

WESTERN PACIFIC
Mileposts
JANUARY 1958



Mileposts

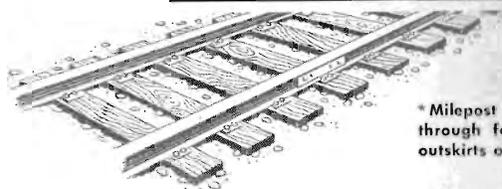
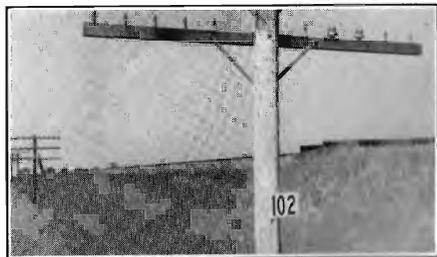
WESTERN PACIFIC

Vol. IX, No. 6

JANUARY, 1958

*Milepost No. 102

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. 102: Passing through farm lands on the outskirts of Stockton.

FEATURES

	Page
Looking Back on '57—Looking Ahead to '58	3
Senate to Study Railroads	7
Shop Men Turn 'em Out Like New	8
Cutbacks Cost WP \$42,000 a Month	10
Land Grants More Than Repaid	11
Critical Freight Areas Studied	12
Promotions and Transfers	13
WP Will Remember	17
Dear Editor:	23
Fired at Random	24
Mileposts in Gold	26
Oroville to Honor Engine 164	27
Caboosing	29
Railroad Lines	36

COVER: Each of the six California Zephyr trains carried transcontinental passengers 308,182 miles during 1957. You can be proud of these trains, so make it a New Year resolution to publicize the advantages of traveling on these "most talked-about trains in America" during 1958.



MILEPOSTS

Looking Back on '57— Looking Ahead to '58

It cannot be difficult for those who work along the railroad to realize that during the last few months of 1957 freight and passenger loads have decreased considerably. This is not only disappointing to the company but to those who work for the railroad, since all are affected. It is comforting to know that these conditions are not the result of less effective efforts on the part of our railroaders. The fall-off in business, according to all reports, is nationwide.

Fortunately, because of the growth of the western states, conditions in areas served by our railroad are somewhat better than elsewhere in the nation. Not enough better, however, that the company could continue successful operations without various reductions in expenses to offset the recent and still expected loss in earnings. It has been necessary to furlough some employees. The percentage of furloughs which the recent drop in business made necessary on our railroad, compared with the total number of employees, fortunately was much less than those found necessary by the majority of other railroads in the nation. It is regrettable that any furloughs were necessary and those

which did occur have been made only as a last resort. Whether further furloughs will be necessary depends entirely on the volume of profitable traffic carried over our lines.

Major economies will be obtained from a sizable reduction in the company's 1958 budget, even though this will delay the company's important modernization and maintenance programs.

At the time this January issue went to press, 1957 year-end statements had not been completed. However, from figures which have already been entered into December accounts, all indications are that the final month of the year will be most disappointing and will considerably reduce the year-end results. December figures will appear in the February issue.

While 1957 results appear somewhat better than those for 1956, the year 1956 was a costly one for Western Pacific, and a comparison of figures for these two years is misleading. Figures for 1955 have also been shown below as a more equitable comparison. There were a number of adverse factors affecting freight traffic during 1956, principally a lowered volume of Government freight, the steel strike in

First Eleven Months Only January through November

	1957	1956	1955
Operating revenues	\$50,628,400	\$49,618,666	\$49,997,283
Less operating expenses	37,636,367	37,859,750	35,713,679
Net operating revenues	\$12,992,033	\$11,758,916	\$14,283,604
Less taxes, rents, interest payments, etc.	9,631,479	9,001,957	10,347,703
Balance of income transferred to profit and loss....	\$ 3,360,554	\$ 2,756,959	\$ 3,935,901

JANUARY, 1958

3

mid-year, less automotive industry traffic, and decreased lumber shipments because of cutbacks in housing construction. Also, 1956 operating expenses were considerably higher than those in 1955, partly due to the extremely heavy storm damages of December 1955 and January 1956. A major expense in 1956 and 1957 was for wage increases and cost-of-living adjustments provided for in the contracts signed in November, 1956.

A freight rate increase of 7% had been requested to offset the higher wage and material costs, and the 5%

Wage and Cost-of-Living Increases

November 1, 1956:	Wage increase	\$1,141,700	
	Applicable Federal retirement and unemployment tax	15,200	
	Health and welfare—nonoperating employees	126,600	\$1,283,500
January 1, 1957:	Unemployment insurance rate increase from 1½-2%		89,200
May 1, 1957:	Cost-of-living adjustment	\$ 314,100	
	Applicable Federal retirement and unemployment tax	3,600	317,700
November 1, 1957:	Wage increase	\$ 744,600	
	Applicable Federal retirement and unemployment tax	7,300	
	Cost-of-living adjustment	523,600	
	Applicable Federal retirement and unemployment tax	5,100	1,280,600
	Total		\$2,971,000

increase authorized for western railroads was disappointing. The rate increase for Western Pacific actually amounted to only an estimated 3.8%, because of hold-downs and because the company in many instances did not place the increased rates in effect to avoid the possibility of losing some of its business to competitors.

The freight rate increases authorized in August did contribute to the improved 1957 gross revenue figures over those in 1956, and it was expected that the improvement would continue through the following four months. However, due to a general slacken-

ing in business activities, carloadings dropped considerably during the last three months of the period concerned and December has followed this trend. Decreased shipments of steel, lumber, appliances, and other manufactured commodities are attributed partly to the falling off of traffic.

During 1957 your company continued its program of building a better railroad by making further improvements to the property, upgrading its maintenance, and by purchasing new and modernizing old equipment. The \$2 million Tunnel 15 was opened to

traffic on January 25 through the 1955 Canyon slide area, and many other tunnels have been, or are being, concrete lined. Ballast, tie and rail renewals were continued, and for the first time continuous rail was welded by company forces at the Winnemucca plant and installed in certain locations. Western Pacific also for the first time installed 136-pound rail in some areas.

The "Las Plumas," first self-propelled diesel freight car ferry of its kind, was put into operation. Its cost was \$1,304,800, of which about 80 per cent is being financed under a First Preferred Ship Mortgage repayable

over a 10-year period. The company ordered 100 insulated refrigerator-type 50-ton boxcars, 75 drop-bottom gondola cars of 70-ton capacity, and 40 covered hopper cars of 70-ton capacity. Of the \$2,600,000 estimated total cost of these cars, \$2,100,000 was borrowed under a 15-year conditional sale agreement.

Improved Service

During the year management explored the possibility of expanding its "Piggy-back" service by providing service to the East. There are a number of problems involved and the matter will be further progressed early this year with the hope that this service may be satisfactorily inaugurated in the very near future.

A new material handling method which eliminates the use of conventional pallets was developed by Western Pacific's research engineers and has been extremely well received by the shippers.

The completion of the half-million-dollar rail connection in Oakland between Western Pacific and Oakland Terminal was completed on March 1, and the improved service is bringing additional revenue to the railroad.

More Industries

Several fine industries were located along the lines of the railroad and its subsidiaries, Sacramento Northern and Tidewater Southern, from which much revenue originates. With an eye on the future, the company also invested extensively in additional property on which it expects to locate other new industries.

Excessive taxation is "a headache" to the company, just as it is to each

employee. For the first eleven months of 1957, total railway tax payments by Western Pacific amounted to \$5,362,000. This amounts to \$668.91 paid out by Western Pacific every hour, based on a 24-hour day, 334-day year (December not included). These taxes include federal and state income, payroll, property, gross operating revenue tax, and other miscellaneous taxes such as auto license fees. The figures do not include state sales and use taxes added to the cost of materials and supplies purchased, for which a record is not separately maintained, but the amount is considerable.

"Cutbacks" on U. S. Government claims for refunds in respect of certain World War II shipments cost the company on an average of \$42,000 a month (see page 10).

Competing forms of transportation, highly subsidized by tax money, cost the railroad considerable loss of traffic for which it could not economically compete under existing conditions.

Outlook for 1958

These are the highlights for 1957, a year of accomplishments and disappointments. The outlook for the year 1958 is, of course, indefinite. In a year-end statement, President Whitman stated that, in his opinion, when the volume of business falls off there is always the comforting thought that ultimately things will improve. "This is," he continued, "because both history and our own inner convictions tell us that the business cycle never remains on dead center, and the business cycle still exists, despite all claims to the contrary.

"I believe that conditions will get no worse than they are now, and that

they will improve, but probably not until the third quarter of 1958. I base this belief on the fact that nothing basic has happened to impair our economy and that the demand for goods and services on which the Gross National Product rests will continue. Furthermore, in my opinion, the level of business in the West will remain higher than elsewhere in the country.

"As for the railroads, I believe 1958 will be a difficult year, but that the years to follow will be much better. This opinion is based on the belief that responsible persons in our national government have at last realized the disastrous results to the country that are inevitable unless the railroads are given fair legislative treatment and

are determined to do something about it. Indications of this awakening are the recent White House conference with nine railroad presidents and the forthcoming hearings of Senator Smathers' subcommittee (see page 7). Although these and other actions can have little effect during the coming year, they do indicate a definite and heartening movement toward fostering transportation by economics rather than by politics."

In conclusion, President Whitman asks that all of us renew our efforts to give the best possible Western Pacific service in 1958. As a result shippers and passengers will use our railroad and both the company and the employees will benefit.

Some 1965 Predictions

Transportation Facts, Inc., an unbiased research organization, in 1956 made an economic study of the railroads' future at the request of the Executive Committee of the Railway Progress Institute, from whom this report was obtained. The growth potential of the railroaders for the next ten years was measured, and here are some of the answers. These predictions are those of only the research organization and are based on more than six months' assembly of statistics and their careful review.

By 1965—

... the railroads will be called upon to haul 880 billion ton miles of freight per year, including 50 billion ton miles by piggy-back. This is an increase of 41 per cent over 1955 traffic, and nearly

half again as much work for railroaders.

