

WESTERN PACIFIC
Mileposts

JANUARY 1960



Mileposts

WESTERN PACIFIC

Volume XI, No. 6

JANUARY, 1960

*Milepost No. 126

Department of Public Relations

WESTERN PACIFIC RAILROAD

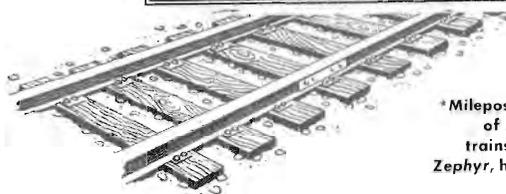
SACRAMENTO NORTHERN RY.
TIDEWATER SOUTHERN RY.

526 Mission Street

San Francisco 5, California

Lee "Flash" Sherwood, Editor

A. L. Lloyd, Associate Editor



*Milepost No. 126: One of America's finest trains, the California Zephyr, heads eastward.

FEATURES

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to better serve our shippers
and to meet competition
we're running

Higher-speed freight trains

MANY of our readers are aware that Western Pacific's freight train performance, as far as average freight train speed is concerned, has been high compared with other railroads. In fact, it usually is the highest for all the railroads in the United States. For the first eleven months of 1959 our freight train speed averaged 28.2 miles per hour, compared with a national average of 19.2 miles per hour for all Class I railroads in 1958.

This very high freight train speed has been necessary so that the Western Pacific may be fully competitive, not only with the service of other railroads in the territory, but also to meet more effectively, competition from highway motor carriers. Faster eastward and westward freight train schedules were inaugurated in November, 1958. Since that time a substantial proportion of the freight received at Salt Lake City originating from connecting lines and coming out of Chicago, midwestern, and eastern points, has arrived in the Bay Area for fourth morning delivery. However, an even greater effort is necessary to achieve a fully "on time" performance, and steps are being taken to accomplish that.

Every attempt is being made to maintain these early schedule arrivals with regularity. This requires "main-lining" trains at most terminals, and operating many light trains with much less than full tonnage.

While the results of our efforts have improved service to our shippers, the faster schedules have resulted in a substantial increase in operating costs. So that you may be aware of just how substantial some of these increases in operating costs have been, take a look at some of those listed below:

(1) While our total freight business for the first 11 months of 1959 was 2.3% greater than for the same period in 1958, the number of freight train miles operated increased by 13.7%, thus our freight train load dropped from 2,985 tons last year to 2,685 tons this year, or more than 10%.

(2) As a result of operating more train miles, plus the effect of wage increases and other higher costs, we paid out in transportation costs about \$1,180,000 (or 7.1%) more than in 1958, even though our volume of traffic handled was only 2.3% more.

(3) The amount of wages paid to employees in train, yard and station service increased from \$10,326,000 in 1958 to \$11,027,000 this year, an increase of 7%. Thus, it is apparent that the major portion of the increased transportation costs was paid out in the form of wages to train, engine and yard men, as well as to those concerned with the movement of trains and cars.

The "on time" movement of trains and cars is essential so that our sales

(Continued on Page 5)

what you may not know
about your railroad's

Provisional Retirement Plan

About fifteen years ago your railroad adopted a provisional retirement plan designed to make up the difference between the amount one would receive from the Railroad Retirement Board, Social Security Administration, or other government sources, and an amount based on one's years of service with the railroad and his earnings therefrom. This amount, *generally speaking*, is computed by multiplying years of service by 1½% of one's average monthly earnings during the five consecutive *calendar* years of employment in which the greatest average monthly pay was received.

Eligibility for the WP supplemental pension depends on at least 15 years of service with the railroad, and makes retirement mandatory at 65 unless an exception is made by action of the Board of Directors. *It is important to understand that not every employee, even though he may have the minimum required 15 years of service with the railroad, can qualify for the Plan.* His earnings also must have been sufficient so that in computing his company pension, using the formula prescribed in the Plan (see above paragraph), the amount of his company pension will exceed that which he will receive from one or all of the government sources.

Some of our railroaders evidently are not fully aware that considerable time is required to process applica-

tions for pension. F. V. Henderson, WP's chief-retirement and unemployment bureau, offers these suggestions:

If it is necessary that you require an estimate of the amount of any pension you may be eligible to receive from the company, request should be given the general auditor at least 90 days prior to the date your retirement will take effect. Your request for an estimate should be accompanied by your latest Railroad Retirement Board Form BA-6, showing your total creditable months of railroad service and earnings. These forms are mailed by the railroad to all employees in June each year.

Formal application for any pension you are entitled to receive from one or all of the government sources should be made with your nearest Railroad Retirement Board office. Formal application for any pension you may be entitled to receive from the railroad should be made with your supervisor. These formal applications cannot be made until the day following the last day of your service with the railroad.

The Railroad Retirement Board will require about 60 days to process your formal application. The Board will then notify you by letter, in duplicate, the amount of your government pension, and notify the railroad that your pension has been approved. If you are also eligible for the company pension, the railroad will then ask you to forward

the duplicate copy of the letter you received from the Board and begin to process your formal application to the railroad. This will require about 30 days. When the application has been processed, it is presented to the railroad's board of directors for approval at its next regular meeting. Your pension checks from the railroad will be mailed about the first of each month, beginning with the month following the month in which approval was given by the Board. To avoid delay it is most important that you begin preparation as much in advance as is possible.

