

WESTERN PACIFIC  
*Mileposts*  
JULY 1958



# Mileposts

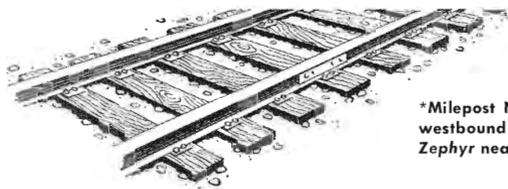
WESTERN PACIFIC

Vol. IX, No. 12

JULY, 1958

\*Milepost No. 108

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. 108: A westbound *California Zephyr* near Villinger.

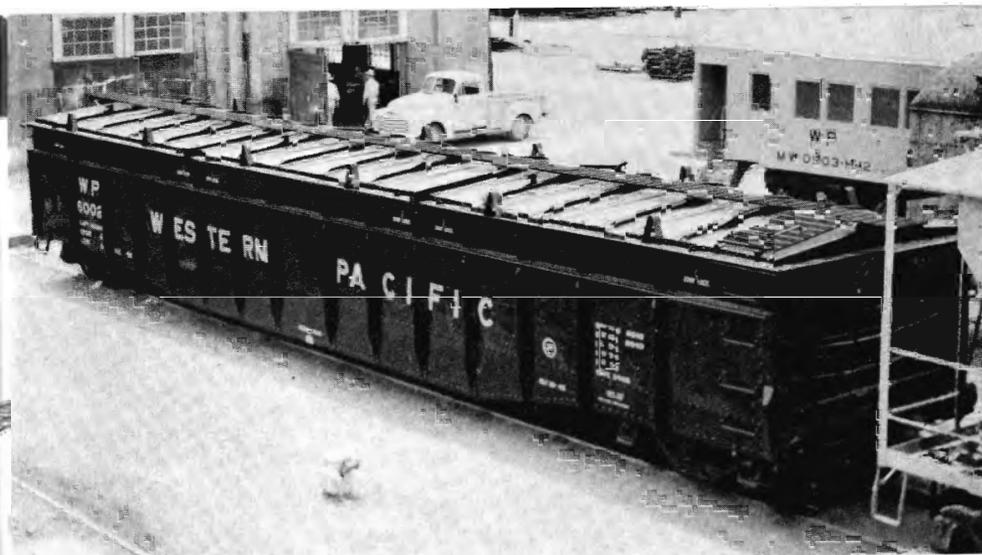
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**COVER:** At no additional charge, *California Zephyr* passengers enjoy from five Vista-dome cars unobstructed views such as this near Belden, midway in California's rugged Feather River Canyon.



MILEPOSTS



## Gondola cars get covers

Certain high-grade steel products, because of a tendency to rust when wet, require special protection when in transit. To provide this protection, two standard open-type gondola cars left Western Pacific's Sacramento shops last month equipped with covers.

For ease in loading, the "roofs" have been divided into three sections. These sections are so constructed that when lifted from the gondola they may be stacked one on top of the other.

To protect the car ends and prevent bulging should the steel shift to the ends of the car, a heavy six-inch wood lining has been added to the inside of the car at each end.

Inside dimensions of the covered cars are: height, 5'0"; width, 9'6"; and length, 51'5". Load limits are 139,900 pounds.

The work of converting the two cars was done by Company forces at a cost of \$4,672 per car.

End view below better shows upper portion and top built for gondola cars at Sacramento Shops. Pictures were taken by Marshall W. Brown, assistant mechanical engineer.



## Western Pacific has no intention of giving up its passenger business

the popular *California Zephyr*, considered by a great many to be the finest train in the country. The favorable advertising which this train brings to our railroad is looked upon as a favorable opposition to the train's slight monetary loss last year.

During the present busy season, as it has consistently done each year since inauguration in 1949, the *California Zephyr* runs at near capacity and makes money for the Company. This would not be true were it not for the train's many attractions, which are becoming more widely acclaimed each year. People will ride trains if they are offered good service, comfort, good food and pleasant dining atmosphere, pleasure, and reasonable speed. This the *California Zephyr* can boast. No train in the country can offer better service, better schedules for viewing, from four Vista-dome cars, some of this country's finest scenery, room to relax and move around in comfort, and excellent food superbly served. Travelers may be able to "get there faster" by another means of transportation, and even by some fast runs made by other railroads, but this advantage your railroad feels is secondary to the benefits offered by the *California Zephyr*.

Western Pacific cannot be classed as a large "passenger" railroad. Its principal passenger business is carried by the transcontinental *California Zephyr*, which is owned and operated by Western Pacific, Rio Grande, and Burlington railroads. Revenues and expenses

are divided between these three railroads on a mileage basis. For the year 1957, Western Pacific's proportion of *California Zephyr* operation showed a loss of \$18,571, the first incurred by the train during the nine years it has been in service. For the first five months of this year, the percentage of train capacity has been running about four per cent behind the same period last year. Revenues for the month of May, 1958, exceeded those for May, 1957, and the train is expected to run with full, or very near full, capacity during the remaining summer months.

The only other regular Western Pacific passenger service is the two single-unit *Zephyrette* cars which operate over the railroad in each direction three times each week.

Railroad employees far outnumber the revenue passengers carried on these two cars, which for the year 1957 incurred a \$234,772 loss in operation.

In addition, Western Pacific frequently operates special passenger trains. These trains carry military personnel, rail fans, tours by various associations, children from various nearby cities and towns to attend "Cinerama" shows in San Francisco, and other special groups. Many of these "specials" are arranged and conducted by the department of public relations, and the majority earn a profit. Next August the PR department will run its 10th Annual Shrine-Circus Special to bring Nevada children to Reno to see the "big show." The Cariboo Country Special, first run last year, will be repeated again this year. Leaving Oakland on August 23, this week-long excursion train will run all the way to Prince Rupert,

A unique reservation system avoids waiting in line for superb food excellently served on tables covered with fresh linen, with highly polished silver and flowers on each table.



