Christmas time from Bok Hyon Kim from Korea, who studied several years ago at Sacramento Shops. Mr. Kim's latest assignment, since returning to his homeland, is that of roadmaster inspector, Ministry of Transportation, Seoul, Korea.

## STORE DEPARTMENT

Irene Burton

Congratulations to HORACE LATONA on his new position as head buyer in the purchasing department at San Francisco. Horace was honored at a luncheon given by his co-workers who presented him with a gift certificate. Ed HAWKINS was master of ceremonies.

A picture of Horace appeared in the December issue of MILEPOSTS, exhibiting a catch of fish which the caption stated were caught at Natomas. Our other fishermen believe Horace was telling a "fish story" since it is impossible to catch fish at Natomas. For the benefit of our nimrods, your correspondent would like to admit a slight error. The catch was made at Verona.

GEORGIA CHINDAHL was one among many who attended and thought the annual Rose Bowl game was the most thrilling ever. Hailing from the State of Washington, Georgia had good reason to be happy in rooting her team to victory.

## KEDDIE

Elsie Hagen

Trainman and Mrs. VERNON C. ROBLER are parents of a son born January 3 in Plumas Industrial Hospital. Larry weighed 6 pounds 8 ounces. The little fellow received a number of gifts donated by Quincy merchants for being the first baby born in Quincy this year. Larry was also the first baby born this year in Plumas County.

DINO L. SOSA, section employee, and Mollie Jenkins were married in Reno the early part of December. They will live in Keddie.

Tommy Shannon spent the holidays at home with his parents, Engineer and Mrs. JACK SHANNON. Tommy has completed boot training and upon return to his base will begin training as a Paratrooper.

Roundhouse Relief Foreman and Mrs. FRANK MOHATT are proud grandparents. Their daughter, in Oroville, presented them with a granddaughter on December 20.

CLAUDE STRAHAN, who has been ill for so long, is still on the sick list and has been receiving treatments in Stockton. We hope he is feeling much better.

BONNIE LEE BARNHILL, employed in the auditor of revenues department at general office in San Francisco, visited recently for a few days with Mrs. C. M. BANCROFT.

JOE CLINTON has returned home from his vacation spent in Chicago and Council Bluffs, Iowa.

A large pond down by the river has been frozen over and ice skating has been good and our youngsters have been having a wonderful time.

## STOCKTON

Elaine Obenshain

Engineer K. H. BEARD has been selected Assistant Jamboree Leader from Delta District, Boy Scouts of America, to attend the 1960 National Jamboree at Colorado Springs, Colorado, in July, 1960. Western Pacific will also take part by operating special trains to carry Scouts to the Jamboree from the Bay Area.

Switchman G. J. SHINE, a member of Stockton WP Bowling League, hit 573, including 201 and 227 games, in El Dorado Bowl's Golden Handicap. Other members of the WP league are Car Foreman G. J. BENEDICT, Car Inspectors C. C. SMITH and R. WHITE, and Clerks E. A. TRACE and E. P. MILLER.

Belated congratulations to Signal Maintainer and Mrs. K. J. MIZE on the birth of a son, Shaunie Joe.

Congratulations to Switchman and Mrs. W. F. MART, whose first son, William Fletcher, was born December 28, 1959.

Our deepest sympathy to Agent H. K. REESE, Clerk R. D. REESE, and retired Carman CHRIS THOMPSON, whose mother and wife passed away on December 19. Also, to Clerk E. S. MOYES, whose mother passed away, and to Switchman A. F. TUNSEN, and Switchman A. A. VAN BUREN, whose fathers passed away in December.

Switchman FRED L. FARLOW retired December 21 with 17 years of WP service. Mr. Farlow started his railroad career as a call boy on the Milwaukee in 1906. He first worked as a switchman in February, 1910, on the Wabash. He served in France during World War I. During his WP service Fred worked as switchman and yardmaster in Stockton yard, and he also served for three years as local chairman for the Switchmen's Union of North America. Fred and his wife actively associated with the Society for Prevention of Cruelty to Animals, and many a stray animal wandering into the yard has been befriended by Fred. We all wish him the best of happiness in his retirement.