As of November 30, 1959, company pension checks totaling more than \$33,500 were being received each month by 463 Western Pacific, Sacramento Northern, and Tidewater Southern retired employees. The railroads assume the entire expense without any contribution by the employee. The railroads also contribute an amount equal to that paid by the employee to his account with the Railroad Retirement Board. In addition, the railroads pay the entire amount of each employee's unemployment and sickness insurance cost, which currently is 3¾% of the first \$400 of his monthly earnings.

Many Hear Glee Club's Carols

Once again Western Pacific Employees' Glee Club contributed to the Christmas spirit during December, as it has done for several years, by singing Christmas carols in several public appearances.

They were first welcomed by veterans at Letterman General Hospital in San Francisco on the evening of December 15. Their next appearance was at the Railway Business Women's Christmas Dinner at Fort Mason the following evening, and on December 17 they entertained tiny tots at Children's Hospital.

During Christmas week the group caroled *California Zephyr* passengers at Third and Townsend station in San Francisco prior to the departure of busses connecting with the train at Oakland.

The programs, under the direction of Eugene Fulton, included traditional carols and contemporary Christmas songs.

High-speed freights . . .

(Continued from Page 3)

forces when soliciting more freight from shippers are in a position to point out Western Pacific's top-notch service. Therefore, it behooves everyone whose efforts contribute to "on time" performance to do a perfect transportation job. Even though faster schedules involve the substantially higher transportation costs referred to, it is the intention to do everything possible to keep the standard of service at the highest maximum possible.

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Promotions and Transfers

Kenneth A. Rank became assistant sales manager, eastern region, on January 1. He will work under Sales Manager Perl E. White with headquarters at 500 Fifth Ave., New York.

Ken is a native of Chicago and received his education, including study at the Freight Traffic Institute, in that city. His first railroad experience was with the Chicago, Milwaukee, St. Paul & Pacific Railroad, followed by a short period of employment with Railway Express Agency. In 1939 he became associated with Merchants & Miners Transportation Company, leaving that company for employment with Western Pacific on March 1, 1941. From assistant export clerk, and after serving a short term with the Navy, Ken was promoted to position as traffic representative at Chicago on March 1, 1946. He became chief clerk of that office a short while later, and on October 1, 1953, was appointed general agent for the railroad at Detroit. His next appointment was as assistant to vice-president-marketing, which position he has held since May 1, 1956.

Ken, his wife, Vi, and three children, Ken, Jr., Judy, and Linda, moved into a new home in New Canaan, Connecticut, the first of the year after spending the Christmas holidays with their parents in Chicago.

* * *

Donald O. Schroen became district sales manager at Cleveland, Ohio, on December 1. He succeeds Vincent J. Carr who retired from the railroad on November 30.

Don was born at Washington, Illinois, on February 2, 1920. He com-



Kenneth A. Rank



Donald O. Schroen

pleted two years' schooling at Brown's Business College in Peoria, Illinois, and is a graduate of Traffic Management, College of Advanced Traffic.

He entered railroad service in November, 1940, as utility clerk in Toledo, Peoria & Western Railroad's local freight office. Numerous promotions led to his appointment as general agent at Peoria in July, 1952, to sales manager at Tulsa, Oklahoma, two years later, and sales manager at Dallas, Texas, in October, 1955. His Western Pacific employment began on February 16, 1958, as traffic representative at Dallas, working under the railroad's Kansas City agency. He was transferred to Cleveland in June, 1959, as sales representative, which preceded his present appointment.

Don spent three and one-half years in the Army during World War II, fifteen months of which were in the European Theatre of Operations. His membership in organizations includes Delta Nu Alpha, Traffic Club of Cleveland, Taylor Lodge No. 98, AF&AM, Washington, Illinois, Scottish Rite, Peoria, Illinois, and Hella Temple, AAONMS, Dallas, Texas. His hobbies

are golf and "do-it-yourself" projects.

His family includes his wife, Dorothy, and two sons, Greg and Gary.

* * *

The following promotions for engineering department personnel have been announced by C. E. Forseth, division engineer at Sacramento. All are effective December 1.

M. K. Anderson, former assistant roadmaster at Keddie, has been promoted to position as assistant division engineer at Elko. He succeeds the late Arthur P. Schmitt.

Succeeding Mr. Anderson is J. H. Jones, appointed assistant roadmaster at Keddie. His position as assistant roadmaster at Oakland has been filled by F. C. Reith.

How We're Doing

Latest available figures for first 11 months of 1959, compared with same period 1958, show railway operating revenues increased about 3%; railway operating expenses up about 5½%; net operating revenues down about 4%; total net income down about 15%. Estimates indicate that final results for the year 1959 will be slightly under those obtained in 1958.

* * *

Average *California Zephyr* load in November, 1959, was 47% of train's capacity; 55.3% in November, 1958.

* * *

Concrete lining of Tunnel 36, about five miles west of Portola, was about 7% completed last month.

A. H. Overturf was appointed track supervisor, Western Division, with headquarters at Sacramento, succeeding T. A. Merritt who was promoted to position as assistant roadmaster at Elko.

R. C. Cox has been promoted to position as assistant general supervisor, bridges and structures, with headquarters at San Francisco. His former position, assistant bridge and building supervisor from west yard limit board, Sacramento, easterly on the Western Division, has been filled by J. G. Howard. C. A. Moser was appointed bridge and building supervisor from west yard limit board, Sacramento, westerly. Both Howard and Moser have headquarters at Sacramento.