... each household will require 33,000 ton miles of freight, compared with 27,000 ton miles in 1955, and 12,000 ton miles in 1900.

... to do this job will require 33,800 locomotives, 1,879,000 freight cars, and 1,100,000 railroad workers.

... passenger miles per household in 1965 will jump to 14,429 from 11,346 in 1955, and 1,196 in 1900.

... population in 1965 will reach nearly 190 million, compared with a little over 165 million in 1955. National income per man-hour (based on 1955 dollars) will jump in 1965 to \$3.17, compared with \$2.49 in 1955, and the average work week will be reduced from 40 hours in 1955 to 35 hours in 1965.

Senate to Study Railroads

HEARINGS, to investigate problems of the railroads and their effect on the national transportation picture, will be held in Washington, on January 13.

"The available statistics indicate that the American railroads are heading for serious trouble," said Senator George A. Smathers of Florida, chairman of the Surface Transportation Subcommittee. "Carloadings are down and earnings have declined. Attention should be given to constructive action to allow the railroads to help themselves before the situation arrives at a point at which drastic action would be necessary. I believe in the old maxim that an ounce of prevention is worth a pound of cure."

The figures referred to by Senator Smathers indicate that carloadings for Class I railroads for the week ended November 9, 1957, decreased 12.6 per cent when compared with the same period in 1955. Preliminary figures for September, 1957, show net income to be about \$65 million as compared to nearly \$80 million for September, 1955, a decrease of over 18 per cent. Another danger sign is the decrease in railroad net working capital from about \$880 million in September, 1955, to approximately \$526 million in September, 1957; experts consider \$600 million as the minimum safe net working capital necessary for the railroads because railroad cash operating expenses approximate that amount each month.

Senator Smathers further stated that the Committee expects to invite individuals prominent in the railroad industry and students of transportation

to testify. Although witnesses are not limited in subject matter to be covered, three main areas are suggested as topics for attention: (1) matters on which the railroads may help themselves at present without further action by the Congress or the Interstate Commerce Commission; (2) desirable changes in ICC policy under existing law; and (3) new legislation necessary to insure a sound railroad industry as an integral part of the national transportation system.

Senator Warren G. Magnuson is chairman of the Senate Committee on Interstate and Foreign Commerce and other members of the Subcommittee are: Senators Lausche, Ohio; Yarbrough, Texas; Schoepfel, Kansas; and Purtell, Connecticut.

Western Pacific adds more freight cars

During December the Western Pacific System added 110 new 50-foot insulated "D-F" cars to its fleet of specially equipped freight cars. One hundred bear the Western Pacific insignia, the rest that of its subsidiary, Tidewater Southern Railway.

The "D-F" (damage-free) car is a boxcar equipped with adjustable cross members and deck boards which hold the cargo tightly in place, preventing damage and making additional dunnage unnecessary.

These refrigerator-type RB roller-bearing cars were turned out at the Pacific Car & Foundry Company at Renton, Washington, at the rate of from 20 to 40 per week.

All are now in service.

Shop men turn 'em out like new

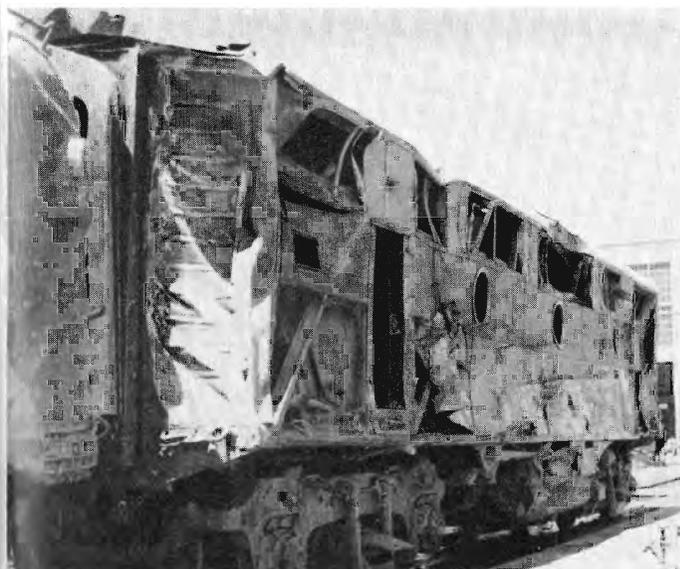
A visitor at Western Pacific's shops in Sacramento last June would probably never believe that a diesel unit damaged as badly as the one shown on these two pages would ever run again. But railroaders with mechanical ability can accomplish a great deal, as evidenced by the "after" pictures also shown here.

This unit, one of three which were derailed by a rock slide in Feather River Canyon on May 18, 1957, was brought into the shops on June 26. It was pretty much of a mess. There was much work to be done from the wheels on up. The unit was stripped, frames were cut in two and relined (using a surveyor's instrument for leveling

purposes), engines and trucks were overhauled, and nearly one mile of re-wiring was required. Parts and material which could not be repaired were ordered from the builder, and after assembly were painted.

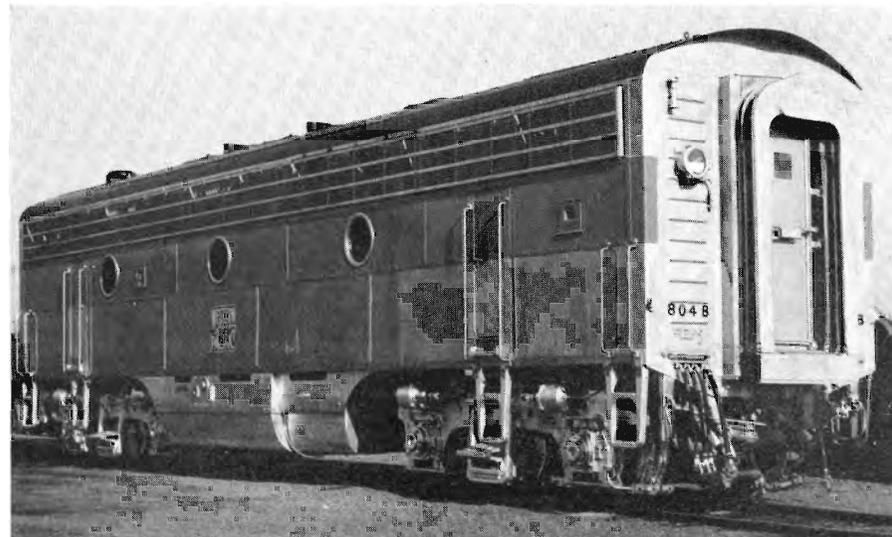
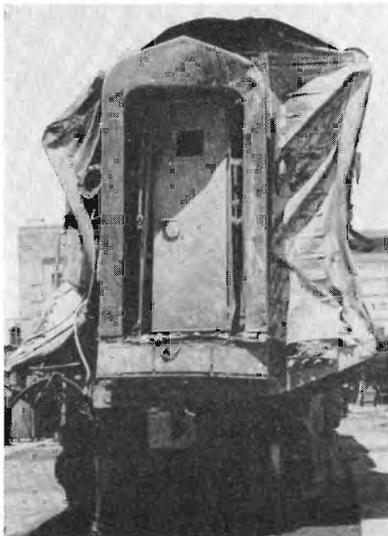
The "just like new" unit left the shops on December 11 and is once again in service, after a repair bill of approximately \$75,000. Unit 803-C, the least damaged of the three, entered the shops on May 23 and was released on June 7. Repair cost was about \$9,600. The cab unit, 804-D, is expected to leave the shops this month, and cost for its repairs will run about \$75,000.

"Before and after" pictures by H. A. O'Rullian.



Side view of 804-B, before and after.

End view of 804-B, before and after.



Cutbacks Cost WP \$42,000 a Month

During World War II and the following Korean War, the railroads in a superhuman effort handled very substantial quantities of Government freight, troops, and military supplies.

A shortage of personnel during these war periods contributed greatly to the difficulty in rating these Government shipments; the assessments were not only complicated, but also were subject to much controversy between the carriers and the Government. This was especially true during World War II when land-grant allowances (see next page) were still available to the Government. The land-grant deductions expired shortly after the close of World War II and were no longer a factor in basing rates during the Korean conflict.

The result of all these conditions was unintentional overcharges in some instances, and in others, long, drawn-out disputes, some of which were not settled until decisions were rendered by the Supreme Court. Many of these disputes are still unsettled, and the legal firm of Cake & Negus of Washington, D. C., is assisting our law department in representing Western Pacific in this litigation.

A very substantial portion of the clerical work done in Western Pacific's revenue accounting department since the close of World War II has been in connection with the handling of these Government refunds and cutbacks. (Cutbacks are the means by which the Government recovers from the carriers amounts which are in dispute.) This action by the Government then forces the carriers, including Western Pacific, to take the disputes to either

the courts or the ICC or, in some cases, both.

Some of the major disputes involve:

1. Proper rate on the so-called "jeep."
2. Proper rate on airplane landing mats.
3. Right of the Government to secure land-grant deductions on Government shipments of various types, including material shipped to foreign countries under lend-lease programs.
4. Right of the Government to land-grant deductions figured via circuitous and untraveled routes for passenger movements via direct routes.
5. Proper rate to be applied on shipments of various types of ammunition.

Through October, 1957, the Government has recovered from Western Pacific since the end of World War II, in excess of \$8,700,000.

The Government's general accounting office recently informed Western Pacific that its reaudit of World War II freight bills is not yet complete. While it is not possible to say to just what extent Western Pacific may be involved in the reaudit still to be made, there is no doubt that continued charges resulting from the reaudit will be received.

This means that these Government claims can be expected to continue in substantial dollar amounts, which on an average amounted to about \$42,000 a month for the first ten months of 1957.

Land Grants More Than Repaid

THERE is much public misunderstanding regarding the early practice of the Federal Government in making land grants to states and companies to promote the construction of railroads through the sparsely settled or unsettled areas of the country.

There are even some incorrectly informed persons—and adverse groups—who claim there is no difference between the present-day Government subsidies to airway, waterway and highway carriers, and bond aid and land-grant aid which the Federal Government gave the pioneer railroads more than seventy-five years ago.