To spike any rumors to the contrary, which may be prevalent among our railroaders, Western Pacific wants its employees to know that it has no intention of going out of the passenger business. This may or may not be the case with other railroads which have suffered considerable losses in passenger train operations, and which therefore do not seem particularly interested in offering the public service that encourages travel by railroad. Western Pacific didn't make any money last year with its passenger business either, although in comparison with other railroads, it didn't do too badly. One thing is sure, WP's passenger service is a credit to our employees.

One very fine reason why your railroad intends to retain this service is

British Columbia. Last year's Cariboo Country Special was highly successful, and it was the first time a train from the United States had ever been run on the Pacific Great Eastern.

In addition, these "specials" provide extra earnings for train and engine-men and other railroaders concerned with passenger train operation, many of whom have expressed their appreciation. Many passengers on these "specials" have, because they were impressed with WP service and the employees with whom they came in contact, been the source of considerable freight business for our railroad.

PEOPLE are still traveling in spite of the present business recession, and your railroad is making every effort to share in this business. Most indications point to greater than ever prosperity in the coming years, particularly on the West Coast, and Western Pacific will be out for all the passenger business it can get. Every Western Pacific railroader is a potential source of passenger business for our railroad. Make it a point to talk about your railroad and its service to your friends and acquaintances, your butcher, your merchant, your doctor or dentist, and encourage them to ride our trains and ship by Western Pacific. This is certainly to your advantage as well as that of the railroad.

The three railroads which own and operate the *California Zephyr* continue to receive many commendations about the train. One such letter recently mailed by a passenger to the Rio Grande, copy of which we received, is typical. We think you will enjoy reading what he had to say.

"I set out deliberately to find out what's wrong with the passenger busi-



Vista-domes are excellent for taking color or black and white pictures.

ness—and service—of America's railroads. But I picked the wrong railroad.

"There's nothing wrong with the Burlington that a little press agency or just plain truthful advertising won't cure. If all the people who fly between Chicago and San Francisco knew what they're missing, Mr. Patterson's United Air Lines—and American and TWA—would be canceling flights and orders for new planes right and left. And the Burlington—and by osmosis all other railroads (Western variety) would be adding more cars, and more people,

It's like being in another world when you enjoy the quiet and scenery from a dome at night.



and many more dollars to their income.

"Mind you, this is not a brief for train travel, nor yet a beef against air travel. It's simply the reactions of a plain guy who's flown more miles than he cares to count—or remember—and has trained just as many miles—most of the train miles, regrettably, in the Eastern part of this country, where passengers are regarded by the railroads as a considerable cut below hogs.



A variety of bedroom accommodations provide privacy when desired. Vista-dome chair coaches offer many conveniences for traveling comfort.

"Sure, you can get yourself on a deluxe flight out of beautiful Midway and whap!—two drinks and one lunch later you're groping your way down from the clouds into San Francisco Airport—out beyond where the Cow Palace is. Maybe you've had a smooth flight—and maybe you haven't. Maybe the pilot knew all the time he'd get his aircraft down where was supposed to get it down—but brother, I never knew it!

"And maybe you think that from 18,000, or 22,000, or 25,000 feet, you've seen the grandeur of your country, but until you've taken the *California Zephyr*—and seen with awe the tremendous upheavals of nature that look like ant hills from the air—man, you just plain ain't travelled!

"Maybe you like pre-selected meals plunked in your lap—or slightly north thereof—but me, I like to walk into a room with chairs and tables, and tablecloths, and china, and flowers, and silver, and folks reminiscent of old family retainers—and order what I want, the way I want it, and when I want it. And that last part is one of the things other railroads could learn from the C.Z. You reserve your table for dinner, and it's there when you show up—provided you haven't lingered over-long in the bar car, or the dome, or your music-filled room.

"Once you're west of Denver, and in the solicitous hands of the Rio Grande Western and the Western Pacific, the scenery is guaranteed glorious! There may be prettier scenery on this shrinking earth of ours, but there's nothing more impressive than the stuff God threw down in the western U. S., and you'll marvel that man has fought through it with steel rails—on which runs a palace on wheels.

"They're so proud of their train that on the way West they wash it at Denver—so it'll look pretty—and to make sure you can see out. It's sure not the fastest way to get from Chicago to San Francisco—but until a new train comes along, it's sure the finest, and by all odds the most conducive to rapture-indulgence that I've ever seen.

"I almost forgot—they wash the train (on WP at Portola) the next morning, too!"



Two small pieces of rough lumber separate four 55-gallon drums as shown in the picture above.

## Look, Mr. Shipper— no pallets

### Another "best seller" solves handling of 55-gallon drums without pallets

An exciting sequel to the "Mystery of the Missing Pallet," a Western Pacific innovation in material-handling technique announced last year (MILEPOSTS, October, 1957), has just been completed.

Following the success of Western Pacific's improved method of unitized loading in handling of cased goods, our research engineers have developed a similar technique for handling standard 55-gallon drums.

The only materials necessary for handling four drums in one unit consist of two small pieces of rough lumber, steel strapping, and strap seals. Costly, cumbersome, wooden pallets are not required.

The drum unit is formed by placing together four drums, separated in pairs by the two pieces of rough lumber. One piece of lumber is placed between the swedges; the other between the bottom chime of the drum and bottom swedge. The upper wood separator also functions as a "lifting beam." The drums are then unitized with two steel bands, one located adjacent to and above the

top swedge, and the other adjacent to and below the bottom swedge.

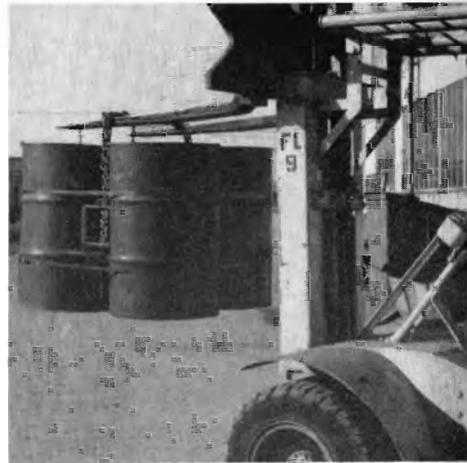
Lifting is accomplished by a chain sling or simple hook arrangement. The chain may be readily placed over the top of the forks of any standard fork-lift truck, crane, or other type of lifting device, then brought down and under the lifting beam.