A new \$300,000 plant under construction in WP's Lenfest Industrial Tract in San Jose for Economics Laboratories, Inc., producers of Electrasol and Finnish home dishwasher detergents and Soilax products.

* * *

A 100-foot extension of Cheney Lumber Co.'s spur at Greenville to handle anticipated increase in business completed November 30.

* * *

Western Pacific's 5% common stock dividend on the railroad's no par common stock declared by the Board of Directors on October 6, 1959, has now received the necessary approval of the Interstate Commerce Commission.

MILEPOSTS



IN GOLD

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

40-YEAR PINS		
James L. Collins.....	Conductor.....	Eastern Division
Gertrude Verbarg.....	Head Clerk, Foreign Freight.....	San Francisco
35-YEAR PIN		
Raymond T. Ronan.....	Diesel Terminal Foreman.....	Oroville
25-YEAR PINS		
Wilbur C. Hardy.....	Motor Car Maintainer.....	Western Division
William F. Boebert.....	Chief Special Agent-General Claim Agent.....	San Francisco
20-YEAR PIN		
Elmer H. Carleton.....	Asst. Chief Special Agent-Claim Agent.....	San Francisco
15-YEAR PINS		
Roderick Davis.....	Painter.....	Mechanical Dept.
Ralph A. Drown.....	Machinist.....	Mechanical Dept.
Bessie Mae George.....	Laborer.....	Mechanical Dept.
Clayton E. Heineman.....	Carman.....	Mechanical Dept.
Anne Irwin.....	Steno-Clerk, Signal Dept.....	San Francisco
Charles F. Malis.....	Fireman.....	Eastern Division
George E. Manning.....	Revising Clerk-Auditor Revenue Dept.....	San Francisco
Lee W. Marshall.....	Asst. Chief-Sales & Service.....	San Francisco
Wilbur Van T. Randolph.....	Machinist.....	Mechanical Dept.
Florence M. Rath.....	Waybill Tracer Clerk-Auditor Rev. Dept.....	San Francisco
William D. Rucker.....	Carman.....	Mechanical Dept.
Wilfred D. Scott.....	Brakeman.....	Western Division
Samuel T. Siler.....	Brakeman.....	Western Division
Edson C. Wadsworth.....	Switchman.....	Western Division
10-YEAR PINS		
Howard L. Glover.....	Painter.....	Western Division
Vincent S. Latino.....	Electrician.....	Mechanical Dept.
Gerald F. Smith.....	Carman.....	Mechanical Dept.
Carlos A. Tidwell.....	Electrician.....	Mechanical Dept.

It was after midnight when the wife called out to her late returning husband, "Is that you, Jim?"

Jim: "It better be!"

* * *

Mail order magnate Julius Rosenwald never had any great trouble with debtors. Whenever a bill was overdue, he would write to the debtor as follows: "Your bill is overdue. If not met, we shall be obliged to notify your other creditors that you paid us."

With but a few exceptions, a check in full was usually promptly received.

* * *

There are 24 Class I railroads that failed to earn their fixed charges in the first nine months of 1959.

* * *

Keep smiling. It makes everyone wonder what you've been up to.



MILEPOSTS

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:

Ezra T. Dunn, retired section laborer, October 24.

William C. Kelly, retired conductor, December 2.

Albert H. Harper, switchman, November 23.

Reint Kuilman, retired carman, November 13.

William E. Roger, retired car helper, November 10.

Justo Ruedas, retired laborer, October 27.

John F. Stone, retired general communications foreman, November 20.

William Wolfe, retired Oakland Terminal Railway switchman, September 27.

* * *

Wilson G. Curtiss

Wilson G. Curtiss, retired assistant freight traffic manager, died suddenly at his home on December 12 from a heart attack at the age of 69.

Curtiss retired from the railroad on August 31, 1955, with a total service of more than 47 years, of which 43½ were with Western Pacific. His first position with Western Pacific was as chief clerk at Oakland, in April, 1912, and one year later he was made city freight agent. While the railroad was

under control of the Railroad Administration during World War I, he served as assistant traveling auditor, but returned to the freight traffic department as city freight agent at San Francisco when the railroad returned to peacetime service. Following the opening of the San Jose branch line he served two years as the first general agent at San Jose, and in November, 1929, he became general agent at San Francisco. His appointment as assistant freight traffic manager occurred in January, 1939.

A native of Oakland, Curtiss was active for a long time in the Oakland and San Francisco Chambers of Commerce. He was also a member of the board of directors for the Pacific Traffic Association and the San Francisco Transportation Club. He held membership in the Masonic Order and the Orpheus Club of Oakland, where he became noted for his fine baritone voice.

In recent years he traveled in Scandinavian and European countries accompanied by his wife, Florence, and their close friends, retired assistant to vice president-traffic John H. Coupin and his wife, Ramona.

In football, impact on the gridiron means gain. In railroading, impact in coupling means loss.

JANUARY, 1960

Elinor McKay - Senior Zephyrette

Little did passenger Elinor McKay know, when returning home on the *California Zephyr* from a vacation in California, that she one day would become the streamliner's Senior Zephyrette. It did happen, and we'll let "Pat" tell you how.