This is not true. There is a very great difference between the two cases. Present-day Government subsidies to railroad competitors are gifts with no strings attached. Federal bond aid and Federal land-grant aid to railroads in the early days were not gifts but business transactions calling for generous repayments to the Government.

In the 1860's the Federal Government made loans totaling \$64,623,512 in bonds—at 6 per cent per annum—to six Western railroads to speed their construction. On these transactions as a whole, the railroads paid back \$63,023,512 of the principal, \$104,722,978 in interest, or a total of \$167,746,490.

During the period 1851-1871, railroads which comprised less than 8 per cent of today's U. S. railway mileage received about 131 million acres of land from the Federal Government. Estimated value was approximately 94 cents an acre, or \$123,000,000.

In return for the lands granted, the land-grant railroads, and railroads

which competed with them, carried Government troops and property used for military purposes for one-half of standard rates until October, 1946. Prior to 1941, these railroads also carried Government property used for non-military purposes for one-half of established rates. In addition, U. S. mails were carried for four-fifths of standard rates. In December, 1945, Congress repealed the land-grant rate provisions, effective October 1, 1946.

In 1945, the Interstate Commerce Committee of the House of Representatives reported that the railroads had already "contributed over \$900 million in payment of the lands which were transferred to them under the Land Grant Act." Between the time of that report and the end of land-grant reductions in Government rates, there were further payments estimated at not less than \$350 million. The total payments made by the railroads to the Federal Government for the land grants thus added up to \$1,250,000,000, approximately ten times the value of the lands at the time they were granted to the railroads!

New spur track

A 4.8-mile spur track to serve a future plant of the Marblehead Lime Company at Marblehead, Utah, was completed last month.

The new track leaves Western Pacific's main line 59 miles west of Salt Lake City, near Delle, Utah, and proceeds in a northeasterly direction.

Its first use will be the hauling of construction materials for the Marblehead plant.

Critical Freight Areas Studied

Western Pacific and seven other western railroads have formed a research group to investigate the problems of shippers and railroads in critical areas of the Mountain-Pacific states.

A prime objective of the committee will be to seek means of obtaining new traffic for rail haul and thus bolster rail revenues. The committee will survey shippers and railroad operating and freight officers and formulate recommendations toward improving railroad service and making it more attractive to shippers. "Our concern will be with the welfare of the railroad industry as a whole, rather than a particular rail carrier," said G. M. Bruere, chairman.

Bruere, formerly an executive assistant of the Chicago & North Western, spent 12 years with that road in traffic, operating, research and executive departments. He also served on

a Government transportation research project at Stanford University.

The impartial fact-finding organization, first of its kind established by the railroad industry, was formed last month. It will be headquartered in San Francisco, and will be administered by the Western Traffic Association, under the direction of an advisory board of rail traffic vice-presidents.

Sponsoring the research project with Western Pacific are Great Northern, Milwaukee Road, Northern Pacific, Rio Grande, Santa Fe, Southern Pacific, and Union Pacific.

Formation of a second research group, to be headquartered in Chicago, will be announced soon. A third, for the Western Trunk and Southwestern lines, will be based at St. Louis.

SN asks to abandon sheds

Sacramento Northern has applied to the State Public Utilities Commission for permission to abandon and remove four unused freight sheds along its right of way. Sheds involved are those at Libfarm Station (eight miles southeast of Dixon), Montezuma Station, Molena Station, and Rio Vista Junction.

The railroad stated in its application that less than two shipments of less than a full carload had been received in more than a year.

In answer to a PUC inquiry, the Solano Board of Supervisors stated it had no objection to the abandonments.

What a lot of women would like to do with last year's dress is get into it.

Men can be divided into three classes: the handsome; the intellectual; the great majority.

Promotions and Transfers

Myron M. Christy

FROM traveling accountant to division superintendent in just nine years is an accomplishment not realized by many in the railroad industry. Such is the Western Pacific career of Myron M. Christy, appointed superintendent of the western division, based entirely on ability. His appointment is effective January 1.

Not yet 41, "Chris" has an intuitive mind, has devoted many long hours to the application of his duties, and has a firm belief in the future of the railroad industry—particularly that of the Western Pacific.

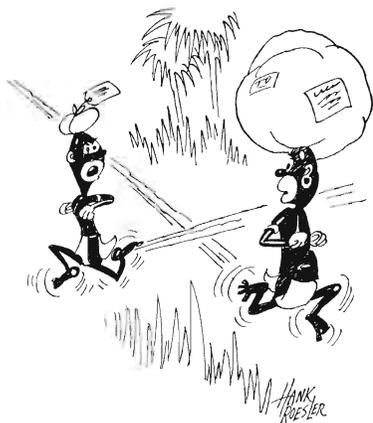


He became traveling accountant in January, 1949, after two years' employment in the motor transport industry in the midwest. His first promotion after joining our railroad was to position as auditor of payroll accounts on May 1, 1949, then to position as assistant to general auditor on August 1 of that year. In October, 1950, he became executive assistant, capably discharging a wide range of duties assigned by the president. Among these was the responsibility for reorganizing and supervising the company's purchase and stores operations and the equipment replacement and acquisition program, conduct of important contract negotiations and extensive participation in refinancing activities.

In 1954 Christy was appointed assistant to president and given the additional duty of organizing and heading up the company's newly formed research activities to seek solutions to troublesome problems of the railroad and to develop and improve Western Pacific service for its customers. This program progressed steadily, as had other programs under his supervision, with the result that his proven ability made possible his appointment as assistant to vice president-operating department. In this capacity, he served as Mr. Munson's principal assistant in handling the complex activities and problems which reach the general manager's desk.

"Chris" was born at Seattle, Washington, on May 26, 1917. He attended the University of Washington, and graduated with a degree of B.B.A. in transportation "with high distinction" from the University of Minnesota. He has also attended the Advanced Management Program at the Harvard Graduate School of Business.

Prior to World War II he worked for several years as foreman for General Electric Supply Corporation and as purchasing agent and merchandise manager for the Alaska Electric Light and Power Company at Juneau, Alaska. He went on active duty with the Transportation Corps in 1941 and served almost five years in operating and staff capacities, including superintendent, Army Transport Service, and chief transportation officer, Alaskan Theater of Operations. In the latter position he supervised all Army



"I'd abandon this unprofitable run in a minute—but the ICC won't let me!"

transportation activities on the Alaska Railroad.

Christy has been living in San Francisco with his wife, Mary, and two children, Susan, 10, and John, 9.

Prior to his presently required full-time attention to duties, "Chris" was an enthusiast in skiing, mountain climbing, and deep-sea fishing, which he enjoys when time permits.

Those who do not know "Chris" personally—particularly those with whom he will now be associated—will find him personable, fair in his relations with employees, a person who enjoys a good story and likes people. He is firm in his belief that Western Pacific can be made a better railroad only by maintaining high standards of performance, the application of sound judgment, and a desire to get the job done.

* * *

William F. Paden

WILLIAM F. PADEN was appointed freight claim agent on January 1, following a railroad career which began with the Chicago and Eastern Illinois Railroad in 1932, and has continued since September, 1945, with Western Pacific. He succeeds Roland L. Gohmert, who retired December 31.

Paden's entire railroad career has been in freight claim work, in which he started at the lowest rank. As office messenger with the C&EI, he soon developed an interest in and understanding of the importance of railroad claim work. He resigned from the C&EI as traveling freight claim agent after a series of promotions, and immediately joined Western Pacific as freight claim adjuster. Bill has specialized in the adjustment of perishable claims and

those filed by freight forwarding companies. He has assumed and capably handled many of the responsibilities formerly handled by his predecessor since he became assistant freight claim agent on September 1, 1951. This is certain to result in the continued excellent and highly respected relations Western Pacific has with its shippers in the fair and expedient handling of freight claim matters.



While total figures for 1957 claim payments are not yet available, figures which are available indicate that Bill has a big job on his hands. It is too big a job for any one man to do alone, and will require the assistance of every employee directly concerned with the handling of our customers' shipments. Loss and damage payments have a considerable effect on the railroad's earnings and, consequently, an effect on wages and employment. Bill, therefore, feels that any further contribution our railroaders can make in helping to reduce the number of claims will not only be for their own benefit, but will also help to keep present customers using our railroad and encourage other shippers to use Western Pacific rather than some competitor.

For several years, while attending school and to supplement his income during the start of his railroad career, Bill conducted a ten-piece dance orchestra in and around Chicago. But he found a preference for claim, rather than musical, "scores," and his present interest in music is limited to his own

family circle. Bill, Jr., a sophomore in agricultural engineering at the University of California, at Davis, plays clarinet in the University band, and saxophone and clarinet in a campus dance band. Nancy, a sophomore at Burlingame High School, is first cornetist in the school band. Mrs. Paden has played piano accompaniment to Bill's violin solos since both were aged 12, and she also is a violinist.

In addition to his musical interest, Bill served as scoutmaster and explorer advisor in the San Francisco Council, and upon moving to Burlingame became active in an Air Explorer Squadron.

His chief avocation is now gardening, and Bill has served as president of the Men's Garden Club of San Mateo County. He is also past chairman of the Pacific Coast Claim Conference, and a past master of Tracy Lodge, A.F.&A.M., of Chicago, Illinois.

* * *

William F. McGrath

WILLIAM F. MCGRATH returned from Chicago to San Francisco on January 1, this time as assistant general freight agent. Bill had previously worked at general office as rate analyst from April, 1951, through August, 1953, when he was promoted to assistant to traffic manager at Chicago. He also worked before at Chicago from 1941 to 1948, during which time he worked at nearly every clerical job in the office and became traffic representative there in March, 1948. He was also the first MILEPOSTS correspondent for the Chicago office.

Bill was interested in semi-professional baseball until he decided on a railroad career which began in the law

department of the Pennsylvania Railroad. He has aided his ability to progress by continuing his education in freight traffic through attendance at DePaul and Northwestern Universities, and the foreign trade training center. His memberships, another source for learning, include the Traffic Club of Chicago, Chicago Transportation Club, Clearing-Cicero Traffic



Conference, and Railroad Foreign Freight Agents' Association of Chicago.