Carloads of various commodities have been undergoing road test shipments since March of this year. To date this method of handling has proved to be just as successful as the method used in handling cased goods, which shippers have widely acclaimed.

Two steel bands, placed as shown below, securely hold the four drums in a single unit.



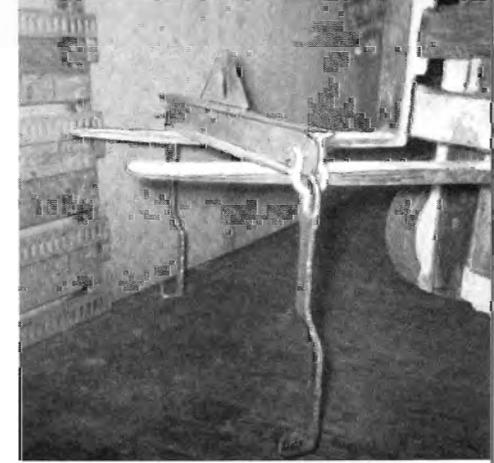
Lifting is accomplished by a chain placed around the upper wood separator and forks.



Four-drum unitized load is easily lifted by fork-lift truck without use of pallet.



A piece of "I"-beam and hooks from scrap metal may be used instead of chain sling.



## How We're Doing

All fifteen members were re-elected to Western Pacific's board of directors at the annual stockholders' meeting held in San Francisco on June 25.

\* \* \*

No noticeable change in Milpitas auto production, which is expected to continue at low level for balance 1958 model run.

\* \* \*

Work on Elko depot-office building now 38 per cent completed.

\* \* \*

California Zephyr average load in May was 65.5 per cent of train capacity, as compared with 68.4 per cent in May, 1957.

\* \* \*

Compared with month of May, 1957, income figures for May, 1958, show operating revenues down 15.49 per cent;

operating expenses down 1.60 per cent; net operating revenues down 49.9 per cent. Net income down 64.4 per cent for month, and down 51.4 per cent for first five months of 1958 compared with same period 1957.

\* \* \*

At a meeting held on July 1, the Oakland City Council voted 8 to 1 in favor of Western Pacific's application for permission to use its Third and Washington streets station as a western terminal for loading and unloading San Francisco passengers subsequent to abandonment of ferry service between Oakland and San Francisco. A maximum of fifteen minutes will be allowed for this service. No date has yet been set for termination of ferry-boat operation.

practice is for the legislatures to set the fines so high and the courts to levy them in such amounts as to make overloading financially unprofitable to the carriers."—*Sacramento Bee*.

### "Guardsmen's Special"

One hundred and fifty members of the "Guardsmen," a San Francisco organization of young businessmen, sponsored a WP special train for their annual outing, following their annual Campership drive for funds.

The trip this year was made on June 14 over the WP to Stockton and then over the Tidewater Southern to the Del Rio Country Club near Modesto.

As a result of this successful operation, Western Pacific was offered a new source of freight revenue from one of the members.

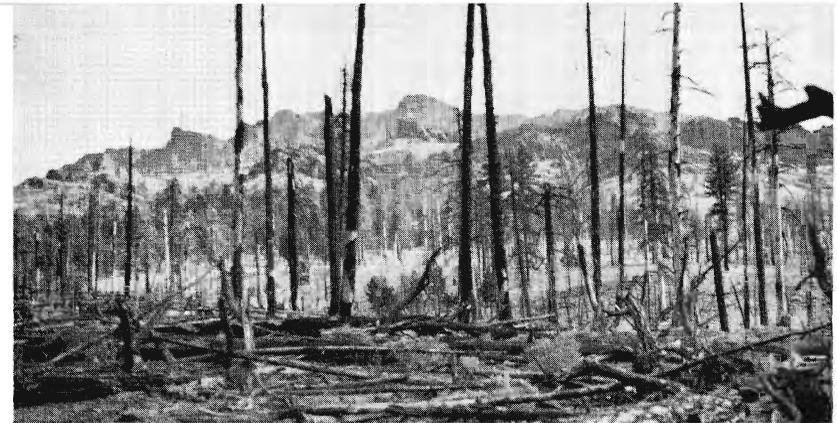
### From the Press

"The United States Supreme Court was eminently correct in denying truckers the right to deduct fines levied for overweight loads from their income taxes... some trucking firms have found they can pay fines and still realize a profit from the additional revenue they receive from hauling loads in excess of the legal weight limits.

"To allow the truckers also to deduct their fines from their income taxes not only would be a travesty but, in the words of the court, would encourage continued violation of state laws.

"Overloading does tremendous damage to the public highways. It is both dangerous and unfair to the other highway users.

"One of the surest ways to stop the



—U. S. Forest Service photo

## Desolation!

It's not a pleasant sight to look out over a scene such as the one shown above, taken in Plumas National Forest. Worst of all, most such scenes were the result of carelessness, stupidity and negligence, and could have been prevented.

Of 229,220 acres burned in California forest fires during 1957, about 89 per cent were destroyed by 3,034 man-caused fires. Lightning caused 644 forest fires and destroyed 24,917 acres. Other fires were caused by debris-burning, indifferent lumbering practices, neglected campfires and a few by railroads. Western Pacific wages a constant campaign against these catastrophes under the direction of E. L. McCann, division special agent and claim agent, who works closely with the California State Division of Forestry and the Director of Natural Resources.

"August and September are the most dangerous months," reports McCann. "All Western Pacific employees are urged to be especially careful when smoking in these areas; and all should

double-check to see that all camp fires are completely extinguished."

At the suggestion of John C. Sterner, special agent and claim agent, Western Pacific is making arrangements to immediately stencil "Keep California Green" on the railroad's wood-chip gondola cars in an effort to help reduce the destruction of our forests.