"On one of my summer vacations my father, who was born in Japan and is now an executive of the Chevrolet Company in Detroit, and my mother from Iowa—I was born in Davenport, Iowa—suggested I visit my Godparents in Santa Ana, California. They insisted that I return home on the *California Zephyr*, knowing from extensive travel that it was the most scenic route across the country. I did just that, met a Zephyrette, and immediately determined I would like that kind of work. I learned about Miss Velma McPeck (Supervisor of Zephyrettes employed by the Burlington Railroad) and asked for an interview. Yes, I was on the 'extra board' for a while, but I soon got to be standard equipment on the train."

Today, after five years of service, Elinor has ridden the train nearly 900,000 miles, averaging three round trips a month between Oakland and Chicago. She hesitates to think how many miles she may have walked on the train during that time in performing her duties, but she likes to think

the mailman or the cop on the beat would come in second.

Not many of the girls continue as Zephyrettes for as long a period of time as has "Pat." Her reason is simple. She likes people. "I like them all, from

the executives of large corporations and their wives right down to the humble families and foreign passengers," Elinor will tell you. "They all need help in some form or another as they travel, and while a very few are demanding, the vast majority are appreciative and wholesome. Actually, it's easier for men, and particularly women, to talk to a girl who knows her job, and it is reward-

ing to know you have helped to speed them on their way without worries. In addition, my job is made even easier because of the loyalty and teamwork of the train crews—they're people, too."

What does "Pat" think of the future? "I'll continue to help train Zephyrettes as requested, but I believe there is a place for women in the passenger sales field of our business. Such a person can be useful in getting a greater share of year-round business for the *California Zephyr* by appearing before women's clubs, ski clubs, etc., and even travel agency personnel, giving talks and showing films of our route. Many women prefer trains to any other type



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 the future happiness to the following railroaders whose retirements have been reported:

Wesley W. B. Clark, car foreman, Stockton, 33 years, 3 months.

Walter D. Freeman, machinist, Oakland, 13 years, 4 months.

Ellis C. Scott, locomotive engineer, Oakland, 18 years, 2 months.

John Smith, locomotive engineer, Winnemucca, 38 years, 9 months.

* * *

Vincent J. Carr

A railroad career that began in 1912 ended on November 30 for Vincent J. Carr, district sales manager at Cleveland, Ohio. Of Vincent's 47 years of railroad service, 31½ years were contributed to Western Pacific.

Vincent was born in Newark, Ohio, on November 29, 1894, the son of John F. and Nellie F. Carr. He became



employed with the Pennsylvania Railroad in 1912 following graduation from high school and worked in freight and passenger stations at points in Pennsylvania, West Virginia, and Ohio. His last position

with that railroad was as chief rate clerk in the railroad's Cleveland, Ohio, freight station.

From March, 1922, he was rate clerk in the New York Central's accounting department at Cleveland for three months, and was then employed as chief clerk for Southern Pacific Lines at Cleveland in June, 1922. He was promoted to traveling freight and passenger agent at Detroit, Michigan, on August 1, 1923.

He became traveling freight and passenger agent for the Western Pacific at Detroit, Michigan, on May 16, 1928, and was resident representative at Cleveland from November 1, 1933, to April 30, 1959, when he became district sales manager.

After returning from a trip around the world by American President Lines, Vincent and his wife, Lunetta, expect to locate in St. Petersburg, Fla.

Senior Zephyrette . . .

(Continued from Page 10)

of travel. Mrs. Eisenhower uses the *California Zephyr* to travel to Denver to visit her mother. From a woman's point of view, one nice thing about train travel is that there are no limits to baggage on most trains!"

The *California Zephyr's* Senior Zephyrette knows her job and does it well. She takes a sincere interest in each and every passenger aboard the train. That's easy for "Pat"—she likes people.

* * *

See Pages 12 and 13
for pictures of retirement dinners



Sacramento (above)

Retirement Dinners

Stockton (below)

Oakland (below)

Guests at the first annual retirement dinner for Stockton mechanical department employees were (left): Mesdames P. Murphy, H. Brown, E. Hoit, P. McAllister, W. Davis, D. F. Anderson. Seated are Mesdames F. Boisserance (widow), W. Clark, C. L. Doane, H. Short, and C. Thompson.



Honored employees (below) are: W. W. Clark, C. L. Doane, E. Hoit, H. Brown, P. McAllister, W. Davis, S. Seeds, and D. F. Anderson. Seated are H. Short, P. Grivetto, P. Murphy, and C. Thompson.



Above: H. C. Wendt, J. C. Marchand, and wives.



Above: J. B. Currey, R. E. Christy and wife.



Above: J. H. Duhig, Mrs. Duhig, P. G. Casey.

Below, left: G. A. Bergman and wife, Master of Ceremonies M. M. Christy, S. O. Kirkman and wife.

Below: A. B. Day, F. V. Work, W. D. Freeman.





Dear Editor:

Mayor was pleased

May I take this opportunity to commend you for the excellent accommodations and outstanding cuisine provided aboard your *California Zephyr*.

Our trip to Denver, Colorado, was made so much more pleasant because of the many courtesies extended by Mr. Richard R. Reynolds, your passenger sales representative. His constant attention to the most minute details was most appreciated by my entire party.

George Christopher
Mayor
City of San Francisco

Mayor Christopher's letter commending the *California Zephyr* and Mr. Reynolds, was received, and referred to MILEPOSTS, by President F. B. Whitman. Mayor Christopher was one of a party of 48 mayors, managers, and councilmen and California city officials who selected the *California Zephyr* for transportation to Denver. Purpose was to attend the American Municipal Congress Convention held in Denver last month.