## SALT LAKE CITY

J. B. Price

Fireman and Mrs. DAVIS G. BELL are parents of a son born November 12. The little fellow, who weighed 5 pounds 12 ounces, has been named Michael Steven.

Sincere sympathy is extended to Engineer DENNIS J. McKENNA and family whose home was saddened by the passing of Mrs. McKenna following a long illness.

Condolences are extended to Engineer and Mrs. HARVEY E. SAXTON on the death of Harvey's mother, Mrs. Sarah S. Saxton.

The home of deceased Engineer ROSS BIRDSALL was saddened for the second time within a year when Mrs. Anna Birdsall passed away after a short illness. Our sincere sympathy to the Birdsall family.

## PORTOLA

Louise Wilks

JIM YOUNT, former yard clerk, and son of Trainman and Mrs. H. E. YOUNT, returned home for Christmas after four years of extensive travel. Jim left Portola in December, 1955. After working for several months in the Union Station in Washington, D. C., he took a cargo-passenger boat from New York to Sydney, Australia. He was in Melbourne in time for the 1956 Olympic Games and attended 14 of the 19 events. He worked nine months in a clothing factory in Auckland, New Zealand, and then spent six months visiting the Pacific Islands, Fiji, Tonga, and Western Samoa. Returning to New



"Look, Smurdly, I don't like to get up on cold mornings either!"

MILEPOSTS

Zealand he worked for three months in a butter factory.



Vagabond Jim Yount

to Kashmir, then through Afghanistan. From there he cycled about 100 miles across the desert to Iran and on to Turkey. After traveling through the Holy Land, Lebanon, and Egypt, he returned to Turkey before entering Greece.

Jim cycled through most of the capital cities in southern, central, and eastern Europe, including Russia and other communist countries, until his bicycle was confiscated in Poland. During his travels he stayed at the International Youth Hostels. He visited the Scandanivan countries and England before sailing for New York on the *U.S.S. United States*. Jim crossed the United States to Las Vegas with a shipboard acquaintance in his Volkswagen. His luck remained with him at Las Vegas as he picked up a ride to Hallelujah Junction, just 25 miles from Portola.

Except for passage money to cross the Atlantic home, the trip was made completely on his own. His reflections on concluding his travels were: "Take things as they come. Be thankful for what you have instead of what you do not have." He will need to use this philosophy, for Uncle Sam is calling!

Thomas R. Van Drielen, son of En-

gineer HARRY S. VAN DRIELEN, and Diane Moerman were married in the Portola Baptist Church during the Christmas holidays. Tom met his bride while a student at California Polytechnic in San Luis Obispo, where they expect to make their home after Tom completes his hitch in the Navy aboard the *USS Ajax*.

About fifty persons attended the annual Clerks' Christmas party at the Red Feather. Dinner was prepared by the ladies of the Latter-Day Saints. Dancing followed the dinner with music provided by RUDY MLAKAR.

A baby boy, Nels Peter, is now a member of the family of Trainman and Mrs. E. L. NELSON.

Our sincere condolences to the family of Engineer A. F. McELMURRY, who passed away on December 27.

## OROVILLE

Helen R. Small

Oroville employees who were on duty on Christmas Eve were not without the spirit of Christmas, thanks to Carman STAN KISTER, and Communications Maintainer FRANK SHIELDS. Stan tape recorded a selection of Christmas music played by him on his new Baldwin organ, which Frank arranged to have played over a loud speaker in the yard wired through his radio shop. It was a wonderful gesture on the part of these two men and the music was much appreciated.

During a recent visit of the Blood mobile over 200 pints of blood were received as donations.

Conductor OSCAR W. LIND is back in Oroville Community Hospital for treatment. After several trips to the hospital in the past year, we sincerely hope he will soon be in good health.

FEBRUARY, 1960

Fireman WILLIAM E. WALLIS, 56, passed away on December 28 after a short illness. He was a native of Williamsville, Mo., but had resided in Oroville for the past 35 years. He is survived by his widow, Olive; a son, Bert Wallis, of Sacramento; and two daughters, Mrs. Beverly Crabtree of Oroville and Mrs. Joyce Walker of Sacramento.