## Dear Editor:

### Likes our service

Earlier this month Mrs. Duncan and I made a trip over your line from Chicago to San Francisco. We enjoyed it the most of any train trip we have made to date and we wish to commend your company for its services.

We wish to commend in particular Porter R. W. Ligon on the Silver Chasm. He anticipated our every need and much of the pleasure of the trip was due to his courteous services.

It is with pleasure that we anticipate another trip in the future via Western Pacific.

H. M. Duncan, President  
Duncan, Vail Co.  
Los Angeles

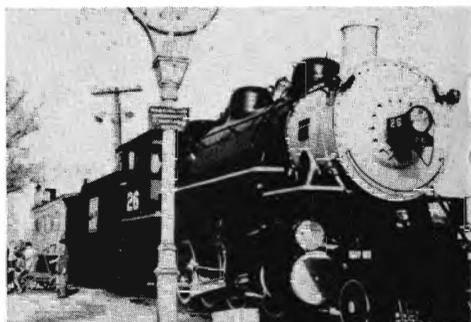
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### WP memories

This Spring I took a trip to Travel Town in Griffith Park, Los Angeles. There I found the old WPRR engine No. 26 resting on a short piece of track with a caboose behind her for the visitors to climb into the cab of the engine and pass through the caboose.

It brought back a lot of fond memories to me of the days when I used to see this locomotive in actual operation on the WP.

Now she is brightly painted and looks better than ever although she is set out to pasture for the rest of her life, to remind the present generation



Old "26" as reproduced from Al's color slide.

of what was once proudly used to pull our trains before the diesels took over.

I thought that you might like to have a picture of the old "26" in her final resting place in Travel Town, and enclose a picture which I took in color.

MILEPOSTS comes to me regularly and I enjoy reading it very much, even though most of my old friends seem to have retired or passed on.

Thanks for mailing MILEPOSTS to me.  
Alan F. Williams  
San Marino

*Al will be remembered by many on the railroad. He began as assistant engineer on April 15, 1957, was a roadmaster, and division engineer at Sacramento when he left service January 1, 1944. He is now with the California Public Utilities Commission in Los Angeles.*

### Helped build WP

As a man that helped build the Western Pacific, I think I should hold about first place, as I helped lay steel and surfaced the track, and while not bringing in the first train I am first on the seniority still.

How things have changed. Pulled the passenger trains out of Oakland for 26 years until old age caught up with me. Was sorry to see in MILEPOSTS of Tom Aldridge's passing, as we were such old friends.

I am still going strong and will be 90 years old June 21.

Hard work kills no man if his mind is clean and fresh.

Daniel O. McKellips  
Oakland, California

*Clearly written in his own handwriting, Mr. McKellips' letter certainly verifies that he is "still going strong."*

### American Railroads' film seen at Brussels Fair

"Big Trains Rolling," a 25-minute color and sound film, will be seen by many of the 35 to 40 million people expected to visit the Brussels World Fair. The picture takes two young people on their first over-night train trip, and shows how American Railroads meet the needs of agriculture, industry, commerce, and general public.

National Broadcasting Company selected the film, produced by the Association of American Railroads, for closed circuit telecasting in the American Pavilion, one of the outstanding attractions of the fair.

The fair opened on April 17 and will close on October 19.

**And then there was the Scotsman who took corners on two wheels to save his tires!**

*According to Emmett Dillon, assistant auditor of payroll accounts, the only record on Dan shows that he began service on January 4, 1904. We hope to receive many more letters from Dan.*

\* \* \*

### Will do, John

Have just received my copy of MILEPOSTS for May, 1958; sent to my old address at 3208 12th Avenue, Sacramento. Would you kindly in the future send it to 584 34th St., Sacramento 16.

Thanks. I love to read it—cover to cover and especially the jokes. The illustrations are swell. A good picture is better than a thousand words. Do something to cut down the damage claim payments. This is an entirely unnecessary expense. It can be done. Best wishes and again thanks from a retired Mechanical Department accountant.  
John W. Bingham

### Women's Traffic Club honors S. F. Giants

The San Francisco Giants have made a hit with the Women's Traffic Club of San Francisco and will be honored at the Club's meeting on July 17.

Guest speaker for the evening will be Walter "The Great" Mails, one of the game's former outstanding players. Mails will be accompanied by two Giants' stars.

Program chairman for the evening is Mrs. Lela Paul, personnel assistant. She is being assisted by Mrs. Bonnie Fleishell, Transcontinental Transport, Inc., a former freight traffic department employee.

The dinner meeting will be held at the Leopard Cafe in San Francisco.