* * *

Many kind friends

We wish to express our most sincere thanks to all our Western Pacific friends, and others, who were so kind and thoughtful in so many, many ways

at the time of the passing of our husband and father, Gilbert J. Ware.

Mrs. Gilbert J. Ware
Barbara and James
Oroville, California

* * *

"Thank you!"

We want to thank you again for the article on Medic-Alert in the November, 1959, issue of MILEPOSTS. We have had a good many inquiries as a result.

May health and happiness be with you this entire New Year.

Dr. Marion and Chrissie Collins
Medico-Alert Foundation
Turlock, California

* * *

New address

December 10, 1959, I retired from Western Pacific. After that date will you kindly send my MILEPOSTS to 6743 Chapman Lane, Paradise, California, and oblige.

I have been with Western Pacific for 40 years and would like to say at this time that I have enjoyed the magazine to the fullest. Thanks for the many years of pleasure I have received in reading about all my friends and the Western Pacific in general.

W. B. Lewis
General Clerk-
Warehouseman



Caboosing

KEDDIE

Elsie Hagen

Gilbert Krause, son of Conductor and Mrs. JACK KRAUSE, was one of twelve radio majors chosen from more than 500 to participate as a special Master of Ceremonies sponsored by the Radio and TV Artists of America. The one-hour program, broadcast over Station KSFO on November 15, was one of twelve weekly broadcasts, and consisted of record playing, sports announcing, news, weather reports, and commentary. The entire program was ad libbed by "Gil." At the completion of the 12-week participation, a special Scholarship Prize of \$50 will be given the student emcee judged by the radio station to be the most accomplished. "Gil" is a senior and a radio major at San Francisco State College. Following graduation from Quincy High School, Gilbert enlisted in the U. S. Air Force and served three years in France, completing his enlistment with a year in Fort Belvoir, Virginia. Following his service duty he enrolled as a freshman at Yuba College for two years of study, and will graduate from college next June. He is also a part-time reservation and ticket clerk for an air line office in San Francisco. Last August he married the former Molly Lowden of Yuba City and Mrs. Krause is now teaching first grade at Sharp Park, a suburb of San Francisco, having received her degree and

elementary school certificate from Chico State College last June.

Our deepest sympathy to Trainman L. C. GILBERT whose mother passed away in Riverbank, California, recently. She was over 90 years of age.

GLENDIA METZDORF is convalescing at her home in Quincy from a collapsed lung and is reported to be improving slowly.

Roadmaster and Mrs. CHET BARRY are grandparents again. Another girl, Margaret Mary, was born in Plumas District Hospital on November 21, to their daughter, Hazel McMenemy.

Mrs. Edna VAN Benthussen, widow of the late E. VAN BENTHUSEN and a former resident of Keddie, was married last month to Rex Magee, of Quincy. They are making their home in Oroville.

STOCKTON

Elaine Obenshain

The first annual Stockton mechanical department employees' retirement dinner was held December 2 at the 540 Building. Honored guests were Roundhouse Foreman JOHN J. MCGRAW, Car Foreman W. W. CLARK, Carman SAM SEEDS, all of whom retired in 1959, and Carman J. D. HUGHES who retired because of disability. Also present as guests were the following who retired prior to 1959: Car Foreman C. L. DOANE, Carman W. I. DAVIS, PETE GRIVETTO, DON ANDERSON, ALLAN SHORT, C. "SMOKEY" FINCH, HARRY

BROWN, CHRIS THOMPSON, and E. HOIT (winner of the "spirited puppy dog" door prize!), and Machinists PETE MC-ALISTER and PETE MURPHY. Present to wish them well were 165 employees, guests, and their wives.

Congratulations and best wishes to Switchman BOB R. BENNETT and Jeanie B. Pilkington, who were married in Stockton on November 14.

Our deepest sympathy to the family of retired Conductor W. G. "STUB" KELLY, who passed away December 2. Also, to retired Clerk CHARLES GRINROD and his family, in the passing of Charles' wife.

A daughter was born to Fireman and Mrs. J. G. STAPP on November 9. Sandra Lyn, 8 lbs. 10 oz., is their first child, and she is a grandniece of Assistant Superintendent HENRY E. STAPP.

Our deepest sympathy to Brakeman W. S. MERRYMAN, whose wife passed away in October, and to Telegrapher WARREN C. MORSE, whose father passed away in December.

OROVILLE

Helen R. Small
Clayton W. D'Arcy

The Oroville Shop Craft Federation held its annual dinner on November 7 in El Medio Hall. A record attendance of 400 included present and retired employees and their families. GIL POWERS was chairman for the dinner, which was prepared by STAN KISTER, PAT PATTISON, BUD GREEN and HERMAN LIGHTLE. The hall was decorated by Mrs. J. C. CAUGHEY, SR., GILBERT POWERS, FRANK E. THOMAS, and EVA PIERCE. Entertainment was under the direction of GILFORD RICE whose "Charleston" dance was a hit of the evening. Music for dancing was provided by STAN KISTER and JOE JIMINEZ.

CHARLES E. HUMPHREY, machinist, was recently appointed diesel supervisor on the graveyard shift.

NELLO CARLTON, electrician, is now at home recuperating from a foot amputation following an on-duty accident near Tracy.

MARIE DALEY, PBX operator at San Francisco, spent Thanksgiving with Engineer and Mrs. WALTER BROWN.