Mrs. Lottie Newman, 75, the wife of retired Conductor GEORGE NEWMAN, passed away on December 14. Mrs. Newman came to Oroville in 1907 from Buck's Ranch, a community now known as Buck's Lake. She ran the Monroe Rooms on Robinson Street until 1932. She is survived by her husband, two sisters, and a brother.

Clerk JOE M. REED was assigned to vacancy of General Clerk-Warehouseman created when W. B. "BERT" LEWIS retired. Joe had been holding position as relief train desk clerk at the yard. PBX Operator-Ticket Clerk H. G. STEPHENS has moved to San Jose, and his position has been filled by BILL SHERRILL. ART McNALLY, from Sacramento, is working the relief position at Oroville depot and freight office.

## SAN FRANCISCO

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

GILBERT H. KNEISS, assistant to president-public relations, was again appointed to serve as a member of the advisory board of the Small Business Administration, Washington, D.C. He has been a member of the board for the past three years.

PATRICIA O'LEARY (nee O'MALLEY), passenger department ticket clerk, passed away on January 10. She had been unconscious since before Christ-

mas. Pat had been with the railroad since March 6, 1944.

Congratulations to JUNE G. SEWELL, secretary to freight claim agent, on her marriage to Arthur R. Breuer on January 10 at the Memorial Church, Stanford University.

ANNE MALFA, manifest clerk-transportation department, and RUTH STONE, tabulating machine operator-auditor of equipment service accounts department, are heading for Mt. Shasta the first weekend in February for some skiing.

As a memento of his injury to a shoulder suffered from being struck by a hit-and-run driver, JOHN ROSSI, secretary to President F. B. WHITMAN, is wearing a tie clasp made from the silver screw which was placed in his shoulder by his doctor following the accident. John is keeping in fine physical condition by daily lifting heavy



"Decisions . . . decisions . . . decisions . . . not out of bed yet and I gotta decide what slipper to put on what foot already!"



Gertrude Verbarg is one of few WP women ever to receive a 40-year pin. C. K. Faye, assistant vice president-western sales, made presentation.

## OAKLAND

J. V. Leland

More than 40 friends and relatives recently attended a buffet supper at Casa De Vallejo recently at which the betrothal of Dixie Louina Powell to Switchman JACK D. HENDERSON was announced. Earlier, the couple's betrothal was revealed at a family party given by the bride-elect's great aunt and uncle in El Cerrito. Dixie now lives in Santa Rosa and is employed with the Sonoma County Social Service Department. Jack has been with Western Pacific since June 11, 1955, after spending four years with the Marine Corps.

Heard at the Olympic Games tryouts: "Here comes his skis. He can't be far behind!"

\* \* \*

The secret of economy is to live as cheaply the first few days after payday as you lived the last few days before!

\* \* \*

Two beatniks were walking along the street when suddenly the bells in a nearby church began to ring.

"Man, I mean what's that?" asked one.

"E flat, I think."

\* \* \*

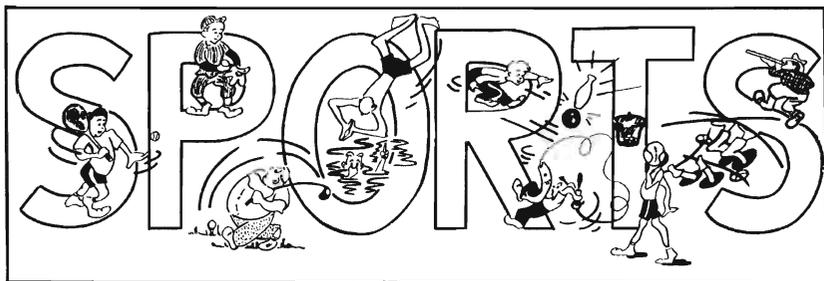
Learn from the mistakes of others. You haven't time to make them all yourself.

weights above his head, part of his prescribed treatment for the injury.

Nearly half of the force in the San Francisco passenger department were absent from work one day last month as a result of the flu epidemic.

