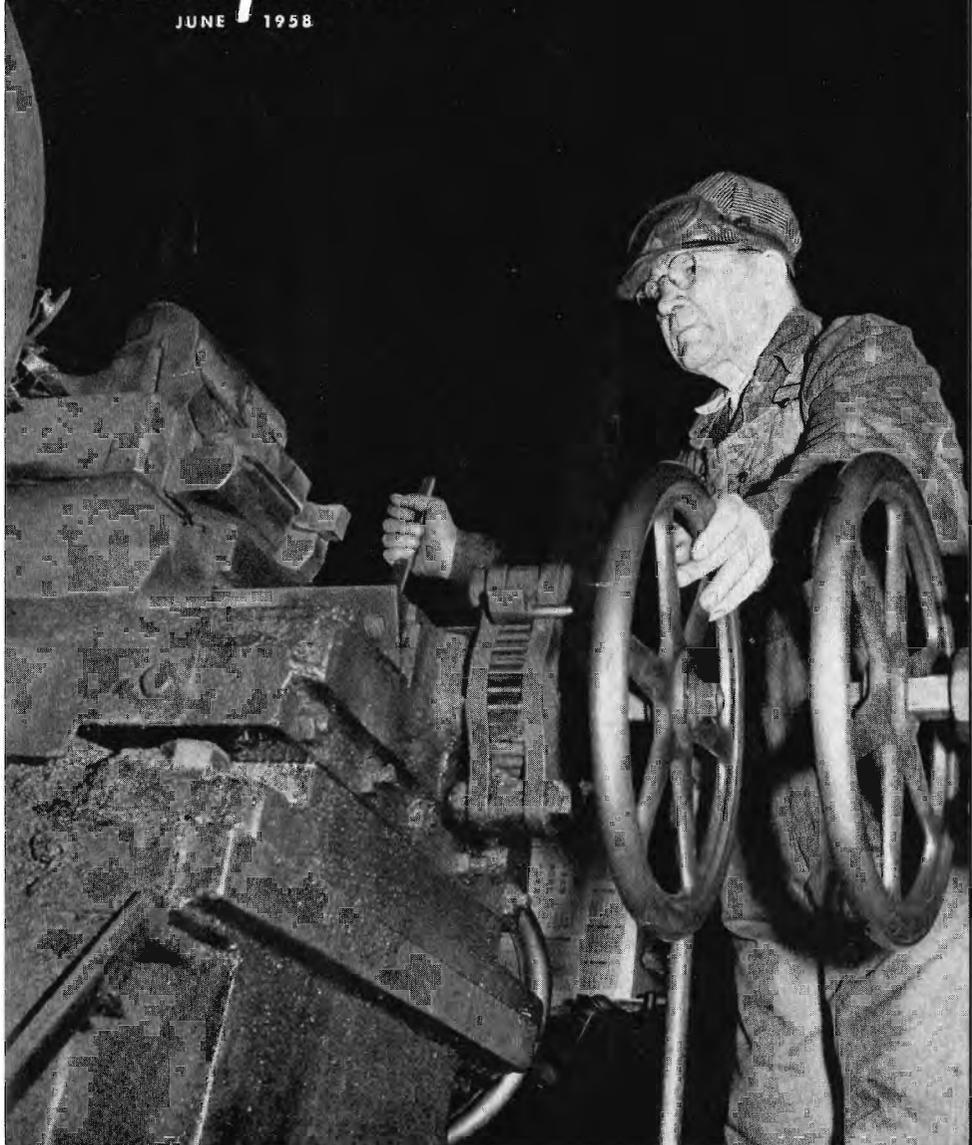


WESTERN PACIFIC
Mileposts
JUNE 1958



Mileposts

WESTERN PACIFIC

Vol. IX, No. 11

JUNE, 1958

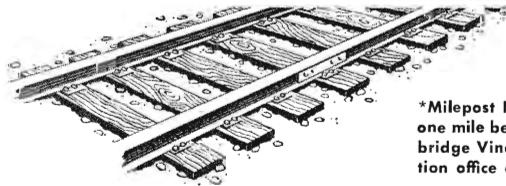
*Milepost No. 107

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. 107: About one mile beyond is Wood-bridge Vineyard Association office at Villingier.

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COVER: High-speed machinery makes a machinist's occupation a dangerous one unless Safety Rules are followed to the letter. Peter Mamalis, machinist at Sacramento Shops, has been a Western Pacific employee since December, 1909, and has never had a reportable injury because he follows those Safety Rules, and is careful in performing his duties.

8-point plan to aid railroads

Congressional approval of Senate Sub-committee's recommendations would aid job security, too

THE most important transportation legislation in 18 years has been proposed to Congress as a means to strengthen and improve the critical railroad situation. What the future holds for the survival of the railroad industry and its thousands of employees may very well depend upon whether or not Congress, before it adjourns on July 31, will accept the 8-point plan recommended on April 30 by the Senate Surface Transportation Sub-committee. These recommendations, proposed after eleven weeks of hearings at which 103 witnesses testified on the deteriorating railroad situation, will be found on Page 5.

What the future holds for you can also very well depend upon what action you take to inform your Congressmen how you wish them to vote on the plan. If every railroader would spend ten minutes, and three cents for a stamp, to write to his or her representatives in Congress, almost a million letters (representing a like number of voters) would reach Washington. The volume of letters would be more than doubled if your wife or husband, and your friends, would also write.

Credit for getting the recommendations before Congress is largely due to one man, Senator George A. Smathers of Florida, who was not only aware of the serious implications to the national welfare of the railroads, but proceeded to do something about it as chairman of the Sub-committee.