Telegrapher-Agent JACK LAFFERTY was in Rideout Hospital, Marysville, in November. He is reported to be successfully recuperating from surgery.

Retired Communications General Foreman JOHN F. STONE passed away November 19 at the age of 71. He had been with WP for 24 years and retired in 1953. He was a native of Den-

W. B. "Bert" Lewis retired from active duty as general clerk at Oroville freight house on December 10. His 40 years of service began at Oakland, and he also worked at San Francisco before going to Oroville in 1948. "Bert" and his wife, Ruby, have a new home in Paradise and look forward to traveling in his station wagon and house trailer, accompanied by "Duke."



When Brakeman Almer E. Jones made his last run on the California Zephyr on November 28, Mrs. Taylor and Conductor A. W. Taylor, left above, and Mrs. Jones, right, were on hand to meet him at Oroville. Almer began his career as brakeman at Tucson in 1917, joined WP in 1925. He worked out of Portola for 16 years, and since that time has worked out of Oroville. Almer and Virginia live in Oroville, enjoy hunting and fishing, and boating in their fine motor launch.

ver, Colorado. Surviving him are his widow, Vina, a step-daughter, Mrs. Donald E. Mordord, Oroville, and two grandchildren. Funeral services were conducted by Oroville Masonic Lodge No. 103.

Congratulations to Engineer and Mrs. GEORGE WHITLOCK upon the arrival of another granddaughter, born to Mrs. R. C. Goddard on November 22.

Trainmaster ROBERT R. REDUS returned December 1 from his vacation, part of which was spent over Thanksgiving with his parents in Illinois.

Baggage-man-Caller TOM FILSON is back at work after being off several weeks with illness.

SACRAMENTO STORE

Irene Burton

It was like Home-Coming Week! when FRANK AVILA, JOHN BINGHAM, JULIUS FRICK, FRED IDDINGS, and HARRY MESSER, all retirees, dropped in recently to say hello. We enjoyed seeing all of them again.

Congratulations to EUGENE LAGOMARSINO and his wife, Virginia, who in November adopted a little daughter, Deborah. Deborah is being welcomed also by a sister, Diane, whom the Lagomarsinos adopted about two years ago.

NEW YORK CITY

James B. Hansen

Changes and more changes in the New York agency. Joining our staff are BEVERLY TROPP and LENORE HIRMELFARB. Beverly replaces CHARLES HOBBO who left the company in October, and Lenore replaces "CHUCK" PRESLEY who bid in a steno position in San Francisco.

Our office was brightened for Christmas when on December 1 painters moved into Suite 412 and repainted our office in a most satisfactory manner.

Recent new home buyers were JOE MASON, senior sales representative, who is now living at 1318 Birch Hill Lane, Mamaroneck, New York, and your reporter, who moved in at 62 Omaha Avenue, White Meadow Lake, Rockaway, New Jersey.

Happy New Year to all!

In the last 20 years average prices paid by the railroads for fuel, materials, supplies, and average level of railroad wages, have increased more than 215 per cent. Whereas the average revenue received by the railroads for transportation of freight and passengers has advanced only 48 per cent.

SACRAMENTO SHOPS

Marcella G. Schultze

November 19 the Sacramento Blood Bank Mobile Unit was at Sacramento Shops for donations to the Western Pacific Family Fund and the Western Pacific Hospital Association. Receiving key chains for their eighth donation each were H. V. MEYER, painter; S. H. RETALLIC, machinist; R. H. JOHNSON and E. MAES, carmen; J. D. CABRERA, electrician; J. GUARENO, store; and K. VAN SNIKE, freight office.

Chosen "Student of the Month" at Fern Bacon Junior High School, where she is a ninth grader, was Patricia Clapham, daughter of Diesel Foreman and Mrs. L. H. CLAPHAM. This selection is made each month by the South Sacramento Business Exchange. Patricia was presented with a trophy, gift certificates on South Sacramento merchants, and was honored with a luncheon at Del Prado.

Our condolences are extended to the families of SAM A. BRUSHIA, carman helper, and W. E. "SCOTTY" ROGER, retired carman helper, who both passed away in November. Sam's passing from a sudden heart attack at the age of 48 was a shock to all who knew him.

Honored with a dinner party and open house on their Golden Wedding Anniversary were Mr. and Mrs. Arthur G. Stout, parents of Car Foreman A. J. STOUT. The senior Stouts have been living in Sacramento since his retirement from Western Pacific in Oakland eight years ago.

Recently visiting Sacramento Shops with his yearly harvest of mountain apples, was R. R. HARE, retired machinist, now living in Paradise. Bob has many "apple a day" customers among the Shop employees.

WINNEMUCCA

Ruth G. Smith

JOE P. MAY has bid in GEORGE LAMBERT's position as mechanical foreman. Joe bought a new home, a 50-ft. by 10-ft. Universal Mobile Home, and has moved his wife, Helen, and daughter, Caroline (11 years), to Winnemucca. Two older girls, Joan (17) and Janet (16), will remain with an aunt in Oroville until school is out.

Mr. and Mrs. Elmon Griffiths, Jr., are the parents of a daughter born at Humboldt General Hospital on November 13. The new arrival is the granddaughter of Mrs. ELMON GRIFFITHS, SR., whose husband died in 1958 while employed as a brakeman at Winnemucca.