**The grass next door may look greener, but don't forget it's just as hard to cut!**

# MILEPOSTS



# IN GOLD

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

<b>45-YEAR PIN</b>		
Henry C. Wendt.....	Auditor of Miscellaneous Accounts.....	San Francisco
<b>40-YEAR PIN</b>		
Irving Williams.....	Locomotive Engineer.....	Eastern Division
<b>35-YEAR PINS</b>		
Alvin C. Donnenwirth.....	Locomotive Engineer.....	Western Division
Lawrence D. Garrick.....	Machinist.....	Mechanical Dept.
Dewey M. Geil.....	Dispatcher.....	Western Division
David J. Spowart.....	Auditor Equipment Service Accounts.....	San Francisco
Gunnar Wilstrup.....	Marine Engineer.....	Western Division
<b>30-YEAR PIN</b>		
John C. Arruda.....	Sheet Metal Worker.....	Mechanical Dept.
Richard J. Benish.....	Assistant Valuation Engineer.....	San Francisco
George C. Boates.....	Locomotive Engineer.....	Western Division
James R. Brown.....	Transit Clerk.....	Western Division
Joe A. Cook.....	Conductor.....	Eastern Division
James H. Fox.....	Conductor.....	Western Division
James R. Herron.....	Conductor.....	Eastern Division
George T. Johnston.....	Machinist.....	Mechanical Dept.
Leland D. Michelson.....	Trainmaster.....	Oakland
Eugene Morton.....	Switchman.....	Western Division
Howard G. Parker.....	Locomotive Engineer.....	Western Division
Edmond G. Parrott.....	Conductor.....	Western Division
John G. Sandstrom.....	Chief Clerk, Interline Recheck Bureau.....	San Francisco
George M. Saxton.....	Locomotive Engineer.....	Western Division
Raymond J. Smith.....	Conductor.....	Eastern Division
Aage J. Stender.....	Foreman, Section and Extra Gang.....	Western Division
James R. Stockwell.....	Locomotive Engineer.....	Western Division
William T. Tucker.....	Locomotive Engineer.....	Western Division
Samuel C. Wilson.....	Conductor.....	Eastern Division
<b>25-YEAR PIN</b>		
Olaf Erickson.....	Carpenter.....	Western Division*
<b>20-YEAR PINS</b>		
Louie C. Jaskala.....	Dispatcher.....	Western Division
Donald McDonald.....	Division Lineman.....	Communications Dept.
Floyd E. Miller, Jr.....	Conductor.....	Western Division
<b>15-YEAR PINS</b>		
Marjorie M. Arruda.....	Telegrapher.....	Western Division
Grace B. Baird.....	Laborer.....	Mechanical Dept.
William R. Bedient.....	Switchman.....	Eastern Division
Rita M. Connolly.....	Car Distributor.....	San Francisco*
Dudley E. Copenhaver.....	Chief Clerk, General Agent's Office.....	Seattle
Ben Knowles.....	Waiter.....	Dining Car Dept.
Ruth U. Lyon.....	Junior File Clerk.....	San Francisco
Anne K. Malfa.....	Manifest Clerk.....	San Francisco
Joseph W. Polk.....	Fireman.....	Western Division
<b>10-YEAR PINS</b>		
John W. Angerer.....	Car Inspector.....	Mechanical Dept.
Jess Armendarez.....	Carman.....	Mechanical Dept.
Floyd M. Barnes.....	Switchman.....	Western Division*

\* Received prior to July but not previously reported.

## Vacation bound?

Western Pacific believes that an annual vacation for eligible employees is an important and necessary function of their working careers. It wants you to fully enjoy that one-, two- or three-week relief from daily routine which it contributes as one of your welfare benefits.

In your further interest, it would like to suggest that if your plans this year include a trip by car, that you give some careful thought to arriving safely at your destination and back at home.

Last year 38,700 persons were killed in traffic accidents, and all indications point to an equally high death toll on the nation's highways again this year

unless each driver makes it his own responsibility to drive with care. Speed, passing on hills and around curves, and driving fatigue are leading cause of traffic accidents. You can avoid these dangerous practices by allowing yourself plenty of time to reach your destination, and by limiting your mileage to a reasonable distance each day.

Drowning, boating accidents, and overexertion also claim many lives, all of which can be avoided by using caution and common sense.

For your own sake, for the sake of your family—and the WP family, too—don't let carelessness cause your name to be added to this year's fatality lists!

## Hawaiian Cruise report

In a last minute check before press time, MILEPOSTS learned that reservations for the Hawaiian Paradise Cruise are exceeding expectations. It was also learned that reservations are still being accepted, although some classes of accommodations are now very limited.

The personally escorted tour party will sail from San Francisco on September 5 aboard Matson Navigation Company's S.S. *Matsonia*. Three full weeks of combined fun, pleasure and

sightseeing have been planned by WP Employees' Club, sponsor of the tour, before returning to San Francisco on September 27.

All-expense rates, except for a few meals at Waikiki, tips and personal expenses, begin at \$625. A \$50 deposit, fully refundable up to 30 days prior to departure date, will secure your reservation.

A descriptive folder may be obtained from Western Pacific's Department of Public Relations.

## Mileposts in Gold . . .

James C. Darlington.....	Switchman.....	Eastern Division
Joseph S. Downer.....	Switchman.....	Western Division
Robert E. Enger.....	General T&T Supervisor.....	Communications Dept.
Jack K. Lafferty.....	Telegrapher.....	Western Division
Gordon E. MacDonald.....	Extra Gang Laborer.....	Western Division
Donald W. Smalls.....	Brakeman.....	Eastern Division
Russell E. Timberman.....	Clerk.....	Western Division
Ralph J. Ward.....	Machinist.....	Mechanical Dept.

Correction: As a recipient of a 20-year Service Pin in May, Erwin P. Brodersen's title was shown as patrolman, chief special agent's office. Mr. Brodersen's correct title is special agent-claim agent, with headquarters at Oakland.



# Caboosing

## ELKO

John L. Murphy

We are glad to report that LOREN AMES, chief clerk, is making satisfactory progress. He has been confined to his home for several weeks while suffering with a heart ailment.

PAT SULLIVAN, bridge inspector at Elko, has been promoted to the position of inspector on the Oroville line change project and will move to Oroville soon. He has been in Elko since 1949.

Survived by a son in Philadelphia, J. S. GILLIES, fireman, died suddenly at the age of 63 on May 22. He expired from a heart attack which struck him down in the Commercial Hotel lobby.

A recent Westminister College graduate is Miss Melva Ann Lynch, daughter of Superintendent J. F. LYNCH. She received her diploma in Salt Lake City on June 6.

## STOCKTON

Elaine Obenshain

Continued success is wished to ROBERT A. LINDER, cut-off fireman here, who has recently published several songs through Nordyke Music Publications. Besides being "pushed" by local bands, his tunes are on sale in most music stores in Stockton. They include "Kissing Woman," "Walking Stick Blues," "Winds In the Valley" and "Darlene," the latter named for his sister.

On the sick list are Mrs. H. J. KELLY, wife of the Stockton roundhouse foreman, and Mrs. V. H. EDWARDS, wife of the terminal trainmaster. Mrs. Kelly was injured in an auto accident, and Mrs. Edwards is recovering from surgery. Best get-well wishes are also sent to Machinist Helper R. E. GIBSON, who is off work due to illness, and to Carman J. TORONTO, hurt in an auto accident.

New parents are Brakeman and Mrs. B. G. WHEATON, whose first child, David Lee, was born May 7. Presented with a granddaughter recently were Brakeman and Mrs. S. W. WILLIAMS.