GERTRUDE VERBARG, head clerk-foreign freight department, received a 40-year Service Pin on January 10. Gertrude's service began with the Sacramento Northern at Sacramento on January 10, 1920. From there she was transferred to the SN's president's office on November 3, 1922. When the SN and WP traffic department consolidated in 1925 she moved to 244 California Street. She has been in the foreign freight department since June 20, 1927, and has worked under five foreign freight agents: T. NOEL, deceased; F. J. CONRAD, vice president, Rock Island; P. R. TOBIN, deceased; PETER CITRON, district sales manager; and at present, W. V. HANSON.

ROY E. LARSON, vice president and treasurer, has been elected as a director of the San Francisco Commercial Club, a 2,350-member organization.



## Bowling Tournament

The ninth annual WP Handicap Bowling Tournament will be held at Telescope Lanes in Elko, Nevada, on February 20 and 21. It will be sanctioned by the American Bowling Congress, and all entry fees will be returned in prizes.

The tournament will consist of five-man, two-man, individual, and all events. No individual will be permitted to bowl more than once in any event. Handicaps will be based on Official Blue Book or current average, whichever is higher as of February 1, 1960. Handicapping for the tournament will be 66⅔% between the bowler's average and 200. ABC Rules and Regulations will govern any condition which may arise that is not covered under the Tournament Rules.

The tournament is not limited to Western Pacific employees, and entries are expected from Union Pacific and Rio Grande bowlers from the Salt Lake City area.

A gala party has been planned in conjunction with the tournament, open to bowlers and non-bowlers. It will include rail coach via the *California Zephyr* to Elko and return, sleeping accommodations in Elko (two persons

per room), cocktail party, floor show, and dancing, and chow-wagon dinner at the Commercial Hotel, breakfast, transportation to and from trail to hotel or motel, "Cable Car" transportation in Elko all weekend, souvenirs, and \$4 gift checks for each two persons. Cost to employees and dependents is \$12.50 each (all others add \$20).

The trip east to Elko will be made on Saturday, February 20; the return trip on Monday, February 22. If you prefer, Train No. 2 will leave from Oakland Friday evening, February 19, with some dome-coach, a few pullman accommodations, and diner.

Reservations for the party and entries for the bowling tournament should be made with Frank Rauwolf, personnel department. Additional information regarding the tournament may be obtained from Earl McKellips, accounting department.

A gambler died. The funeral was well attended by his professional friends. In the eulogy the minister said, "Spike is not dead. He only sleeps."

From the rear of the chapel came the interrupting words, "I got a hundred that says he's dead."



## Silver Palms win playoff

The first half of the San Francisco Bowling League ended December 17 in a two-way tie. In the playoff on January 7, the Silver Palm team nosed out the Silver Streaks for undisputed first place. Members of the winning team are Bob Cowling, Chuck Lindsay, Mac McKellips, and Ray Stone.

The teams finished in the following order:

	Won	Lost
1. Silver Palm .....	29	16
2. Silver Streaks .....	29	16
3. Silver Marks .....	27	18
4. California Zephyr ....	21½	23½
5. Silver Feather .....	21	24
6. Silver Dollar .....	18½	26½
7. Traffickers .....	18	27
8. Switchmen .....	16	29

The teams began their second-half 15 weeks of competition on January 7. Provided the Silver Palm team does

not again come up the winner, the winning team will play the first-half winner for the championship.



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## RAILROAD LINES



Diesel-hydraulic locomotives, manufactured in Germany, may be operating on the Rio Grande in about a year.

. . .

Missouri Pacific completes \$13½ million electronic yard at Kansas City, Missouri; plans second one at North Little Rock, Arkansas.

. . .

Wabash inaugurates truck service in substitution for box car service for LCL freight between St. Louis and St. Charles, Missouri.

. . .

Santa Fe's Wichita shops building 100 units of new articulated piggyback flat-car design 92½ feet long.

. . .

Northern Pacific will spend about \$20 million in 1960 for construction and purchase of 1,800 new freight cars.

. . .

Milwaukee operating piggyback in passenger trains for movement of bulk mail between Chicago-Milwaukee and points in Wisconsin and Minnesota.

. . .

Rock Island's passenger fare reduction of 22% extended to May 31, 1960; system-wide there has been an increase of over 25% in passengers carried and a gain in passenger revenue of over 12%.

. . .

Southern Pacific orders pocket-sized two-way radio communications system for use in Roseville, California, and El Paso, Texas, yards.