Following announcement of the recommendations, known as the Smathers Report, the Senator on May 8 introduced in the Senate Bill S. 3778, which put into legislative language those portions of the recommendations of the Sub-committee which fall within the jurisdiction of the Senate Interstate and Foreign Commerce Committee. It was introduced in the House on May 13, 1958, by Representative Emmet F. Byrne of Illinois, as H.R. 12488.

There were eleven recommendations in all, eight classified as being within the scope of the Sub-committee, and three as recommendations to other committees. On May 12, Senator Smathers introduced Senate Res. 303, authorizing the appointment of the national transportation policy with a view toward recommending further legislation at the end of 18 months.

Three reasons on which the Sub-committee based its recommendations were:

First, to the growth and development of newer forms of transportation, and especially to the private automobile which now handles nearly 90 per cent of all intercity travel, private and commercial combined. Other modes of transportation, it noted, have cut deeply into the traffic that could be handled by railroad.

Second, to the Government assistance offered to the railroads' competitors. This includes the building of highways and airports, the provision of toll-free waterways, and the furnish-

ing of other facilities for the use of which the railroads' competitors pay little or nothing.

Third, to over-regulation. The Federal Government, through the Interstate Commerce Commission, and the vast majority of the 48 states, through State regulatory agencies, supervise and dictate to the railroads, usually under laws and procedures that are ancient and outmoded.

Among various findings cited to support the recommendations, the report noted that net railroad working capital, out of which is paid current expenses of operation such as wages and the cost of materials and supplies, has declined to little more than half the safe minimum level; that freight carloadings for the first four month of the year were 20 per cent below last year; and that the drop in railroad earnings has been even more severe.

The bills introduced in Congress fall

short of many railroad expectations, but they are a big step in the right direction and most certainly will be far better than no legislation at all.

Passage of these bills will insure some relief for the railroads which are still the nation's greatest and most economical means of transportation. This they can conclusively prove if given fair treatment and relief from the many obstacles with which they have been shackled for too long.

These bills, when enacted into law, will also insure the railroads an opportunity for more expansion which will bring more opportunity for those concerned with their operation.

If you like your job—and you wouldn't be working for a railroad if you didn't—you can do much to protect it for yourself and your railroad by writing to your Congressmen and telling them so. You can bet your last nickel they're interested!

Recent railroad statistics *

AVERAGE WEEKLY CARLOADINGS

1958	Cars	Per cent decrease same 1957 month	
January	541,053	15.6	
February	527,085	19.4	
March	540,413	21.6	
April	526,365	21.9	

WAGES—FREIGHT REVENUE

	1929	1957
Railroad employees average hourly wage	66.7c	\$ 2.24
For carrying a ton of freight one mile, the railroads received	1.076c	1.445c
To pay an average hour's wages, the railroads transported a ton of freight (on the average)	62 miles	167 miles

(*) U. S. Class I Railroads statistics as reported by Association of American Railroads

The recommended 8-point plan

1. Government guarantee of loans up to \$700 million, limited to \$150 million for operating expenses and maximum 15-year term, for railroads unable to obtain needed funds through ordinary commercial channels.

2. Establishment of construction reserve fund for obtaining tax deferrals to stimulate investment in equipment and other necessary transportation facilities.

3. Provide greater flexibility in setting rates by providing the Interstate Commerce Commission would have the right not to consider the effect on competitive forms of transportation in determining whether rate is lower than a reasonable minimum.

4. To make more effective those provisions of the Interstate Commerce Act enabling the ICC to remove discrimination against interstate or foreign commerce found to result from intrastate rates.

5. To vest the ICC with authority to authorize, in proper cases, the discontinuance, curtailment or consolidation of unprofitable railroad services.

6. To limit scope and application of the agricultural commodities clause now permitting carriers of agricultural products to operate free of ICC regulations.

7. To insure that all commercial transportation of property by motor carrier in interstate or foreign commerce, except private carriage and transportation otherwise specifically exempt, is subject to regulation, thus prohibiting against buy and sell operations.

8. To provide for a transportation policy study group of three experts to study important matters of transportation policy and report thereon within eighteen months.

* * *

It was further recommended to the appropriate committees of the Senate that (a) the 3 per cent and 10 per cent Federal excise transportation taxes on freight and passenger charges be repealed; (b) charges for carrying mail be made more equitable; and (c) a more realistic depreciation allowance on railroad plant and equipment be established.

Who to write to, Where and How

There's nothing difficult about writing to a Congressman. A short, simple letter expressing your interest, will have more effect than a long letter. Be sure to mention by number the bill in which you are interested. The railroad legislation in the Senate is Smathers Bill, S. 3778; in the House, H. R. 12488.

Don't believe that your letter to a Senator or Congressman will go unnoticed. They were put there by your vote and they are very much interested in what you think, as a means in helping them decide how to vote on issues with which they are concerned as well as how to stay in office.

Your letter to a Senator should be

addressed to "The Hon. James Smith, United States Senate, Washington, D. C." To a Representative, it should read: "The Hon. James Smith, House of Representatives, Washington, D. C." Your letter should begin with "Dear Mr. Senator," "Dear Mr. Representative," or just "Dear Mr. Smith."