Bill spent four years in the Pacific Area with the U. S. Navy, and married a former Western Pacific employee, Rita Mary McEnerney. They have four children, Billy, 7, Terry, 6, Brian, 3, and Bill's claim to real achievement, Colleen, born on last St. Patrick's Day.

He also claims that there are other biographical interests but they would probably shock the readers, and since he hadn't at the time done any of his Christmas shopping, time prevented him from going into detail.

* * *

William B. Cook

WILLIAM B. COOK, traffic representative at Los Angeles since 1948, was appointed assistant to traffic manager at Chicago, succeeding William F. McGrath.

Bill's railroad career began in 1923 as a part-time brakeman, switchman, roundhouse and freight office employee with Southern Pacific Company while he was taking a postgraduate course at Oakland Technical High

School, and while attending the University of Nevada. His Western Pacific service began in June, 1928, as a manifest clerk at San Francisco. Until he was given leave in December, 1941, at the request of the War Department, he had worked as rate clerk, chief clerk to the general agent at Stockton, traveling freight and passenger agent and traffic representative at Ogden, which precluded his transfer to Los Angeles. His military career included positions as senior administrative officer at the Ogden Army Ordnance Department,



civilian chief of transportation division, chief storage consultant for the Army Quartermaster at Ogden. He was also an instructor in traffic management, advanced traffic management, I.C.C. Act, Practices and Procedures before the I.C.C. at the University of Southern California. Bill furthered his education with a LaSalle Extension course in traffic management, a public speaking course with Beckman Hollister, a business course at Oakland Business College, and I.C.C. Act studies at Metropolitan Business School in Los Angeles.

Bill was born in Vancouver, B. C., on March 21, 1906, and is a citizen by birth. His father, William M. Cook, was a railroad man with the Canadian Pacific, Northern Pacific, S.P.&S., Western Pacific, and Missouri Pacific, which explains the number of schools Bill has attended. He has one brother, a traveling freight agent with the Frisco Railroad in San Francisco.

In 1929, Bill married Margaret Elizabeth Spilker of Oakland, and they have three children. Bill, Jr., 26, is in the industrial engineering department of Columbia Steel at Pittsburg; Barbara, 20, is a junior at Scripps College at Claremont, California; and Nancy, 13, is a Junior High School student at Altadena. A grandchild, William B. Cook III, age one, is the son of Bill, Jr.

Bill's club affiliations number seventeen, in seven of which he has served as chairman, president and treasurer, and as an active member in the remainder, most of which are in Southern California.

Margaret is a graduate of the University of California and is interested in oil painting. She has also been an instructor, although primarily as a hobby.

Bill's principal hobby is photography, although he enjoys woodworking, fishing and hunting.

S. F. Credit Meeting

All Western Pacific members of the San Francisco Employees Federal Credit Union are invited to attend its annual meeting to be held at 5:15 p. m. in the Roof Lounge on January 22.

Matters of concern to the members will include the annual reports of standing committees, annual financial report of the treasurer, election of officers, and voting on the dividend rate for the year 1957.

In addition to candidates to be presented by a nominating committee, nominations for office will be received from the floor.

WP Will Remember

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

MILEPOSTS has endeavored in the past, whenever possible, to include pictures taken at retirement dinners in honor of those who have completed their service with the railroad. Unfortunately, so many railroaders were thus honored last year that it was impossible to continue this practice, even though every attempt to do so was made. It is sincerely wished that no one, therefore, will feel excluded.

It would be unjust, however, if the talents and efforts of three of these honored railroaders were not reported in more detail. All have contributed much—one quite unusually—toward the success of the railroad.

Many of those who retired last year have already been reported in the magazine; the names of those who have not been reported are listed below.

George C. Antonopoulos, Sacramento Northern section foreman, Chico.

William J. Bargiotis, Sacramento Northern section foreman, Dozier.

Antone Franco, patrolman, San Francisco.

Harry E. Haines, Sacramento Northern brakeman, Yuba City.

Charles J. Hardin, car inspector, Stockton.

Ernest R. Hoit, car inspector, Stockton.

Raymond E. Holbrook, agent-teleg-rapher, Blairsden.

Raymond M. Jackson, patrolman, Sacramento.

Albert A. Lindholm, switchman, Stockton.

Elmer C. Lynn, switchman, Stockton.

Carson M. McNees, brakeman, Stockton.

John D. Muir, carman, Portola.

Raymond K. Olin, section laborer, Cholona.

James F. Phillips, locomotive fireman, Salt Lake City.

William B. Polansky, telegrapher, Niles Tower.

Laurence J. Smith, carman, San Francisco.

Roy F. Snyder, Sacramento Northern agent, Oakland.

Charles C. Story, senior field engineer, San Francisco.

George A. Tornfeldt, locomotive fireman, Winnemucca.

Frank Torres, track laborer, San Francisco.

* * *

Harriet P. Tyler

IF you think for a minute that big business is generally a man's world, you're wrong! Western Pacific can speak with authority, having experienced for thirty-six years the assistance, wisdom, and guidance of a most talented person—Mrs. Harriet P. Tyler, general solicitor for the railroad.

It would be most surprising to learn that any officer on the railroad at one time or another hasn't come up against a problem which finally resulted in his remark, "Let's ask Mrs. Tyler." This probably first occurred when one

president of the railroad used to attach a memo, "Carry through to conclusion," on important matters he turned over to her, with the assurance that the matter would be satisfactorily concluded. Mrs. Tyler never went back to ask him how it should be done, but just took the necessary steps to do it.

It was her own boss, Charles W. Dooling, vice-president and general counsel, who made the remark that were Mrs. Tyler a man, she would have been his boss. And Charley should know, for he has been closely associated with Harriet since 1922, when their joint office was a law library in WP's Mills Building office. His chief concern at that time was interruption of his lunch-time nap because, as Charley can still recall, "that gal could and can really talk on the phone."

There's probably only one way to stop Mrs. Tyler from talking, at least on legal matters, and that is to express interest in her Siamese, Chou Foo, an important member of the Tyler family.

There's another important member of the Tyler family, Harriet's husband, William B. Tyler, Jr., retired vice-president and general counsel of the California and Hawaiian Sugar Refining Corporation. Chou Foo, however, wasn't around when Harriet started out on her legal career, side by side with that of her husband.

They first met while working their way through four years of night classes at the San Francisco Law School, during which time they were married while Harriet was still in her 'teens.

At the time of World War I, while they were still in law school, Mr. Tyler left for the service and Mrs. Tyler took a civil service examination and finished at the top of the list. There was an

urgent demand for clerical workers in the Army. She started as stenographer and later became chief clerk of the Signal Corps of the Western Department of the Army. During this period of service she was admitted to the bar and, as she saw the end of the war coming and looked forward to her husband's return, Harriet decided she should get a permanent job. She was offered a position with the State Supreme Court and later was made deputy clerk—the only woman to hold such a position at that time.



When Chief Justice Angellotti later resigned from the Supreme Court to become general counsel for Western Pacific, he knew he would need the kind of legal assistance Harriet could offer. She became a Western Pacific employee on November 15, 1921.

The railroad experienced hard financial going in the thirties, and the legal office was reduced to three about the time of Judge Angellotti's death. He was not replaced and his duties fell to Mrs. Tyler, and she was eventually given the title and authority which went with her responsibilities.

She was never satisfied to follow a traditional pattern in business procedure if a better way could be found, and she has always been willing to do exhaustive research on documents and contracts needed in determining whether or not there was a better way.

One result of this intelligent and fresh approach was the drawing up in 1944 of the two-party conditional

sale agreement for railroad equipment financing, replacing the cumbersome three-party agreement long in use. The two-party agreement, by means of which equipment for the *California Zephyr* was purchased, is often referred to as the "Tyler Plan." It received much consideration and wide discussion, and many other railroads have since adopted the plan.

IN 1950, Mrs. Tyler wrote the existing Western Pacific First Mortgage, the Series A bonds of which in 1951 retired the then first mortgage, and Income Mortgage Bonds.

In 1954 she wrote the Indenture for the income debentures which retired the Western Pacific Preferred Stock. In 1956 she handled, through the ICC and the Stock Exchanges, the first Western Pacific common stock dividend.

Mrs. Tyler usually starts with a blank piece of paper when she is working out a contract, and the fairness of her documents has often been remarked upon. Western Pacific had no need for expert legal counsel from New York when a big project was on. It had Mrs. Tyler. And, as Charley Dooling can vouch, "she never had to take a back seat to any man."

She did her research at the office, but when she scanned existing documents for "bugs" she frequently spread her papers out on the dining-room table at home.

Despite her demands of home and office, Mrs. Tyler gives generous time to civic activities and philanthropic enterprises. She served as president of the American Federation of Soroptimists from 1942 to 1944, was parliamentarian for the convention of the Soroptimist International Association

in New York last year, and was laws chairman for the organization from 1952 to 1956. She was unable to accept the office of first president of Soroptimist International Association offered her in 1952. She is a member of the National Federation of Business and Professional Women's Clubs, and has served on the board of the San Francisco Bar Association. She also worked on the bar examinations for the State of California for many years, and was the only woman grader and, later, reviewer. She is a founder member—one of five—who initiated the Queen's Bench.

This started with about 25 and now includes 200 women lawyers of the Bay area of Alameda and San Mateo counties. It has become active in public service in recent years, recently sponsoring a television program in which members participate, presenting legal information for laymen through dialogue and dramatization.

It also carries on a program of rehabilitation for women released from county jail, which Mrs. Tyler considers among its most important contributions.

She is a past Regent of her D.A.R. Chapter.

She has many, many times been a benefactor in assisting Western Pacific railroaders with personal legal problems, and it is extremely doubtful if she would ever refrain from giving guidance even to a total stranger. Mrs. Tyler is that kind of person.