Congratulations to Conductor N. G. PENDERGRAFT and his bride who were married in Carson City, Nevada.

A series of accidents has incapacitated three of Fireman and Mrs. D. R. BRIGHT's sons. Jim, age 15, dislocated his knee while swimming, and 13-year-old twins Paul and David both broke their fingers playing baseball.

Sympathy is extended to Mrs. J. B. HANSEN whose father died recently at El Dorado, Calif., and to Engineer J. D. WAKEMAN whose sister died recently. The Hansen family flew to California from New York, where Jim is employed in the general agent's office, to attend the funeral.

Leaving Western Pacific employment this spring were WILLIS L. OBENSHAIN, now working for San Joaquin County; E. J. GUTHMILLER, presently

with the Stockton Unified School District, and RICHARD VAN NATTER, who has been hired by Aerojet in Sacramento.

## SALT LAKE CITY

J. B. Price

"Still Busy at 82—Ex-Railman Turning Energy to Aid of Less Fortunate," read a headline in a recent edition of the Salt Lake *Tribune*. The octogenarian featured was HARRY W. GIBSON, retired WP conductor. Harry, at 82 years of age, has recently been awarded a pin for 5,000 hours of time donated in the past seven years to patients at the Salt Lake Veterans Hospitals.

Working under the auspices of the Masonic Service Association, Mr. Gibson takes cigarettes, toilet articles and other needed articles to patients, besides assisting them with personal affairs. Contributions from Utah Masons finance the gifts.

A conductor for WP from 1906 until his retirement in 1946, he previously spent five years with the Oregon Short Line in Salt Lake City.

Sympathy is extended to retired Conductor CHARLES E. RENNER on the death of his wife, Kathryn.

The first girl in the family arrived on May 21 at the home of Brakeman and Mrs. ROBERT C. HEITKAMP. Heidi weighed almost 7 pounds at birth.

## SACRAMENTO STORE

Irene Burton

Several Store employees have been enjoying early vacations this summer. HORACE LATONA recently returned from Houston, Texas, where he welcomed a tiny granddaughter, Betty Jo. Also in Texas recently was LEE WILLIS who visited Dallas as a delegate to the convention of the NARBW.

Back from visiting relatives in Tennessee is CLAUDE CRAIN.

AGNES ASH, furloughed, has returned to work on the purchase requisition desk while MARTIN COUGHLIN and EDGAR ENSELE are on vacation. Martin is taking short trips close to home during his vacation, while Edgar is traveling to San Diego to visit his oldest son, Louis, who is graduating from the Naval Training Center.

## WENDOVER

Esther Witt

"A Blossom Fell" was the theme for the annual yearbook dance at Wendover Junior High where Kristie Bee Kizer, daughter of Roadmaster and Mrs. M. L. KIZER, reigned as queen. Byron Stone was king, while Patty Luby and Max Nielson acted as crown bearers.



Queen Kristie Bee Kizer and King Byron Stone.

Another Western Pacific youngster honored at the end of the school term was Patricia May Nuffer, daughter of Cashier and Mrs. PRESTON A. NUFFER. Patricia, recent graduate of Grantsville High, is a recipient of one of



Patricia May Nuffer

100 scholarships awarded at Brigham Young University to students majoring in education. The grant is renewable for four years and given on the basis of outstanding scholastic achievement. A pin for outstanding participation in extracurricular activities was also awarded to Patricia.

A scholarship has also been won by Patricia Shea, daughter of T&T Line-man and Mrs. THOMAS M. SHEA. Details are not available since Patricia is vacationing in the Midwest with her parents. She was graduated from a Glenwood Springs, Colo., high school.

## SACRAMENTO SHOPS

Marcella G. Schultze

Welcoming new babies in May were Painter Foreman and Mrs. MONTE J. LATINO, whose Joseph Anthony was born May 6, and Carman and Mrs. ROSS SHENKEL, with their fourth child and first son, Michael Kenneth, arriving on May 15. E. R. MCPHERSON, blacksmith, is a first-time grandfather with the arrival of a boy on May 18, born to his daughter and son-in-law, the Bill Bryans. The father is serving on military duty in Germany at present.

Deepest sympathy is extended to the family of A. J. TEIXEIRA, former machinist helper, who died recently.

After 12 years on WP, H. W. (LARRY) D'ORMAN retired in May. Besides serving WP at Oroville and Oakland and the past eight years as electrical foreman in the Sacramento Shops, Larry spent 23 years on the CB&Q in Denver

and one year with SF. A filled wallet from his co-workers was presented to Larry by E. T. CUYLER during the shop monthly safety meeting, May 28. Mr. and Mrs. D'Orman plan a leisurely trip to the East Coast, where, at Dover, N. J., Larry will reunite with his brother whom he hasn't seen for 26 years.

## WINNEMUCCA

Ruth G. Smith

FRED McELROY has resigned as WP agent in Wells, Nev. A native of Elko and lifelong resident of Wells, Mr. McElroy was agent there for 10 years and left his position because of ill health. His father, J. F. McELROY, Elko agent, preceded him at Wells.

Our sympathy to the family of Brakeman PAUL GRIFFITHS who died May 10, survived by his widow, Blenda, and two sons and a daughter, Richard, Robert and Pauline. Condolences are also extended to the family of Mrs. Katherine Koseris, widow of J. N. KOSERIS, former WP car inspector in Winnemucca. Mrs. Koseris, who died May 21, was the mother of Mrs. Jackson, wife of Engineer A. C. JACKSON, and was Switchman DON WATT's grandmother.

Mr. and Mrs. Stanley Miller of Reno are parents of a son born May 23. Named Nicolas John, he is the grandson of retired Telegrapher and Mrs. M. C. MILLER. Also new parents are Switchman and Mrs. LEE LOCKE whose baby boy was born May 25 in Winnemucca.

\* \* \*

An eye-ful of a redhead had just purchased a baseball, a bat, a fielder's mitt, and a catcher's mask.

"Are you certain you want all these, Miss?" asked the clerk.