Mechanical Foreman GEORGE P. LAMBERT retired on October 30. He first entered railroad work with the Chicago Eastern Illinois in 1911 and joined WP as a machinist at Wendover in 1919. He worked as a machinist at Portola and was promoted to round-



Retirement picture of George Lambert (center) includes Night Mechanical Foreman Bill Leavy, Roundhouse Clerk Ruth Smith, George's successor, Foreman Joe May, Hostler Helper Juan Pedroza.

house foreman August 16, 1943, and transferred to Wendover. As foreman he worked at Portola, Wendover, and Winnemucca and at the time of his retirement was mechanical foreman at Winnemucca. George and Mrs. Lambert plan to live in their home in Salt Lake City. They have four married children and nine grandchildren. George was presented with a wallet and a cash collection contributed by employees from Wendover to Portola.

PORTOLA

Louise Wilks

Car Foreman and Mrs. H. O. POWERS were honored on their twenty-fifth wedding anniversary at a family gathering planned by Mrs. Powers' sister in Delleker.

Engineer and Mrs. R. T. CARSKADON have returned from a month's vacation on the East Coast visiting Mrs. Carskadon's daughter and her family in Upper Montclair, New Jersey. After visiting all the interesting places in and around New York City, they drove on to Washington, D. C., and toured the White House and Congressional buildings.

Proud grandparents of Debra Lee Sims, born in the Portola Hospital recently, are Trainman and Mrs. C. A. TRIPP, and Carman and Mrs. HERSHEL SIMS.

Loretta Ann Martin, daughter of Roadmaster and Mrs. JOHN J. MARTIN, became the bride of James W. Johnson, Jr., at a beautiful autumn ceremony in the Portola Community Church. Claressa Martin, in a gown of bronze taffeta, was her sister's maid of honor. Her brother, Lester, was a candle lighter. Sandra Hayes, little daughter of Train Clerk and Mrs. BILL HAYES, was ring bearer. Train Clerk



The James W. Johnsons, newlyweds.

JIMMY FREEMAN was best man. A reception followed the ceremony in the social hall of the church. The newlyweds will make their home in Portola, where the groom is engaged in the lumber industry.

MECHANICAL DEPT.

Jim Quick

(EDITOR'S NOTE: JIM QUICK is correspondent for the mechanical department beginning with this issue. Jim is PR&SS clerk, and has been with the railroad since December 12, 1942. He will appreciate receiving items of news about his fellow employees, pictures, and other items of interest about the department.)

The Annual Retirement Party for 50 mechanical and store departments' employees in the Stockton - Portola

area, held on December 11, was a great success. Nearly 300 were in attendance at the party, which was conducted in a Western style. The retirees, whose combined service totaled 1,256 years, were given a tremendous reception. Speakers for the evening were President F. B. WHITMAN, Vice-President & General Manager H. C. MUNSON, Chief Mechanical Officer E. T. CUYLER, and Director of Purchases and Stores W. C. BRUNBERG. M. M. CHRISTY, superintendent of the western division, was master of ceremonies. The committee handling the arrangements, which included outstanding local talent, was headed by H. A. O'RULLIAN, who again did a bang-up job.

The Christmas party for mechanical department office employees was held at the Tuesday Club House on December 21. A nice turnout enjoyed a cocktail hour, buffet dinner, and Christmas tree. The fair sex of the office were in charge of the affair and they deserve a "well done" thank you.

Business Education Day in Sacramento was very successful. Chief Mechanical Officer E. T. CUYLER and staff escorted 30 teachers from various city schools through the shops.

We were honored with the presence of Mrs. MARIAN SCHULTZ during the past month. Marian is our capable relief clerk.

All mechanical department employees and his many other friends wish a happy and prosperous retirement for Master Mechanic LEO M. MORRIS who retired December 31. Leo first worked for the railroad on February 1, 1941, as master mechanic on the eastern division. He became master mechanic on the western division the following

July, and was made assistant to the chief mechanical officer on October 1, 1957.

SAN FRANCISCO

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

FRANK STEEL, director of freight pricing, was guest speaker on November 3 at the Oakland Chapter No. 154 of the Delta Nu Alpha Transportation Fraternity in Oakland. His subject—"The Organization and Functions of Carriers' Traffic Departments."

BERNARD F. PEDERSEN, personnel planning supervisor for the marketing division, recently became a member of the San Francisco Sales Executives' Association, a national organization of sales managers recognized for its sales training accomplishments.



Trainmaster and Mrs. Phil Prentiss won costume prize at recent Hawaiian Luau party of Transportation Club of Santa Clara. In addition, reports were that Mrs. Prentiss "sure can hula."



Holding 12-gauge pump gun is Machinist Walter D. Freeman who retired November 29 with 15 years' service at Oakland. "Papa Bear" plans to hunt rabbits around a new home near Oraville. He should do well, having once served as Peace Officer in his home state, Alabama. Presenting gun are Foreman Bill Good, Machinist Helper Jim Proconrie, Electrician C. Tidwell, Machinist Frank Rubene, and Pipe Fitter Charlie Gonzales.

CHARLES FISCHER, district sales manager at Los Angeles, participated in a discussion on "Are the Railroads Getting a Square Deal under the Interstate Commerce Act." The discussion took place on November 9 at the Los Angeles Chapter No. 116 of the Delta Nu Alpha Transportation Fraternity.