Harriet must have experienced a richly deserved faith in her many kindnesses and devotion to duty, when more than 140 employees honored this outstanding woman at a dinner given December 11 in her honor. To them,

notice of her voluntary retirement on December 31 is hard to believe. Her exceptional ability and the manner in which it was expressed will leave a void in the railroad fields of law and finance—particularly for Western Pacific.

Although she is assured of best wishes from the company and her colleagues for health, happiness, and length of life, she will in all likelihood not be completely retired. Her boss made this clear at her dinner when he said: "If you think for one minute that I am going to spend hours reading through volumes of legal procedure, you're mistaken. All I have to do is pick up the phone and call Harriet!"

* * *

Glenn W. Curtis

WESTERN PACIFIC lost one of its most capable and most popular officers on December 31 when Glenn W. Curtis retired as superintendent after having served the railroad for 47 years. He takes with him from his host of railroad friends the utmost in good wishes for health and happiness in the years ahead.

Glenn was born at Watsonville, California, on December 4, 1891, one of a family of seven children. He spent his youth on his father's farms near Watsonville and Turlock and received his grade and high school education in those respective cities between chores on the farms.

It appeared that he was destined to follow in the footsteps of his father, but Glenn set his goal toward better pay and shorter hours in the business world and enrolled in a business course at Heald's Business College in Stockton.

He accepted a job in Western Pacific's maintenance of way department on September 11, 1910, offered by John Halloran, roadmaster, whose desk was in the old Flora Street yard office at Stockton. The building was originally an engineering office of the construction department, since destroyed by fire, and stood on the present site of Riley's warehouse (California Fireproof Storage Company).

Young Curtis was first sent to Oakland yard and attached to a 75-man extra gang as timekeeper under Foreman Eugene Sullivan, who later became a roadmaster. Glenn's salary was \$65 per month less a deduction of 50 cents for hospital dues, but his take-home pay, he recalls, went a long way in those days.

Recalled to Stockton to work as roadmaster's clerk, he became interested in yard and train operations as a result of frequent contacts with Trainmaster Corwin. However, he remained in the maintenance department until 1916, meanwhile transferring successively to Oakland, Sacramento and Portola. On his second assignment at Oakland in 1912, he served as joint clerk to Roadmaster Halloran and the late Tom Phillips, then assistant engineer. Herman Engelhardt, now supervisor, operations and safety section, California Public Utilities Commission, was signal engineer in the same office, the upstairs section of the present Oakland freight station. Leaving Portola in 1916, Curtis transferred to the superintendent's



office, Sacramento, and took a position as assistant trainmen and enginemen timekeeper.

In 1917 he moved to a position as clerk in the office of President C. M. Levey in San Francisco. During this World War I period, General Superintendent E. W. Mason was commissioned Major, U. S. Army Engineers, and went overseas, succeeded by J. S. Spelman, superintendent at Elko.

When the U. S. Railroad Administration took over the railroads, Western Pacific was aligned with Southern Pacific under Federal Manager W. R. Scott, who, at the time, was general manager for the SP system. Spelman retained the title of general superintendent, but was moved to the SP office in San Francisco. In addition to Western Pacific, the Salt Lake Division of SP was placed under his jurisdiction. Curtis was released by President Levey to go with Spelman as secretary and he retained that position until WP was returned to its owners after the end of the war.

When Colonel Mason was discharged from the Army he resumed his position with Western Pacific and Curtis became his secretary and continued as such until appointed trainmaster at Wendover, in August, 1920. He was successively trainmaster at Winnemucca, Elko and Salt Lake City, and in June, 1931, was transferred to Westwood as construction trainmaster in charge of work trains on the new Keddie-Bieber line. His next transfer in May, 1932, was to Wendover and he remained there as trainmaster until December 1, 1934, when he was appointed superintendent at Elko. He became superintendent of the western division at Sacramento on November 1, 1941.

When Curtis entered service at Stockton in 1910, J. W. Mulhern was superintendent at Sacramento. Only one superintendent preceded Mulhern, C. H. Ketcham. After Mulhern, superintendents were Mason, Quigley, Spelman, Coyle, Beem, Leary and Duggan. Curtis succeeded Duggan.

The first superintendent on the eastern division was R. M. Ogilvie, followed by Spelman, O'Connor and Beem, whom Curtis succeeded.

In 1912 Glenn met Ruth Genovar Ackerman of Oakland and they were married in Woodland, California, on January 23, 1914—following an elopement! Mrs. Curtis has accompanied Glenn around the circuit since that time and they are now making plans for a new kind of life in their new assignment beginning January 1. They had no children.

Glenn's favorite sports are fishing, baseball and football. Glenn and Ruth have witnessed a number of Rose Bowl battles at Pasadena, including the January 1, 1929, game between Georgia Tech and California in which Roy Riegels, the California center, made his famous wrong-way run after recovering a Tech fumble. Tech won, 8 to 7.

In leaving Western Pacific, Glenn wishes the railroad future success and prosperity, and each and every Western Pacific railroader many happy and prosperous New Years.

* * *

Roland L. Gohmert

ROLAND L. GOHMERT concluded a 52-year railroad career on December 31, the last ten years of which he spent as assistant freight claim agent, and freight claim agent, for Western Pacific.

Born at Yorktown, DeWitt County, Texas, on March 2, 1891, Roland was on his way toward his railroad career on January 1, 1906, at the age of nearly fifteen. He was first a yard clerk on the I. G. N. (Missouri Pacific) at Palestine, Texas. He subsequently worked successively for the S. A. & A. P. Railway



at San Antonio, the Southern Pacific at New Orleans, the M.K.T. of Texas at Dallas, the Pere Marquette at Detroit, the S. A. U. & G. at San Antonio, the Missouri Pacific at Houston, and then went into private business in

May, 1926. Eight years later he returned to railroading, as special representative of the freight claim division of the Association of American Railroads.

The Association's freight claim review bureau was established as an integral part of the freight claim division, and Roland was appointed chief examiner at its inception. He remained in that position until joining Western Pacific on November 15, 1947, as assistant freight claim agent. He became freight claim agent on September 1, 1951, succeeding T. B. Barry on his retirement.

During his service with Western Pacific, Gohmert was very aggressive in the performance of his duties. Even though many problems have been dropped into his lap by others (a good many times after 4:00 p. m. on Fridays) which should have been directed to other department heads, Gohmert rarely, if ever, passed the buck to someone else, digging into the problem and handling it to a conclusion.

He is well known for always having available one or two "tall Texan stories," and in telling them helped on many occasions to put life into what could otherwise have been a "dull" meeting.

Roland has been liked and respected by all with whom he came in contact, particularly the shippers whose claims he expediently and fairly concluded, and the employees with whom he was associated.

Keep pay-check stubs

As the result of the new system of prepaid hospital dues, reported in the December issue of MILEPOSTS, the medical department announces that a new "Order for Treatment" form will be in use after February 1.

Only employees who paid hospital dues in the preceding month will be eligible to secure such treatment order during any current month. Accordingly, employees are urged to retain the pay-check stub, showing record of the preceding month's hospital dues deduction as the most reliable and convenient evidence of eligibility when requesting a treatment order from a supervisor.

Members who are not on the payroll during an entire calendar month are again reminded that dues must still be paid directly to the Medical Department office on or before the last day of that month. Otherwise, no benefits can be allowed during the first month of return to active service.



Dear Editor:

Old-Timers write

Just a few lines. Please excuse poor writing. I think I am the oldest man that followed the building of the Western Pacific. When they laid the rails across Eighth West Street in Salt Lake, the track was held up for three days before they could cross and then hit for Grantsville. That town was open when the rails were first laid inside the town. I followed construction across the salt flats to Wendover and then Arnold's loop. Mr. Pasley, foreman, finished the loop across the flats to Wells; next to Carlin tunnel, under Foreman Patsy Fahey in 1906. Work all along the whole line was closed down in November, 1906, on account of the panic of that year. After the tunnel was finished, Patsy was in charge of building bridges from Carlin to Winnemucca.

I have seen plenty of improvement on the WP since 1903 up to the present time. Because of my age, 85 years, I could explain plenty more, but it is hard for me to write.

George W. Tilbury
Wells, Nevada

* * *

Since our return home two years ago, I have had quite a spell of illness and I was unfortunate enough to lose my left leg due to illness. It was amputated just below the knee last May 8.

I am now a double amputee, but physically I feel fine. I returned to the hospital on November 29 to learn to walk with two artificials, and hope to be walking by Christmas.

Please remember me to any of my WP friends.

Knute Johnson
707 Shady Drive
Chattanooga 11, Tennessee

MILEPOSTS is always glad to hear from its old-timers and relay their messages to their former associates and friends. The magazine also welcomes the opportunity to send to these old "rails," on behalf of their many friends, best wishes for the coming years.

* * *

Appreciation

As MILEPOSTS goes to all Western Pacific personnel, including directors and retired employees, I am using its columns (as others have so often used them) to express heartfelt appreciation for much kindness as I retire after 36 years of service as a lawyer with the Western Pacific.

The dinner party given for me on December 11 was, to me, surprising, exciting, and very moving. I was surprised at the large attendance in the crowded Christmas month; I certainly did not expect to be the subject of a "This Is Your Life" presentation which

(Continued on Page 25)

Fired at Random

By Roger Allen
From the Grand Rapids Press

Why I am sorry to see the Airplane replacing the (iron) horse or, how I got back from Buffalo

WELL, kiddies, I went down to Buffalo last Thursday afternoon via airplane, and on Friday I made a speech to the New York Association of Architects. This is the fifth time I have talked to the New York architects, which speaks volumes for their kindness and forbearance, although it may not speak too well for their taste. At any rate, I met a lot of old friends and had a wonderful time until I started home.

I was to leave Buffalo at 7 p.m. EDT, which is 6 p.m. EST, reach Willow Run at 7:25 p.m. EST and take a plane to Grand Rapids at 7:50, getting home at 8:53 p.m. Oh, my aching back!

Promptly at 7 p.m. all the passengers were loaded onto Flight 925, a Constellation en route from New York City to Milwaukee. And what happened to Flight 925 shouldn't happen to Khrushchev.