Depending upon where you live, your letters should be addressed to the following, the number before each Representative's name indicates his district:

CALIFORNIA

Senators: Thomas H. Kuchel, Wil-

(Continued on Page 6)

liam F. Knowland. Representatives: (1) Hubert R. Scudder; (2) Clair Engle; (3) John E. Moss, Jr.; (4) William S. Mailliard; (5) John F. Shelley; (6) John F. Baldwin, Jr.; (7) John J. Allen, Jr.; (8) George P. Miller; (9) J. Arthur Younger; (10) Charles S. Gubser; (11) John J. McFall; (12) B. F. Sisk; (13) Charles M. Teague; (14) Harlan Hagen; (15) Gordon McDonough; (16) Donald L. Jackson; (17) Cecil R. King; (18) Craig Hosmer; (19) Chet Holifield; (20) H. Allen Smith; (21) Edgar W. Heistand; (22)

Joe Holt; (23) Clyde Doyle; (24) Glenard P. Lipscomb; (25) Patrick J. Hillings; (26) James Roosevelt; (27) Harry R. Sheppard; (28) James B. Utt; (29) D. S. Saund; (30) Robert Wilson. NEVADA

Senators: Alan Bible, George W. Malone. Representative: Walter S. Baring (at large). UTAH

Senators: Wallace F. Bennett, Arthur V. Watkins. Representatives: (1) Henry A. Dixon; (2) William A. Dawson.

Letters do get action

The following reply was received by MILEPOST's editor in response to a letter he addressed to his Congressman, William S. Mailliard, earlier this year:

"You may be interested in action taken by the California Congressional Delegation at a meeting early in this Congress. The following is an excerpt from the minutes of January 28, 1957:

"The Delegation then proceeded to a discussion of the subject of excise taxes on freight rates. Several alternative proposals were discussed and then on motion of Mr. Mailliard, seconded by Mr. Hagen, it was resolved unanimously that the California Delegation considers the present excise tax on freight rates discriminatory to California, in particular, and to the West in general, and urges the Ways and Means Committee to consider the problem and that suitable action to eliminate this discrimination be taken. In addition, the Chairman of the Delegation was instructed to place this matter before the Western Conference."

"In view of the above, it may be that

California's two Senators may be able to effect favorable action on this matter.

"Please be assured I will keep your views in mind should I again be called upon to vote on this matter."



"\$14.98! I don't blame the railroad for wanting to abandon this unprofitable run."

* * *
A college education never hurt anyone who was willing to learn something afterwards.

How We're Doing

"Priceless" is the term used by *Train Magazine* in describing the *California Zephyr* in an article on nation's outstanding passenger trains.

During May, three WP special trains brought more than 3,000 youngsters to San Francisco for special showings of Cinerama's "Search for Paradise."

Construction is under way, or will soon begin, on five new plants in Western Pacific's Milpitas and San Jose industrial tracts.

Income state for April, 1958, shows operating revenues down 15.92% over April, 1957; operating expenses down

5.01%; net operating revenues down 44.8%; and net income down 72.45%.

No immediate improvement expected in Milpitas auto production.

California Zephyr average load in April was 62.7% of train capacity, compared with 63.4% in April, 1957.

Elko depot-office remodeling work about 24% completed.

As a result of complaints from trucking industry and certain shipping interests, the ICC and the PUC suspended the rate revisions proposed by Western rail carriers, pending investigation and hearings.

Some difference!

According to a recent newspaper item, plans for the Federal Government to build a 1,400-passenger superliner to replace the *SS President Hoover* in Pacific service were approved last month in a bill passed by the U. S. House of Representatives.

The new liner would cost \$76 million to build, and would be sold to a private operator for \$34 million. The Government will pay the large part of the construction cost because it claims under present plans the ship would be convertible to a wartime troop carrier!

Railroads are troop carriers, too, but they buy all their own equipment without any subsidy, and are having trouble in just trying to have the Federal excise tax on freight and passenger transportation removed. During

World War II, the railroads transported more than 90 per cent of all military freight traffic and 97 per cent of organized military passenger movements.

According to an editorial in the May 5 issue of *Railway Age*, Congress was asked by President Eisenhower to authorize some \$1.5 billion for inland waterway improvements.

"This comes on top of the approval of an increased authorization of \$1.7 billion for additional highway construction, already running into multiple billions," the editorial continued.

"In the light of such liberality with public funds to provide improvements for the railroads' competitors, the railroads' requests (see 8-point plan on Page 5) seem pretty modest."



Paul Jenner sez:
"Don't Be HALF Safe!"

MOST inventions seem simple enough—after someone has made the invention. How many times have you said to yourself, after looking at or reading about a new invention: "Why didn't I think of that?"

The same reasoning can be applied to accident prevention. It's simple enough to understand what caused an accident—after it happened. And in nearly every instance there was at least one precaution which, if observed, would have prevented an injury. Those precautions are well described in your book of Safety Rules. But they won't be of much value to you after an accident other than to remind you "Why didn't I think of that?"

Here are a few examples where heed to precaution would have prevented injuries:

A trainman starts across a track directly behind a cut of standing cars. The cars are suddenly moved by a switch engine and the trainman is struck down because he didn't have time to cross the track. In just a few seconds he could have walked far enough away from the end of the car before crossing to allow himself ample room and time to step safely across the

"Doing a good job means working safely," Section Foreman N. G. Anderson told Paul Jenner.

track ahead of the moving cars. "Why didn't I think of that?" he was heard to say to his wife during her visit with him at the hospital.

A section man swings his maul to knock out a rail anchor during a tie replacement job. He had forgotten to place one foot on the anchor to prevent it from flying through space as it is knocked from place. "Why didn't I think of that?" he reflects, as he goes to the aid of his fellow worker on the other side of the track who was struck and painfully injured by the high-sprung flying rail anchor.