"Sure. My boss said if I played ball with him, we'd get along fine!"



All twelve of these past presidents of the Fresno Transportation Club, Inc., still reside in Fresno. With one exception, all are still with the same company and actively engaged in transportation work. Only two railroad men have served as president—both from WP. Sitting are Edward Rutherford, DTM, Schenley Ind., Inc., Charter President, 1946; George Vawter, TM, Sun-Maid Raisin Growers; Taylor Nuttall, Insurance and Real Estate; Wesley Dunklin, SM, West Coast

Growers & Packers; RALPH RANDOLPH, retired WP general agent, now TM, California Trucking Exchange; Dan D. Byrnes, owner, California Trucking Exchange. Standing: D. H. Spencer, owner, Spencer Truck Co.; Fergus Cambren, Mgr., Dickey-Mayflower Van & Storage Co.; ROBERT L. RUNGE, WP general agent; James Mandella, terminal manager, Western Truck Lines; James Molich, asst. sales mgr., Sunland Industries, Inc.; and Bob McIntyre, sales, Navajo Freight Lines.

## OROVILLE

Helen R. Small

Congratulations to Assistant Signal Supervisor I. T. ESLINGER and his new wife, the former Mrs. Maureen Moir of Berkeley. The newlyweds were married May 19 at Reno.

Yardmaster T. J. LONG now has 21 grandchildren with the arrival of Terry Dawn to his daughter and son-in-law, Mr. and Mrs. Elton Andrews, on May 13 at Chico.

Mrs. Essie R. Rowland, wife of Fireman DAIRL ROWLAND, died on May 14 at the age of 40, leaving two daughters, Darlene Ruth Smith of Therman-

lito and Cheryl Lynne at home. Our sympathies to the family.

Retired Engineer and Mrs. CHARLIE ELLIS of Oakland have taken out two bricks for the Native Sons and Daughters extension of the Relic Building here in honor of Mrs. Ellis' parents, Mr. and Mrs. John C. Boyle, who were early pioneers to this state.

## PORTOLA

Gladys Largan

Our sympathy to the family of retired Engineer CHARLES GRAHAM who died suddenly in Reno on May 10.

New WP parents include: Brake-

man GARROLD A. SCHUETTER and his wife, whose daughter, Tina Marie, arrived on April 2; Brakeman and Mrs. DONALD L. WARD, whose baby girl, Shawn Lee, was born April 5; Iceman and Mrs. THOMAS F. NALLY, a son, Timothy Patrick, born April 13; Fireman and Mrs. ALBERT W. BRISTOW, whose first-born, Albert W., Jr., arrived April 15; and Clerk and Mrs. DELBERT G. HARDY, a son, David Duane, born May 16. Congratulations to all.

Californians and residents of Plumas County gathered recently to honor the late LESTER T. DAVIS, who is commemorated with a new wayside rest on Beckwourth Pass, Highway 40A. Mr. Davis, who worked as an engineer for Western Pacific, also served as an Assemblyman in the state legislature and directed special efforts toward the improvement now honoring him. It is the first wayside rest installed in that area of northern California.

Among the dignitaries present for the dedication were Mrs. Pauline Davis



Railroading played a prominent part in the dedication ceremonies of the roadside rest. From left to right are: Assemblywoman Pauline Davis, wife of the late Assemblyman Lester T. Davis, former WP engineer; Senator Stanley Arnold, former SP cashier; Juanita Janes, widow of Storekeeper Joseph C. Janes; Senator Harold Johnson, former PFE employee; and Clair Donnemwirth, WP engineer. Photo by Miller.

of Portola, widow of Mr. Davis and herself a member of the State Assembly, and CLAIR DONNENWIRTH, Plumas County Supervisor and Western Pacific Engineer.

Ted Farris, step-son of Diesel House Clerk C. E. Rowe (right), shows 8'6" wing spread of a 25-pound Bald Eagle accidentally caught in a bobcat trap in Long Valley, Lassen County. The bird enjoyed being shown off and ate out of Ted's hand. Upon advice of Fish & Game Department, the Eagle was given first-aid and turned loose as it is unlawful to possess an Eagle. Photo by Jack Miller.



## TIDEWATER SOUTHERN

Bob Thomson

A late summer is anticipated for perishable shipping on Tidewater Southern. Several recent rains have slowed down the cherry and strawberry picking, thus delaying the planting season for melons and tomatoes.

His friends at TS deeply feel the loss of EDWARD POWERS, who died recently in Manteca. Mr. Powers, a one-time TS director, was also a pioneer in Manteca, helping to start local schools and banks as well as the Railway Express and local cannery. Owner and operator of the Manteca Warehouse, he was a shipper on Tidewater Southern. Among his friends were REX KEARNEY, president of TS and SN, and CHARLES ELSEY, former WP president.

Old-timers who have visited here are BILL TRUITT, retired conductor; JESUS AGUILAR, retired section foreman; ERNIE SKINNER, retired Agent; and CHARLIE MORRIS, retired engineer.

HAROLD CASSELL, clerk at Modesto, is back from his vacation, and GEORGE

LYONS, Modesto agent, will be back by MILEPOSTS distribution time.

## KEDDIE

Elsie Hagan

Two Keddie men received degrees during the first York Rite Masonic Festival to be held in Plumas County. These were Yardmaster CHARLES KENNY and Conductor VIRGIL SIMPSON. Yardmaster CHARLEY SELF helped plan the festival which 175 delegates attended. He is secretary of Plumas Chapter No. 107 and recorder of Quincy Commandery No. 70.

JOHN LUZAR, new road foreman of engines, has moved his family to Keddie where they are making their home in the housing project.

Conductor BILL STUBBLEFIELD and Brakeman HUGH AUSMUS are both home from the hospital and recovering satisfactorily. Also recovering is Engineer HAROLD BASHFORD after a stay in St. Joseph's Hospital.

Our sympathy to the family of Engineer CHARLEY GRAHAM who died last month.



H. O. Powers, car and derrick foreman, stands behind his Cub Scout Pack 347 after they finished planting a Hawthorn tree beside Portola swimming pool.