Once aboard, the passengers sat there for one hour and forty minutes, with the door closed and the interior of the plane getting hotter and more humid by the minute. Naturally, nobody told the passengers why; airline officials classify as top secret all answers to questions of a technical nature, such as what time is it? An airline official would not give a passenger the time of day if he was passing through Elgin.

So at 8:40 the plane took off and

flew and flew. It didn't get anywhere, but it flew. Finally, the pilot came on the intercom and spread the glad news that Willow Run was closed in by fog and we were going to land at Cleveland. So then we flew and flew some more and landed at Cleveland, as predicted.

Then there was a brief interval of about 15 minutes when the door of the plane remained closed because there was a rumor the plane was going back to Detroit to try again. We asked a crew member about this, but he explained that he was purely a silent partner in the flying-machine industry; nobody tells him anything. So finally they opened the door and the passengers got out in the rain and went into the Cleveland terminal. This was at 10:10 p.m.

SOMEWHERE the keen intellects of the airline operating staff were studying this interesting problem: How to get 33 Detroit passengers from Cleveland to Willow Run, using no hooks. They solved it, but it took time.

By 12:40 a.m. they had secured two buses, numbered No. 1 and No. 2. This was an ingenious device because No. 1 bus was for passengers from another flight who, naturally, tried to get on bus No. 2. But by approximately 1 a.m. the little details were worked out and we were en route to Willow Run via the Ohio turnpike and Toledo, in a heavy rain and dense fog. In no time

at all—by a mere 4:10 a.m., to be exact—we were at Willow Run. And one polite but tired airline ticket girl was trying to cope.

I withdrew from the whole enterprise at this time.

Random knows when he has had enough. He doesn't know it soon enough, is all.

I chartered a hack and went into Detroit to the Statler and got me a room and took a shower and shaved and took a brief nap and called up my family and had me some breakfast. It was 5 a.m. when I checked in and I proposed to catch a Chesapeake and Ohio train for Grand Rapids at 8:30, so I had to keep going; but it was pleasant, because the room clerk, the bell man, the elevator man, and the waitress—why, they were so NICE. Every time I asked them a question they would tell me the answer. Wonderful!

So I got on the Pere Marquette, and the porter on the parlor car, an old and valued friend, took good care of me. And I sat there thinking, well, it is too bad railroad passenger service is doomed and probably it is all right to protest to the lines about shutting down service, but maybe it would help if we would ride the trains once in a while instead of riding the people who are trying to run them. This is a radical idea and nothing will ever come of it.

Q. If the iceman's horse weighs a thousand pounds and the iceman's wagon weighs eight hundred pounds, what does the iceman weigh?
A. Ice.

At a college examination a prof asked: "Does the question bother you?"

"Not a bit," replied the student; "but I'm having a lot of trouble with the answer."

Dear Editor:

(Continued from Page 23)

was both surprising and exciting, and I was deeply touched by the evident good will and expressed good wishes of my Western Pacific associates.

The presence of many retired associates (at considerable effort in some cases) was a special pleasure to me. Their presence reassures me that even after retirement I will still belong to the Western Pacific family.

The gift of the exquisite sterling silver tea tray satisfied a secret sorrow I have long had. It will always remind me of my many years of happy association with the Western Pacific.

I take into retirement the precious consciousness of good will from the many people with whom I have been associated during my many years with the Company. HARRIET P. TYLER.

* * *

Gift Appreciated

I will be most grateful if you will include in your January issue a note of appreciation for the generosity of the general office employees who made my Christmas so wonderful. The gift is truly appreciated.

I also want to thank each and every one for the patronage they have given me during the past year, and I will make every effort to give them the service they wish during the coming year.

Mary Jenkins and Zaida
WP Lounge

Old Smoky

A worried young girl came down the mountainside to tell her doctor, "We gotta do somethin' 'bout grandma's smokin'. She inhales."

"Nothing terrible about that, Amy," soothed the doctor. "Plenty of women inhale nowadays."

"You don't understand," persisted Amy. "Grandma don't exhale."

MILEPOSTS



IN GOLD

MILEPOSTS congratulates the following railroaders who will receive Service Pin Awards during the month of January, 1958:

40-YEAR PIN		
Frank H. Grimes	Clerk	Western Division
35-YEAR PINS		
Marshall W. Brown	Assistant Mechanical Engineer	Mechanical Dept.
Leo J. Gosney	Vice President and Comptroller	San Francisco
Ray H. Scott	Foreman, Section and Extra Gang	Western Division
30-YEAR PIN		
Joseph L. Giesser	Machinist	Mechanical Dept.
20-YEAR PIN		
Walter H. Snyder	Claims Investigator	San Francisco
15-YEAR PINS		
Peter E. Anderson	Clerk	Eastern Division
Hugh M. Ausmus	Brakeman	Western Division
George S. Coope	Switchman	Western Division
Sherman W. Cooper	Switchman	Western Division
Alvin F. Fowler	Carman	Mechanical Dept.
Philip B. Gomez	Hostler Helper	Mechanical Dept.
George Hall	Locomotive Engineer	Western Division
Elizabeth S. Helmick	Clerk	Western Division
Hugh P. Hetherington	Machinist Helper	Mechanical Dept.
Charles W. Lawless	Switchman	Western Division
James B. McAllister	Clerk	Western Division
James F. McNabb	Conductor	Western Division
Ernest E. Mueller	Clerk	Eastern Division
Clarence E. Newsome	Clerk	Western Division
Earle E. Pashby	Conductor	Eastern Division
Ova Pearson	Locomotive Engineer	Eastern Division
Valle Robinson	Waiter	Dining Car Dept.
Alvin M. Shuman	Machinist	Mechanical Dept.
William W. Smith	Machinist	Mechanical Dept.
Henry W. Sprague	Conductor	Eastern Division
Lorenzo D. Wakefield	Locomotive Engineer	Western Division
Daniel A. Tatomer	Conductor	Eastern Division
10-YEAR PINS		
Charles E. Armstrong	Electrician	Mechanical Dept.
Douglas Bruce	Estimated Earnings Clerk	San Francisco
Trinidad Chakiez	Section Laborer	Eastern Division
Harold Dirks	Assistant to Estimating Engineer	San Francisco
Dave Eckhart	Passenger Carman	Mechanical Dept.
David K. Fulton	Electrician	Mechanical Dept.
Wilbert E. McCain	Carman	Mechanical Dept.
Willie L. Robinson	Oil Plant Attendant	Mechanical Dept.

"Good heavens!" cried Whistler as he saw his mother on her knees scrubbing the floor. "Have you gone off your rocker?"

* * *

The guy who insisted that life begins at forty must have had beginner's luck.

* * *

Think on the job—not in the hospital!

Two old bachelors sat in the backwoods cabin. Conversations drifted to cooking.

"I got me one o' them thar cookbooks onct, but never could do nothin' with it."

"Too much fancy stuff, eh?"

"Thar shore was. Every one o' them receipts started out the same way:

"Take a clean dish—and that finished me right thar."

Oroville to Honor Engine 164

By Mrs. Florence D. Boyle
Past Grand President, N. D. G. W.

In March, 1953, at the age of 34, Engine 164 performed her last service for Western Pacific and retired to a sidetrack in Oroville yard. Though she had given many years of faithful service, she was considered "old-fashioned." The modern Diesels were now in force.

Through the hot summer months and the wet winters since that time she has stood, losing her gleam, until she became a forlorn memento of the past. Her many years of service to the railroad and the community were forgotten—those years she served as a switcher and "bucked" many cars into consists to be sent across the continent. She never failed.

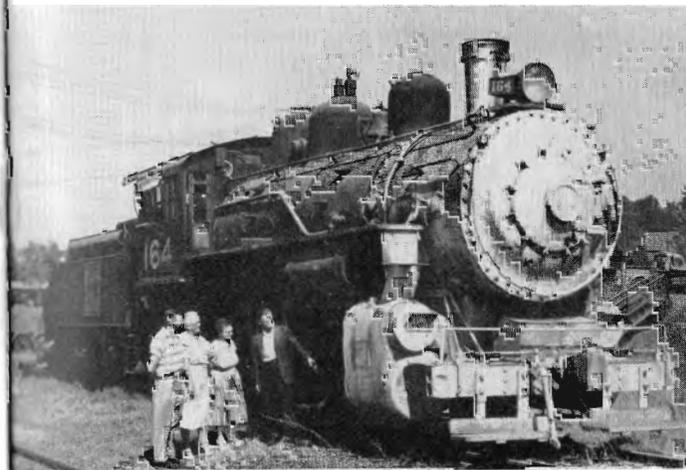
Hewitt Claim Park was established in the City of Oroville in 1956, and the Gold of Ophir Parlor No. 190, Native Daughters of the Golden West, undertook the beautification of a part of the park, and the preservation of old 164.

With the cooperation of Mayor Connie Weisker, Gilbert Kneiss, assistant to president, and other officials, the committee of Native Daughters was given permission to place the old iron horse in their section of the park.

The site selected is on Baldwin Avenue, directly across from the Western Pacific station, and in sight of all passengers traveling the railroad. The railroad has agreed to repaint and polish old 164 and to establish her on the site. Oroville employees have enthusiastically offered their help to establish her in this place of honor and to assist in her maintenance.

Mrs. Ruth Brown, wife of Engineer W. L. Brown, is chairman for the Native Daughters and will welcome any information regarding the old engine. She is particularly anxious to obtain the names of all engineers and firemen who have operated old 164.

A new home is being planned.



Oroville's Mayor Connie Weisker, Mrs. Ruth Brown, chairman, N.D.G.W., Mrs. Florence D. Boyle, Past N.D.G.W. Grand President, and R. T. Ronan, WP diesel terminal foreman, look over and discuss plans for the old engine. Engineer Al Sanford is building a miniature model of Engine 163, sister engine to 164.

Employees Set Crusade Record

Despite an increased quota, Western Pacific railroaders benefited many needy people by exceeding all previous records in their contributions to the 1957-1958 United Crusade campaign.

Credit must also be given to the team of department and craft chairmen who so ably conducted the campaign.