A switchman quickly reaches in to adjust a coupler seconds before the yard engine moves in to make the coupling. Hoping he could do it quickly, he failed to have the engine stopped, as precautioned in the Safety Rules. "Why didn't I think of that?" he reminds himself too late, looking at his smashed hand.

A machinist reaches behind a safety device to make an adjustment on a lathe running at high speed. His wrench slips and he suffers a painful abrasion to a hand. It could have been much worse. Safety Rules precaution him to keep all safety devices in place while the machine is running, and to stop the machine before making any adjustment. He had plenty of time during his absence from work to wonder "Why didn't I think of that?"

A string of freight cars were placed on a cleaning track. The track was left unprotected by a "men working" sign, another car was pushed down the track, and two carmen were knocked from one car when the coupling was

(Continued on Page 10)



Above: Machinist Fred J. Rohrer began a WP career in November, 1913, has never had a reportable injury; a remarkable safety record.

Upper right: Switchman G. E. McClure, Oakland, has good footing and keeps the switch handle clear of his body while throwing a switch.

Right: Fred W. Thompson, yardmaster at San Francisco, knows it's dangerous to cross a track too closely to a moving car, so he allows a safe distance and keeps eyes on car.

Below, right: Oakland Switch Foreman Dominic Goodman knows you shouldn't open the knuckle at the last moment with the yard engine bearing down upon him. He signaled for a stop, opened the knuckle and stepped into the clear.

Below: C. C. Bennett, chairman, Shops Safety Committee, presents 1958 Safety First buttons to Machinists Fred Rohrer and Peter Mamalis (see cover), who have together worked for nearly 95 years without a reportable injury.



made. "Why didn't I think of that?" the foreman said to himself as he walked back to place a blue flag.

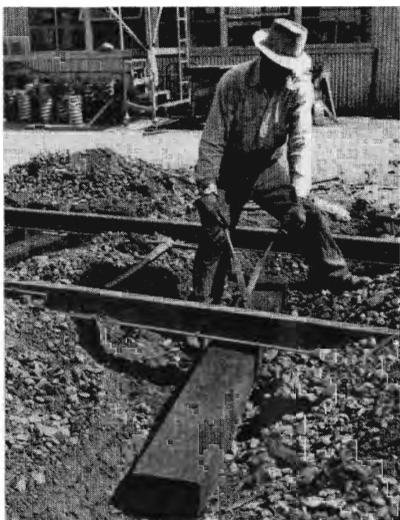
It was only a small job for the welder. Took him less than 30 seconds. But he failed to place his goggles over his eyes. "Why didn't I think of that?" he thought, as the nurse placed a bandage over his eyes instead. Both were badly burned from sparks and further injured from glare.

None of these examples occurred recently on the Western Pacific, but lack of precaution could cause such injuries to you tomorrow. Most injuries to WP railroaders are caused by strains (from improper lifting, twisting, and turning), tripping and falling (carelessness in walking, swinging on or off moving trains, unexpected slack action), and being struck by falling objects (tools, pieces of equipment, and

material). Surprisingly, most of these injuries occur during daylight hours.

For the year 1957, WP railroaders had less than half the number of reportable injuries than for the year 1956, a commendable improvement. While we are holding our own for the first four months of this year, compared with the same period in 1957, with 22 reportable injuries, it is hoped that none of our employees will suffer injury during the remaining months of this year.

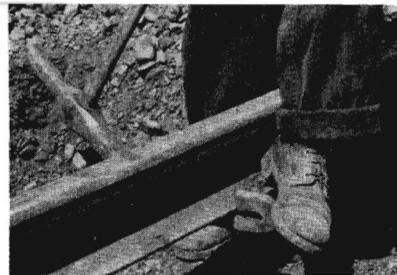
Recommended for good reading is your book of Safety Rules, which was prepared for your protection. Why not review it today? You may have forgotten a helpful suggestion which will prevent you from being injured tomorrow. Don't wait until after an accident to be reminded: "Why didn't I think of that?"



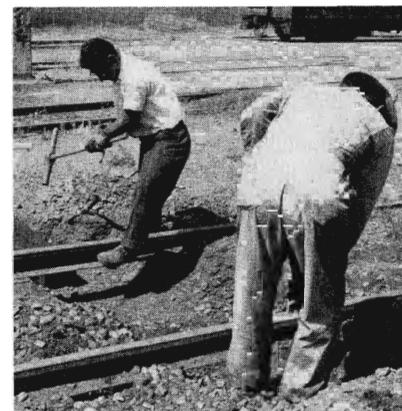
Oakland Section Laborer Richard Duncan shows good safety practices by using tongs instead of his hands to slide tie under rails. By placing his



hands midway on the spike pulling tool, Duncan will avoid striking his hands on the opposite rail should tool slip.



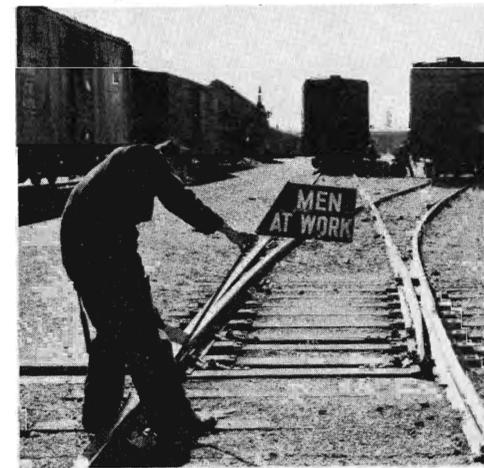
Close-up shows how Oakland Section Laborer Jose Rodriguez places one foot on rail anchor being removed to prevent it from flying and striking Francisco Luevano working on opposite rail, shown in picture at right.