Mrs. Charlotte Rappsilber, wife of TOM W. RAPPSILBER, assistant to general auditor-research, in November filed a petition of nomination as candidate to the city council of the proposed City of Novato. On becoming the first woman candidate to file for the election, Charlotte said that "I believe there is a need for stability in Novato. The people living here need some core, some common purpose. And that, it seems to me, would come if they had

a chance to become involved in their own local affairs through a city council. . . . I believe, also, that women ought to be given a chance to have a say in the development of Novato." The development of recreation for the city is also one of her prime interests.

Mrs. MITZI STALEY is now employed in the public relations department as public relations clerk. She formerly was secretary for a local insurance broker. Her husband, Earl, is a pre-identical student at San Francisco State College.

LEO F. DELVENTHAL, JR., senior transportation engineer, is president of the Northern California Chapter of the American Materials Handling Society, and director of the Society's national organization for the year 1959-1960. WALTER C. BRUNBERG, manager of purchases and stores, is a director of the Northern California Chapter, and chairman of the education committee for the same term of office. The national organization was founded in 1949, has more than 5,600 members with chapters in 51 cities of the United States and Canada, and is affiliated with Material Handling organizations in six foreign countries. Its purpose is to advance the theory and practice of efficient material handling and packaging in manufacturing, distribution, warehousing, transportation, and military operations.

Sympathy is extended to WALTER D. KLABO, assistant engineer, on the passing of his wife on December 4.

JOHN ROSSI, secretary to President F. B. WHITMAN, returned to the hospital December 14 for a day or two for removal of a silver screw which had been placed in his shoulder following injury suffered in a hit-run accident.

SPORTS

Golf

For the first time, WP golfers in the Bay Area and guests had a second golf tournament this year. Due to the response to the annual Spring Tournament held last May, a Fall Tournament was held at Indian Valley Golf Club in Novato on November 21.

A "blind bogie" method was used to handicap the 55 individual players, and after all had left the first tee, Chairman Frank Rauwolf paired all players by draw to determine partners in the sweepstakes event. Winners were determined by the combined "blind bogie" low net of each twosome.

Guests W. Lindquist and T. Lindquist, with a combined low net of 142, took first place and \$20. Second were guests Kip Lindee and J. Reed with 158 who picked up \$15; Larry Shaughnessy and guest M. Clark won \$10 with 160; Bob Runge and R. Salkeld scored a 166 for \$5; as did Ed Dobbins and guest Jane Sherwin with their 168.

Guest W. Lindquist had a low gross of 74 for the par 71 layout, to nose out his uncle and guest, T. Lindquist, by one stroke. Larry Shaughnessy put together a 39 and a 38 for a gross 77; guest Kip Lindee had an 80; Joe Buchalter finished with an 81; and Bob

Runge and guests J. Reed and R. Shuman scored 82's.

The Lindquists tied for low net with 71's; Shaughnessy had a 73; Shuman a 77; Buchalter a 78; and Reed and Lindee managed to keep under 80 by one stroke.

Watch for announcements of tournaments to be held in 1960, now being planned by Chairman Frank Rauwolf.

Winners' pictures on next page

Bowling

Sacramento's first bowling league of Western Pacific employees since 1948 has been organized and is in full swing at Sacramento's fabulous Country Club Bowl.

The league is comprised of eight teams, who bowl each Tuesday night. Total prize money will amount to \$952 to be distributed to winners at the end of the 28-week league season.

Teams entered in the league are: Switchers, California Zephyrs, Night Hawks, Coal Burners, Full House, De-railers, Wig-Wags, and Silver Planet.

Officers elected to govern the league are: Hy O'Rullian, president; Joe Stout, vice-president; and Bud Kimball, secretary-treasurer.



Winners were among these foursomes

Left: Elmer Lindquist; T. Lindquist, first; Ed Dobbins, fifth; Wayne Lindquist, first.



Right: Emily Lindee; Erma Clay and Jane Sherwin, fifth.



Left: Joe Buchalter; Cliff Emerson; J. Reed, second; Russ Cleland.



Right: Frank Lindee; Kip Lindee, second; Ray Clay; Skeets Baysinger.



Left: Tom Page; Bill Blackerby; M. Clark, third; Frank Murphy.



Right: Bill Linehan; Larry Shaughnessy, third; Jack Hale; By Larson.



Left: Joe Lombardo; T. Travins; Mike Bapatsicos; R. Salkeld, fourth.



Right: Len Lelevich; Bob Runge, fourth; Bob Rouse; Fred Brandes.

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RAILROAD LINES



Pennsylvania recalled 3,500 furloughed employees last month to resume production of its freight car building program stopped November 2 because of steel strike; similar conditions on many other railroads.

. . .

First Flexi-Van shipment from Japan to United States, container of sewing machine heads, picked up at Seattle by Milwaukee last month for delivery in Illinois.

. . .

New York Central acquires \$5 million of convertible notes of Flying Tiger Line, Inc., largest all-freight airline in world.

. . .

Advance Pullman and coach reservations indicate rise in Seaboard Air Line's Florida-bound travel volume this winter.

. . .

Rock Island and Milwaukee study possible merger which would result in nation's largest system in miles of road.

. . .

Pittsburgh & Lake Erie's entire main line now centralized traffic controlled.

. . .

Burlington's "Pioneer Zephyr," which began operation November 11, 1934, retired and will probably be placed on permanent public exhibition.

. . .

Railroad piggyback rates on new automobiles assailed by National Automobile Transporters Association, raising again one issue decided by ICC in favor of railroads more than five years ago.