The goal for Bay Area employees was 17½ per cent higher than the amount contributed by this group last year. The total dollars produced against this quota was \$18,586.27, representing 108.9 per cent of the quota. Total monies contributed by the railroaders was 27.96 per cent greater than last year, and the average gift per contributor rose from \$16.45 to \$19.56.

Participation increased from 76.1 per cent of Bay Area employees contributing last year to 82.4 per cent this year.

Employees in the Sacramento area contributed a record \$10.52 average contribution per employee, with 88 per cent participation. A total of \$5,409.70 was contributed by 453 employees for the benefit of needy persons through 40 voluntary health and welfare agencies.

Although there were no employee-sponsored campaigns at other locations along the railroad, reports that have already been received through the various agencies indicate equally successful campaigns in areas largely populated by employees of the Western Pacific.

Many enjoy Glee Club's Carols

Western Pacific's popular all-employee Glee Club, under the direction of Eugene Fulton, once again spread Yuletide cheer, which has now become a tradition.

Their first of five public appearances occurred on the evening of December 17, when their beautiful caroling was heard by aged shutins at the Laguna Honda Home in San Francisco. As in the past, their program of Christmas favorites was preceded by presentation of a box full of Christmas gifts, donated by employees at general office.

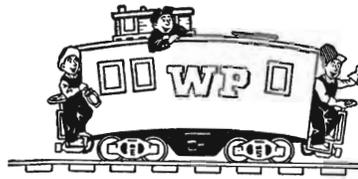
On the mornings of December 19, 20, 23 and 24 the mixed chorus gave a twenty-minute Christmas program for *California Zephyr* passengers aboard the ferry connecting at Oakland with the eastbound vista-dome streamliner,

a program which was so well received the year before.

This is a departure from past years when the Glee Club sang at Western Pacific's 3rd and Washington station in Oakland. At Oakland station, however, departing passengers heard carols by means of a recording which the Glee Club made last year.

A family bought a very intelligent dog. The first night after coming home they found him on the sofa, so they punished him. Coming home the second night they found him not on the sofa, but near it, and looking guilty. They felt the sofa, found it warm, then punished him again. On the third night, however, in order to surprise him in the act, they came home early and peeked through the window. The clever canine was excitedly blowing on the sofa!

* * *
Most modern gals can dish it out—but they can't cook it!



Caboosing

STOCKTON

Elaine Obenshain

Stockton lost several employees before the first of the year, with two transfers, a resignation and retirement. Best of luck is wished to all.

Transferred are Clerks J. B. HANSEN and W. F. DOWNARD. Hansen went to St. Louis as chief clerk to General Agent J. F. MCKENZIE, while Downard is now chief clerk to General Agent FRANK M. ROWE in Reno.

Clerk ROBERT RODRIQUEZ resigned to accept employment with J. S. Case Co.

With 15 years' service behind him, Brakeman CARSON M. MCNEES retired November 15. McNees started his railroading career in 1909 on the Great Northern at Breckenridge, Minn., then worked for Union Pacific in Denver from 1911 to 1918. He then left railroading until 1942 when his service with Western Pacific started. With the trailer in which they have been living at Knights Ferry, Mr. and Mrs. McNees plan to spend their retirement traveling. They have three sons and 10 grandchildren.

Welcomed to the Stockton crew is Fireman L. J. FISCHER, JR., who was recently discharged from the U. S. Navy.

JOHN M. RUSTAN is now working as train desk clerk. He was cashier at the former Lyoth QM Depot. Agent H. A. SULLIVAN has gone to Pleasanton.

Happy over the return of her daughter,

Darlyn, to California is Clerk MARY CRAVEN. Darlyn, with her husband, Ted Bristow, and baby, Teddie, Jr., has been living in Fairbanks, Alaska, where he was stationed with the U. S. Army. Mr. Bristow is now discharged.

Sympathy is extended to the following: the family of GALEN F. MCKIE who died on November 30 in San Francisco after a lengthy illness. Mrs. McKie is the former Nancy Finley, daughter of Engineer and Mrs. I. V. FINLEY; Fireman and Mrs. FRED SPIVA on the loss of their infant son; the family of Switchman ROY I. MUNDELL who died suddenly without previous illness; the family of BELDEN A. "BUD" BESSE who succumbed to prolonged illness; and to retired Brakeman FRED GUY on the death of his wife.

WENDOVER

Esther Witt

Two "WP daughters" are to be congratulated this month. Kathleen Anderson, daughter of Water Service Maintainer and Mrs. VARIAN ANDERSON, was elected recently to Kappa Delta sorority at Utah University, and Patricia Ann Shea, daughter of T&T Lineman and Mrs. THOMAS M. SHEA, won second place in her division of a district Colorado "Make It Yourself with Wool" contest.

Miss Shea, who attends school in Colorado, won her prizes in the senior division in Kremmling, Colo. Awarded

a skirt-length of wool and a fully equipped sewing kit, she will also compete in the state contest.

A recent holiday vacation ended unfortunately for Johnny Parks, son of Western Pacific Hotel Manager and Mrs. WALTER PARKS. Johnny fractured his leg above the ankle. A rapid recovery is wished for him.

The following letter is printed at the request of Mrs. FRANK (BETTY) ESPINOSA and Mrs. LUTHER SPENCER:

"We wish to take this opportunity to thank each and every one of you who assisted us at the time of our bereavement due to the loss of our dear mother, Mrs. Cora Haroldson. Your kindness will long linger in our memories."

OROVILLE

Helen R. Small
C. W. D'Arcy

Last remains of a familiar Oroville landmark, the Sacramento Northern Railway line, is being torn out along High Street.

Built more than a half-century ago, the line is about five and one-half miles long, entering the city near Highway 40 and terminating at the freight shed and depot in the center of Oroville. At one time, electric interurban trains circled the shopping area, stopping in front of the hotel. When the Feather River bridge was washed away in 1938, through service was abandoned and the tracks in Oroville were used only for switching.

The rails will be sent to South America for further railroading use, it is reported.

F. W. CHAPLIN, of Oroville, engineer with Sacramento Northern for 40 years, was honored at the annual retirement party on December 1.

Funeral services were held in November for two well-known Oroville men, retired Conductor NEAL CAMPBELL and FRED S. FRYE, operator of the bus service for WP employees between Oroville depot and roundhouse.

Campbell, who had been employed by Western Pacific for 40 years and retired from service in 1947, died on November 1. He is survived by his widow, Mary, and one grandson, Steven C. Campbell, of London, England, and a sister, Mrs. Josephine Gray, in Michigan. Services were held November 5, with burial in Memorial Park Cemetery.

Following a lengthy illness, Frye died on November 26 at the Oroville-Curran Hospital. He was 77 years of age and is survived by his widow, Marie Louise, and a son, Stephen, of Quincy.

Local residents are rejoicing with an excellent orange crop. Packing began the middle of November with a larger crop than last year and first carloads moved to the Eastern market. The Butte County Citrus Association is an affiliate of Sunkist with 45 individual members in the Oroville area.

Mrs. Addie B. Carlton, age 89, mother of Electrician Inspector N. C. CARLTON, died in Oroville on Nov. 29.

Recently two carmen, NEIL HAGEN and GEORGE MALL, and Painter J. H. PARKS have suffered heart attacks followed by lengthy confinements in the Oroville-Curran Hospital.

Machinist JOHN C. NELSEN has returned from St. Joseph's Hospital in San Francisco after surgery, while recuperating following an operation at Oroville is Machinist JOHN V. HOLCOMB. All ailing co-workers are expected back at work this month.

Hunting season has been successful



Brakeman R. B. Reynolds and his son, S/Sgt. Larry Reynolds, and their catches of a 10-lb. and a 25½-lb. salmon, taken in the Sacramento River near Chico on the 21st of last October.

for most of the pheasant hunters from the shops, including GIL POWERS, F. W. RAABE, L. W. THOMPSON, BILL GRAY, JOHN HOLCOMB, J. C. CAUGHEY, SR., BOB SHEPARD, RALPH SHEPARD and N. O. OWENS, JACK LALLA and BUD GREEN, the latter three, pipefitters.

1957 vacation season ended with L. G. CRUNK visiting Arkansas, Kentucky and Tennessee; J. C. CAUGHEY, SR., visiting Missouri; and M. Q. WAUGH being home for Christmas.

TIDEWATER SOUTHERN

Bob Thomas

Vacationing is more profitable than working for U. F. BOHNE, general agent in Modesto. Bohne, in Reno the week

of November 25 and enjoying his first vacation in over a year, netted \$110 from what other people call "one-armed bandits." Upon arrival, with the Modesto Traffic Club, he placed one 50-cent piece in a machine and won a \$75 jackpot. Next morning at breakfast, doing the same, he won just \$35.

HAROLD CASSEL, bill clerk, Modesto, suffered a tonsillectomy early in December. Also on the sick list recently was HARRY ALLEN, conductor, who was involved in a train accident late in November. Although no bones were broken, he was severely shaken up.

Requesting that his greetings be relayed through MILEPOSTS is our former M. W. REIGNER, now chief clerk in the New York office of Western Pacific.

C. L. (Slim) McLaughlin, a tomato shipper of Manteca, is enlarging his shed by some 200 feet to increase his tonnage during the 1958 season.

Escalon Section Foreman CARL LINDMAN and his son, Paul, waited impatiently for pheasant season opening November 16, after seeing a lot of the birds earlier. With the season open, they hunted everywhere and returned home, empty-handed. Later, lunch was interrupted when four nice rooster pheasants were spotted and shot in the back yard!

WINNEMUCCA

Ruth G. Smith

Appointment of Dr. Joseph E. Moore, son of Engineer and Mrs. JOE MOORE of Winnemucca, as a California Spray-Chemical Corporation research chemist has been announced by Calspray. A World War II Navy veteran, Dr. Moore did agricultural research for three years with the U. S. Department of Agriculture and lives with his wife and three sons in Pinole, California.