Left: Because they were careful, Sacramento Yard Car Inspector Walter Weibel and Switchmen A. F. Scullion, E. C. Wadsworth, and W. T. Kennedy had no reportable injuries during 1957.



Below, left: "Without goggles to protect them, sparks and glare could injure my eyes even on this simple job," says Carman Matilde Hernandez, applying weld to freight car door at S. F. Below: Carman Jerry Franks places "blue flag" ample distance from freight cars on which other carmen are working as a warning to crews switching cars in San Francisco yard.



Painter Leonard Bond adds finishing touch to one of WP's 1958 Safety Signs. For better vision, signs with green letters on white background are used inside buildings; those with white letters on green background are placed in outdoor areas.



Certificates of Merit Awards

Eleven years ago Western Pacific issued its first Certificate of Merit Awards in recognition to roadway and mechanical employees who worked the entire year of 1947 without a reportable injury. Listed below are the names of foremen who have been awarded 1957 Certificates for having worked from five to eleven consecutive years without a reportable injury. It is gratifying to see the names of so many who have achieved these fine records.

While the fine supervision by these foremen is partly responsible for these achievements, recognition is equally due those who work under these supervisors. Space does not permit listing each individual's name, but the foremen are in position to inform them of their fine safety records.

All of these railroaders have proved that it is possible to perform work safely. It is hoped that every railroader will avoid injury during the remainder of 1958.

ELEVEN-YEAR AWARDS DINING CAR DEPARTMENT

J. H. DuhigBuyer

EASTERN DIVISION

ROADWAY
E. B. Aughe Section 20, Jungo
T. Bingham Section 401, Marshall
M. Cobian Section 32, Rennox
J. L. Cook Section 72, Salt Lake
C. L. Elliott Section 303, Reno
A. Gonzales Section 38, Palisade
E. Herrera Section 67, Delle
M. C. Higley Section 64, Knolls
H. A. Hutchinson Section 26, Golconda
E. Jaramillo Section 30, Ellison
K. W. Johnson Section 68, Timpie
F. M. Leyva Section 9, Flanigan
J. B. Morris Section 52, Ventosa
V. Richins Section 8, Herlong
R. Salaz Section 53, Hogan

MECHANICAL
R. Colv n Mechanical Foreman, Wendover
W. C. Rotzler Diesel Foreman, Elko

WESTERN DIVISION

ROADWAY
M. E. Bowman Section SJB-1, Milpitas
J. F. Christie Section B-2, Crescent Mills
F. H. Cutright Section B-7, Robbers Creek
R. J. Hall Section 21, East Arboaga
W. L. Hersch Section 26, Bidwell
J. Jessiman Section B-11, Halls Flat
B. C. McConnell Section 43, Blairsden
H. L. Nash Section 19, Counsman
J. A. O'Loughlin Section 4, Sunol
C. Sandstrom Section B-14, Little Valley
MECHANICAL
G. H. Heintz San Jose
C. B. Kirkpatrick Stockton
J. J. McGraw Stockton
R. T. Ronan Oroville
WAREHOUSE
G. W. McCauley Stockton
F. J. Saunders Oakland

TEN-YEAR AWARDS EASTERN DIVISION

ROADWAY
R. G. Hobbs Section 22, Pronto
J. C. Raney Relief Foreman
G. B. Sigmon Section 50, Proctor
M. C. Wood Section 10, Sand Pass

WESTERN DIVISION

ROADWAY
B. J. Witucky Extra Gang 14
MECHANICAL
F. N. Bennyhoff Keddie
H. J. Kelly Stockton

NINE-YEAR AWARDS EASTERN DIVISION

ROADWAY
A. J. Trujillo Section 18, Sulphur
L. F. McGarrah Water Service Gang

WESTERN DIVISION

MECHANICAL
W. F. Stevens Oroville

SACRAMENTO SHOPS

J. E. Asbury Blacksmith

EIGHT-YEAR AWARDS

EASTERN DIVISION

MECHANICAL
H. O. Powers Car Foreman, Portola

WESTERN DIVISION

ROADWAY
A. J. Ackerman Extra Gang 5
MECHANICAL
L. D. Garrick Oroville
H. J. Quigley Oakland
W. G. Wyman Oakland

SACRAMENTO SHOPS

L. H. Clapham Diesel Shop
H. W. D'Orman Electric Shop
W. E. Fosha Diesel Shop

SEVEN-YEAR AWARDS

EASTERN DIVISION

ROADWAY
N. M. Friend Section 17, Cholona
S. J. Hargrave Section 45, Elburz
MECHANICAL
R. F. Sarbach Diesel Foreman, Portola

WESTERN DIVISION

ROADWAY
D. W. Harris Section B-5, Almanor
R. W. Nuzman Section 14, Kingdon
A. J. Stender Section 10, Quigley

BRIDGE AND BUILDING
H. G. Rohdenburg Water Service Gang
WAREHOUSE
K. VanSkike Sacramento
MECHANICAL
C. L. Myers Stockton

SIX-YEAR AWARDS EASTERN DIVISION

ROADWAY
B. A. Jones Section 2, Hawley
J. P. Moudy Section 47, Deeth
H. H. Pautke B&B Gang 4
MECHANICAL
G. P. Lambert Mechanical Foreman, Winnemucca

FIVE-YEAR AWARDS

EASTERN DIVISION

ROADWAY
G. C. Beck Relief Section Foreman
V. C. Garza Section 28, Red House
E. W. Holmes Section 35, Beowawe
H. A. McMahon Tie Gang 21
K. K. Seko Relief Section Foreman
W. J. Smith Section 49, Wells
MECHANICAL
F. J. Coleman Diesel Foreman, Elko