—Miller's Photo.

## SAN FRANCISCO

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

Stephen H. Browning, son of Training Coordinator and Mrs. KEN W. BROWNING, was recently awarded one of the two Wallace R. Stegner Creative Writing Fellowships given each year. He has for the past year been teaching English literature at the University of Utah and studying for his Master's degree, which he will receive in August. The \$2,500 award will enable Stephen to enroll at Stanford University where he has been accepted for graduate study for his Ph.D. Stephen, 26, is married and the father of two children.

OSCAR LARSON, chief clerk to superintendent of transportation, is presently recuperating from an ulcer operation performed at St. Joseph's Hospital on June 16. He hopes to return to work in about a month.

FRANK DAVIS, treasurer's office, and his wife, VICKI, former stenographer in the auditor's office, announced the arrival of Michael Kenneth at 3:23 a. m. on May 30, weight seven pounds four ounces. Congratulations.

JACK HYLAND, chief, rate bureau, returned to work last month following his third hernia operation during the past year. We hope this one will be successful, Jack!

LEO F. DELVENTHAL, JR., transportation engineer, was awarded second place in the American Material Handling Society's sixth Annual "Clark" Award contest at Cleveland last month. Leo's winning entry was entitled "Unitization—A New Concept of Mechanized Material Handling." It described Western Pacific's method of tying packages or cases into one large unit for han-



Leo Delventhal, center, receives congratulations from H. D. Smith, vice president, Region VII, AMHS, and assistant general manager, Matson Terminals, S. F. On left is C. L. Lippman, executive vice-president, SIPMHE, and assistant director of production planning, Columbia-Geneva Steel Division, U. S. Steel Corporation.

dling without use of a wooden pallet (October, 1957, MILEPOSTS), a loading method originated by Leo and further developed by WP's research department.

MURIEL DOWNS, steno-clerk in the labor relations department, announced the birth of Diana Lorraine on June 21. Diana has a brother, James Eugene, age 2.

A Texan complained bitterly when told to drop 35 cents in the coin box when he made a telephone call between Rhode Island and Connecticut.

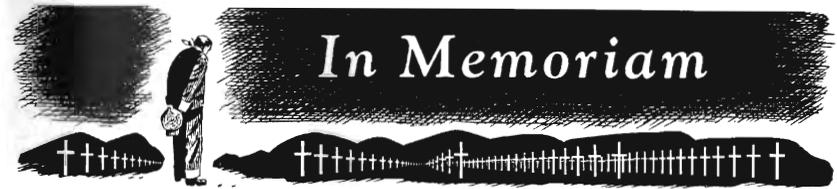
"Why, back home we-all can talk to hell and back for a dime," he protested.

"Maybe so," said the operator, "but from Texas that's a local call."

\* \* \*

Two old ladies arrived at a baseball game just as the batter hit a homer. They watched the game in silence until, several innings later, the same batter slugged another homer over the fence.

One of the ladies tapped the other and said: "Let's go. This is where we came in!"



## 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 death has been reported:

John Gastelcutto, retired section laborer, May 9.

Joseph S. Gillies, fireman, May 22.

Paul E. Griffiths, brakeman, May 10.

Charles F. Jones, retired car inspector, April 30.

Clell C. Kenner, retired sheet metal worker, March 23.

Donald M. McCurdy, retired Sacramento Northern tunnel watchman, January 11.

Levi McGlothlen, retired conductor, May 6.

George A. Miles, retired conductor, June 17.

Hugh Mecham, retired Sacramento Northern bridge and building carpenter, June 3.

Lutie B. Skinner, retired Tidewater Southern billing clerk, April 19.

Leonidas T. Truro, clerk, May 23.

### Correction

In the June issue, the name of William L. Bates was inadvertently included with those listed in the column "In Memoriam." Actually, Mr. Bates last worked as a switchman at Stockton in November, 1956. He retired on physical disability on April 17, 1958. MILEPOSTS very much regrets this error, and wishes for Mr. Bates health, wealth and happiness for many years to come.

### MRSV Reunion

Word has been received that the 13th Annual Reunion of the Military Railway Service Veterans will be held at the Mayflower Hotel, Washington, D. C., on September 19, 20 and 21.

A varied program has been planned for this group of railway service veterans who carried guns, ammunition and equipment to the fronts during World War II and the Korean War.

Inquiries regarding this organization and the Annual Reunion may be directed to Fred W. Okie, Secretary-Treasurer, P. O. Box 536, Pittsburgh 30, Pennsylvania.

A parking place is where you leave your car to have the wheelbase shortened and the trunk caved in.

\* \* \*

And, speaking of parking—the happiest person we've encountered lately is the parking lot attendant who, after ten years of parking expensive cars, finally got his driver's license.

\* \* \*

"Mommy," said the little boy, "I was in a fight today."

"What happened, Son?"

"Some boy called me a sissy."

"What did you do, Son?"

"I hit him with my purse!"

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## RAILROAD LINES



Chicago & Eastern Illinois Railroad and Gartland Steamship Company start first combined rail-water freight service.

• • •

Burlington passenger trains, largely local runs between Denver-Chicago and Omaha-Kansas City, hauling piggy-back trailers.

• • •

Nickel Plate spending \$10 million this year on improvements and new equipment.

• • •

Faith in railroad future evidenced by \$4 million modernization of American Locomotive Co.'s Schenectady locomotive production facilities; and \$7 million by Timken Roller Bearing Co. for new push-button facility for producing freight-car roller bearings.

• • •

Reading Railroad celebrating its 125th anniversary this year.

• • •

A greatly reduced-fare sleeping car service, "Thrift-T-Sleeper," has been established by Missouri Pacific in its Colorado Eagle trains between St. Louis, Kansas City, Pueblo, Colorado Springs and Denver. Coach tickets will be honored with additional nominal charge for selection of three kinds of sleeping accommodations.

• • •

Merger plan for Great Northern, Northern Pacific, Burlington, Spokane, Portland & Seattle may be submitted to ICC by end of this year.