Back to work after five and one-half months of nursing an injury is Engineer FRANK SMITH, working on the day switch engine. On the sick list in December were Brakeman GERALD MULLINIX and Day Yard Clerk THEL LEWIS. The former suffered a foot injury and was hospitalized at St. Joseph's in San Francisco. Lewis underwent major surgery at the same hospital. His relief was Night Yard Clerk D. G. MICHAELS, in turn relieved by DON THOMAS, a new employee.

Marian Laughlin, daughter of Roadmaster and Mrs. DAN LAUGHLIN, was chosen for the president's honor list at the University of San Francisco for 1956-57. A nursing student now, she also won scholastic honors as a student at Humboldt County High School where she was co-medal holder for her grade average covering a four-year period.

Sympathy is extended to the family of the late Mrs. Nanna Breier, wife of retired Engineer JOHN BREIER. Mrs. Breier died on November 26 in Humboldt County Hospital. Besides her husband she is survived by a daughter, Mrs. Robert Bonnifield of Vallejo, California, and two grandchildren.

KEDDIE

Elsie Hagen

Two local Keddie boys spent their Christmas away from home. Larry Fisher, son of Section Foreman LAUREL FISHER, is stationed in Germany with the U. S. Air Force, and ALLEN HANLEY, son of Agent PETE HANLEY, is in the Hawaiian Islands. Allen, who re-enlisted in 1957 after serving several years in Germany, worked for a short time as train desk clerk at the Keddie depot between enlistments.

On vacation most of December was



"Speaking of tickets, pal—could that snappy convertible outside belong to you?"

Yardmaster JOE CLINTON. He spent the time in Chicago and Council Bluffs, Iowa, with relatives and friends. Replacing him during his absence was FRED W. JOHNSON from Oakland. Johnson will also relieve other vacationing yardmasters during the year.

Relief operator since DON R. McLEOD moved from Keddie is ROBERT DITMANSON from Carbona.

Mrs. Roger Collins, wife of Engineer ROGER COLLINS from San Jose, spent a week in Keddie recently, a guest of local relatives and friends. She stayed at the home of Mrs. Blackie Adams, a cousin of Mr. Collins.

Friends of MRS. OLA M. DRALLE may send their cards and letters to her during her convalescence from a recent bone graft operation to the following address: 4125 Rosewood Ave., Los Angeles 4, California. Mrs. Dralle, agent at Bieber, was operated upon on November 26 in Santa Monica. Relieving her during her absence from the job

is ROSCOE HOGAN, Great Northern relief agent.

Well known by many old-timers, Mrs. Helen F. Strong died October 13 at her Concord home. The late Mrs. Strong was postmistress at Paxton for 14 years.

Many thanks are extended to JOE CLINTON and Trainmaster BOB REDUS for the news-gathering help they have given this last year.

SACRAMENTO STORE

Irene Burton

Sacramento Chapter No. 27, Railway Business Women's Association, is the top volunteer contributor to DeWitt Hospital at Auburn, it was estimated recently.

In two and one-half years the railroad women have given more help to the hospital than any other organization in both time and gifts. The chapter has spent 376 hours in hospital service and given about \$1,125 in gifts and refreshments to patients in two "adopted" wards.



"Lo, mom—is old 'had a hard time at the office today' home yet?"

In addition, many hours have been spent in traveling to and from the hospital and purchasing and wrapping gifts for patients. This Christmas 71 women patients, confined for years and without family or friends, were remembered by the RBWA of Sacramento.

The Store department expresses sincere thanks to all from the Store, Mechanical department, Shops and San Francisco, who generously contributed to help a fellow employee who has been out of work because of a disability.

With the contributions the Store was able to buy the family a full Thanksgiving dinner, and the Sacramento Railway Women adopted them as their 1957 Christmas Family.

A.2/c James E. Madison, son of General Storekeeper and Mrs. H. J. MADISON, was home for the Thanksgiving holiday on a 30-day leave. He reported for duty at New York on December 11 to be sent on his next assignment to Labrador.

SACRAMENTO SHOPS

Marcella G. Schultze

Besides being busy as vice-president of the Sacramento chapter, Railway Business Women's Association, EDNA SPRATT, Shop Nurse, has just been elected second vice-president of the seventh district, California State Nurses' Association.

Edna also joined her family recently at a dinner in honor of her parents, Mr. and Mrs. Carl Ahlstrom, on their 60th wedding anniversary. Eighteen members of the family were present.

The annual WPAC Deer Derby and Bass Derby were recently completed, with the following winners: In the

Deer Derby, Carman AL GONSALVES won with the biggest set of horns, and Machinist "ACE" DRUMMOND, with the most perfect set of horns. Al's winner was from a 170-pound black-tail deer, 4-horned with a 27-inch spread. In the Bass Derby, Draftsman BOB CUNHA was first with a 16½-pound fish; Car Foreman JOE STOUT, second, and ERIC BORG of the Store department, third.

Appreciation is expressed to all who have supplied information for MILEPOSTS' articles this past year, with special thanks to Machinist MARION VELASICH, Blacksmith CLIFF BENNETT, Laborer BERT PETTENGELL, Diesel Foreman MICKY PANTALONE and Acting Sheet Metal Foreman HERMAN SCHULTZE, all of whom make a special point of jotting down notes for me.

ELKO

John L. Murphy

Western Pacific was well represented on the 1957 Elko High School football squad. No less than six sons of WP railroaders saw lots of action for the Indians during the past season.

Jake Kump, eldest son of Electrician JAY KUMP, performed at guard. His brother, Moyal, was a wingback. Mike Landell, son of Brakeman G. S. LANDELL, was a tailback and passer for the team. His brother, Pat, was a blocking back. Ron Holferty, son of Brake-man GEORGE HOLFERTY, was a star tailback and scored four touchdowns in the final game against Ely. Roger Rosenkrantz, son of Conductor PETE ROSENKRANTZ, played tackle on the junior varsity and scored the winning touchdown against Ely Jayvees when he recovered a fumble for the score.

Elko fielded one of its best teams, winning seven of eight games and the Northern Nevada Championship in

the double A division. The team was coached by Willard Sullivan, former St. Mary's College star.

K. K. CLARK, mechanical clerk, was called to the State of Washington because of his mother's serious illness. Although it was necessary for "K.K." to go by air, he said the return trip by train was very much more enjoyable.

SAN FRANCISCO

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

JIMMY CURREY, freight traffic sales and service clerk, has for the past several weeks suffered a painful neck ailment, resulting in daily trips to the doctor's office for treatment with heat and traction. Jimmy was aiding this treatment, and getting along pretty well sleeping at night with a large towel around his neck, rolled up in the form of a collar. An even better treatment, thought the "doc," would be a leather collar with a ten-pound weight attached to hang over the head of the bed, which Jimmy said, after trying it, "might loosen up my neck okay but it sure reduces my sleep."

A 7-pound 15-ounce son arrived at Sequoia Hospital in Redwood City on November 29 to enlarge the family of SPENCER GILMAN, research department, from three to four. At press time no name had yet been chosen for the second son, although a selection had been made from a long list of feminine names.

DON NASH, engineer of track layout, spent part of his vacation at home tidying up the house for his daughter, Carol Sue, who arrived on December 6.

Another 1957 arrival was that of Anthony Michael on December 7 in the home of MAX FREGOSA, mail truck

driver. The Fregosas have three other children, Maxine, 10, Kathleen, 7, and Gregory, 5. Since Max is a musician, with considerable talent as a saxophonist, accordionist, bass fiddle and Mexican guitar player, and his wife, Lupe, plays maracas, they have hopes of some day having their own combo band. The girls already play the piano and Gregory shows considerable talent with the accordion.

Vice President HARRY MUNSON'S 26-year-old son, Jerry, was the subject of a feature article in a recent issue of *Paris Match* (French counterpart to *Life*). The article described in detail, with pictures, Jerry's experiences as a Sabre jet pilot with U. S. Air Force's 525th Fighter Interceptor Squadron. It also told how Jerry relates his on-duty and off-duty experiences on records, which he sends home as letters.

There is an unusual song writer living in Oakland. Unusual, because this person is JACK LIPTON, 82-year-old retired painter from WP's Oakland car department. Sung by TV and radio star, Bob Mahoney, his song "Why They Call San Francisco Frisco" brought Jack a complimentary letter from Herb Caen, author of "Don't Call it Frisco." The cover of the sheet music reads below the song title, "dedicated to that witty, gritty, pretty city loved around the world"—lyrics and music by "Lonesome" Jack Lipton.

DICK REYNOLDS, passenger traffic representative, left on vacation to spend Christmas at home in Los Angeles with his parents. In doing so, Dick completed what probably is the last of every possible means of travel between the two cities. This year, Dick went by sea, aboard the *Matsonia* on the SF-LA portion of her run to Honolulu.

PORTOLA

Gladys Ruse Largan



Active in Lodge work

At the October 6 installation for the Order of Rainbow for Girls, were Grace Ray, Worthy Advisor; Mrs. Erma N. Ray, Mother Advisor (stenoclerk at Portola Hospital); Norma Ray, Grand Representative to the State of North Carolina; and Engineer Keith A. Ray, father of the girls and husband of Mrs. Ray.

At the November 23 installation for the Order of the Eastern Star (below), were Mrs. Juanita C. James, Worthy Matron (mother of Superior Court Judge B. D. James and mother-in-law of Yardmaster Parrish; and Special Agent Loy E. Hibbs, Jr., Worthy Patron.



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Capital expenditures and purchases of materials, supplies and fuel by Class I railroads next year should total about \$3 billion.

. . .

Employer contributions under Railroad Unemployment Insurance Act will rise to 2 1/2% for 1958, the 1/2% increase being based on \$288,684,577.87 balance in the fund September 30. A balance of \$300 to \$350 million would have been required to maintain the rate at 2%.

. . .

1958 freight car orders may exceed 75,000.

. . .

Truckers won their multi-million-dollar anti-trust suit against eastern railroads, but railroads will appeal federal court decision.

. . .

United Press dispatch says Soviet scientists may soon announce atomic locomotive as follow-up to Sputnik.

. . .

Florida East Coast purchased 115 acres of land from Riddle Airlines to provide carload rail facilities for Greater Miami industries.