WESTERN DIVISION

ROADWAY
T. A. Merritt Section 37, Virgilia
M. Olivera Section 1, San Leandro
H. B. Petrick Section 18, Sacramento
R. H. Scott Section 24, Oroville
BRIDGE AND BUILDING
H. Ross Tunnel Gang 2
MECHANICAL
G. J. Benedict Stockton
F. J. Boisseranc Stockton
R. J. Bradley Oakland
C. J. Conley Oakland
W. M. Jenkins Oroville
W. I. Marsh Oroville
D. Williamson Oroville

The following Certificates of Merit have also been issued to those who have gone from one to four years without a reportable injury:

FOUR-YEAR AWARDS

Eastern Division... 2 Western Division...10

THREE-YEAR AWARDS

Eastern Division... 5 Western Division... 3

TWO-YEAR AWARDS

Eastern Division... 6 Western Division...13

ONE-YEAR AWARDS

Eastern Division...10 Western Division...11

MILEPOSTS



IN GOLD

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

35-YEAR PINS

Frederick J. Bell	Machinist	Mechanical Dept.
Julius M. Colberg	Locomotive Engineer	Western Division
Kenneth K. Dunton	Agent	San Jose
William G. Levy	General Auditor	San Francisco
Edward D. Murphy	General Scale Inspector	Transportation Dept.
William R. Nicholas	Blacksmith	Mechanical Dept.
Norman F. Roberts	Road Foreman of Engines	Oroville
Nicholas A. Schoeplein	Auditor of Revenues	San Francisco
John Taylor	Locomotive Engineer	Eastern Division
George S. Trimble	Traveling Auditor	San Francisco

30-YEAR PINS

James R. Brown	Locomotive Engineer	Western Division
Marulio Carrillo	Machinist Helper	Mechanical Dept.
William B. Cook	Assistant to Traffic Manager	Chicago
Claude E. Finley	Clerk	Western Division
Orvel Hatfield	Clerk	Western Division
Horace W. Miller	Conductor	Western Division
John O'Laughlin, Sr.	Foreman, Section and Extra Gang	Western Division
Charles E. Vincent	Supervisor, Duplicating Bureau	San Francisco
Perl E. White	Traffic Manager—Eastern Region	New York City

25-YEAR PIN

Deward C. Anderson	Conductor	Eastern Division
--------------------	-----------	------------------

20-YEAR PINS

Irvin T. Eslinger	Assistant Signal Supervisor	Oroville
Howard A. McMahon	Section Foreman	Eastern Division
Alphonse A. Schuetter	Extra Gang Foreman	Western Division
Marguerite Ward	Supervisor, Calculating Machine Operators	San Francisco

(Continued on Page 15)

As Joe Kirch, Kansas City general agent, reads letter of congratulations from M. W. Roper, Traffic Manager A. H. Lund affixes Joe's 30-year Service Pin. Watching, left and right, are Traffic Representatives Ed Richardson, Kansas City, and Don Schroen, Dallas. J. C. Cunningham, chief clerk at K. C., recorded action.



UP Will Remember

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

In behalf of all employees of Western Pacific and its affiliated companies, MILEPOSTS extends sincerest best wishes for future happiness to the following railroaders who recently retired:

Ralph C. Adams, carman, Sacramento.

Edward R. DuBrutz, switchman, Stockton.

Walter F. Davis, car inspector, Stockton.

Neil L. Hagen, carman, Oroville.

Nick Hirbush, engine watchman, San Francisco.

Lowell R. Keener, Sacramento Northern carman, Yuba City.

Paul E. Meyer, chief, division bureau, San Francisco.

Oliver E. Perry, Sacramento Northern section laborer, Chico.

Rae K. Raymond, clerk, Oakland.

Carl A. Sandstrom, section foreman, Little Valley.

Elmer E. Schwyhart, machinist, Oroville.

James L. Scranton, shop laborer, Elko.

Lee C. Skadden, machinist helper, Stockton.



General Storekeeper H. J. Madison recently presented 30-year Service Pin to Verne Nelson.

Mileposts in Gold . . .

15-YEAR PINS

Arthur E. Biggs	Locomotive Engineer	Eastern Division
Gerald J. Gervais	Conductor	Eastern Division
Raymond E. Gervais	Conductor	Eastern Division
John L. Inge	Switchman	Western Division
Kathryn L. Jackson	Telephone Operator	San Francisco
Gertrude Pohndorf	Clerk, Purchasing Department	San Francisco
Helen R. Small	Trainmaster's Clerk	—
Robert F. Stenovich	MILEPOSTS Correspondent	Oroville
	District Special Agent and Claim Agent	Elko

10-YEAR PINS

Richard C. Furtney	Passenger Carman	Mechanical Dept.
Leroy J. Godwin	Clerk	Western Division
Joe T. Hernandez	Carman	Mechanical Dept.
Eugene V. McCorkle	Machinist	Mechanical Dept.
Norma O'Neil	Comptometer Operator	San Francisco
Glenn L. Pinney	Car Inspector	Mechanical Dept.
Jewett Thompson	Section Laborer	Western Division
E. L. Van Dellen	General Attorney	San Francisco



C. A. Oels, center, Phillip, left, and George.

Sacramento RBWA's Silver Rails wins First Place award

It was not at all surprising that *Silver Rails* won first place in competition with more than 50 other Railway Business Women's Association magazines at the National Association of Railway Business Women's annual convention in Dallas, Texas, last month. From simple mimeographed pages, the capable staff spent many, many hours each month adding colorful sequins and a touch of water colors to the art work throughout the magazine, in a most clever style.

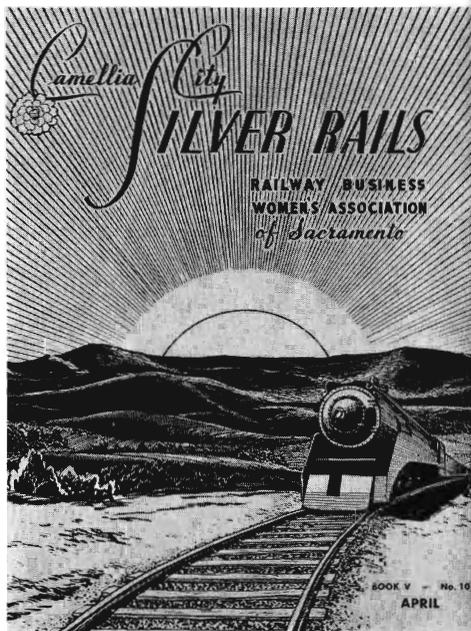
MILEPOSTS congratulates Editor Lee Willis of WP's store department, and her assistants, Maxine Naisbitt, Jean Smith, Eleanore Miller, and Artist Alice Anguilo (Western Pacific); and Berenice Hall, Pat Maxwell, Mary Woods, Virginia Jordan, and Jessie Wolcott (Southern Pacific).

C. A. Oels retires

Beginning June 1, C. A. Oels began looking back on nearly 35 years of Western Pacific service, nearly the last nine years as agent at Greenville.

Oels, a native of Denver, Colorado, was born on September 4, 1892. His first WP service began on July 7, 1923, as a second-trick operator at Keddie. Before he became agent at Greenville in September, 1949, he worked as operator at Portola, Belden, Hackstaff (now Herlong), Quincy Jct., Livermore and Oakland.

Oels has two sons in WP service, Phillip, clerk at Portola, and George, an engineer. A daughter, Mrs. M. J. Collins, resides in San Lorenzo.



Harriet P. Tyler

Mrs. Harriet P. Tyler, who retired as general solicitor on December 31, 1957, died in her Los Altos home on May 8 after an illness of several months. She was 62 years of age.



Mrs. Tyler had practiced law in the Bay Area for more than 40 years. She began a brilliant career with Western Pacific on November 15, 1921, and initiated many outstanding contributions to the railroad's welfare

before her retirement.

Mrs. Tyler was a founder of the Queen's Bench, an organization of women attorneys, and gave generously of her time to civic and philanthropic activities. She served as president of the American Federation of Soroptimists, was parliamentarian for the convention of Soroptimist International Association in New York in 1956, and was offered the office of first president of that association in 1952, which she was unable to accept. She was active in numerous other activities, and her many kindnesses to those less fortunate are far too many to record.

Her being will always be remembered, and her absence can never be replaced.

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:

Antonio Aguirre, switch tender, April 11.

John W. Anderson, retired carpenter helper, March 11.

William L. Bates, retired switchman, April 17.

William D. Clarke, construction engineer, April 28.

Roy V. Evans, retired Sacramento Northern B&B foreman, May 5.

Josef Feusi, retired blacksmith helper, March 12.

Charles E. Graham, retired locomotive engineer, May 10.

Charles E. Henderson, retired Sacramento Northern carman, April 15.

Leslie C. Jones, Central California Traction Co. brakeman, April 15.

Stamatios A. Keramietis, retired section laborer, March 12.

George D. Keyes, retired agent, May 6.

Alfred J. Teixeira, machinist helper, May 3.

Clarence E. Wade, retired brakeman, April 24.

Joseph G. Wood, retired watchman, March 6.

Japanese road sign: Please drive carefully.
Our children may be disobeying us.



Caboosing

ELKO

John L. Murphy

Late in May, Assistant Superintendent W. G. HOWELL and Conductor F. E. HOWELL, and both Mrs. Howells, attended the Western Shrine Conference in Mexico City. After the meeting, they traveled to Acapulco for a two weeks' vacation.

Speedy recovery wishes are extended to Assistant Cashier KETH PETERSON's brother, who nearly lost his life in a New Mexico mining accident recently.

Latest progress report on the construction of the depot building addition in Elko is that the basement has been finished and soon the top deck will be removed.

TIDEWATER SOUTHERN

Bob Thomson

Section Foreman CARL LINDMAN is back on the job at Escalon after one month's illness and feeling almost normal again. A speedy recovery is wished to retired Roadmaster BILL ST. JEOR, who underwent surgery in May.

The Petri Wine Company, one of Tidewater's largest shippers for the past 25 years, will move from Alba Station to Asti. We will miss their business and wish the company luck.

By press time, the perishable onion shipments East should be moving out of Turner Station.

STOCKTON

Elaine Obenshain

With 43 years of service at Western Pacific, Switchman EDWARD R. DUBRUTZ retired March 24. Good luck is wished to him and Mrs. DuBrutz, who will make their home in Sunol, and plan to travel with their trailer about six months of the year.

Our deepest sympathy to the families of the following employees who died recently: LESLIE C. JONES, former trainman; L. "PAPPY" MORRISON, retired TS conductor; and CLARENCE E. WADE, retired brakeman. Sympathy is also extended to Switchman L. R. FITCH whose father died recently.

An early recovery is wished to Clerk G. W. CHURCHILL, Engineer S. N. COMPTON, Electrician A. E. SEVERSON, and Carman J. D. HUGHES, who have all been ill.

Stockton's bowling team tied for fourth and fifth places in the bowling tournament held recently in Oroville. Representing Stockton were Switchman GEORGE SHINE, Car Foreman GEORGE BENEDICT, Car Inspector CECIL SMITH, Clerk JIM HIGHTOWER, and "SPEDDY" RODRIGUEZ, clerk at the Sacramento Shops who was "borrowed" to complete the team.

Newlyweds are Switchman ROBERT E. PATTERSON and the former Mrs. Edna Boyles, who repeated their vows on April 13 in Lynwood, California.

Gene Moore, 9-year-old son of Telegrapher and Mrs. Alanson W. Moore, won a tie-breaking contest for fifth graders in the finals of the annual Stockton Record spelling contest.



On May 1, the Western Pacific again took over operation of the Port of Stockton Belt Line for one year. Operation of the Port is shared with SP and SFE, each road taking over for one year at a time.

Stockton mechanical department employees and their guests enjoyed good food and dancing during their spring party held April 11 at the 540 building at Stockton.

A candidate in the recent election was retired Clerk WALT HARRIS, nominee for county recorder of San Joaquin. Walt is a former trainmaster's clerk who was working as yard clerk in the Stockton Yard at the time of his retirement last March.

Correction: The paragraph which, in the April issue, read "... to Crew Clerk MIRIAM ELLIOTT and Roundhouse Clerk MAE ELLIOTT" ... should read "Crew Clerk MIRIAM GRUDE and Roundhouse Clerk MAE ELLIOTT."

KEDDIE

Elsie Hagen

Several Keddie people who have been on the sick list are now improving. Conductor BILL STUBBLEFIELD and Brakeman HUGH AUSMUS are now both home after being confined to the Quincy Hospital. Back to work after an illness of several months is Mrs. MILDRED CHAPMAN, Keddie Postmistress. Brakeman CLAUDE STRAHAN

was a patient in the Industrial Hospital, but is now fully recovered from his throat infection.

Currently a patient at St. Joseph's Hospital in San Francisco is Engineer HAROLD BASHFORD, who has been ill several weeks.

Four "WP boys" are graduating from the Quincy High School this spring. They are Petie Hanley, son of Agent PETE HANLEY; Stanley Thomas, son of Brakeman ALDEN THOMAS; Joe Hampton, son of Mr. and Mrs. SAM JACKSON; and Barry Wussow, son of Mrs. ERICKSON.

Retired Operator and Mrs. RAY BECKLEY have returned home again after spending the winter in East St. Louis with relatives and friends.

Representing the Feather River Shrine during the convention held recently in Santa Barbara was Yardmaster CHARLEY SELF.

A trolley car from Vancouver, B. C., was in Keddie for a few hours on its way to Sacramento before being turned over to a railroad fan club there.

Keddie residents are enjoying their television which is received through a new cable system.

WINNEMUCCA

Ruth G. Smith

Miss Carla Herndon, daughter of former Switchman C. W. HERNDON, and Brakeman RONALD F. THORPE, son of Head Timekeeper W. A. THORPE of Elko, were married April 12 at St. Mary's Episcopal Church in Winnemucca.

Off sick since April 7 is Conductor RAY SMITH. After treatment at Humboldt General Hospital, he is now in San Francisco for further treatment.

Agent CECIL DUCK has been elected

president of the Winnemucca Lions Club.

Parents of a new baby son are Mr. and Mrs. Don Webber of Sierraville, California. The new arrival is the grandson of Engineer JOHN SMITH and Roundhouse Clerk RUTH SMITH.

A fifth child was born on April 6 to Section Foreman and Mrs. NOEL FRIEND of Cholona. The baby boy was born in Winnemucca.

Sympathy is extended to Engineer and Mrs. ACEL QUIGLEY whose 12-year-old son, Richard, died at the Humboldt General Hospital on April 30. The boy had been ill for over two years and is survived, besides his parents, by a brother, David, and a sister, Margaret.

SALT LAKE CITY

J. B. Price

Engineer FRANK M. NELSON was elected as one of 4,000 representatives of industry and labor at the President's Conference on Occupational Safety during March.

Congratulations to retired Conductor and Mrs. HARRY W. GIBSON, who celebrated 58 years of marriage on April 11 with a trip to California to be with three of their six children. Harry retired on July 1, 1956, after 35 years of WP service. The Gibsons have lived in Salt Lake City since 1901. They have 17 grandchildren.

At a recent meeting of Lodge No. 85, Ladies of the Elks, Marie Crocker, wife of R. W. CROCKER, WP traffic representative in Salt Lake City, was elected president. Elected for a two-year term as director was Lillian Thomas, wife of Conductor CORNELIUS R. THOMAS.

A speedy recovery is wished Brake-man DON B. CROSBY, who submitted to surgery.

SACRAMENTO STORE

Irene Burton

FRANK PEDROZA is back to work after being off because of his wife's serious illness.

To be on hand for the arrival of his first grandchild, HORACE LATONA will vacation in Houston, Texas, visiting his daughter and son-in-law.

CHARLES REID, who has just moved into his new home in Bowling Green, south of Sacramento, is very busy these days planning his back yard.

A California Zephyr ride to Salt Lake City was enjoyed recently by WARREN L. BOGGS and his 10-year-old daughter Pamela. Warren, who had worked at Oakland and San Jose since 1955, is new to the superintendent's office.

WENDOVER

Esther A. Witt

Harold Clayton, son of Water Service Maintainer and Mrs. VARION ANDERSON, is starting two years of missionary service in Britain for the L. D. S. Church. Harold, a former Brigham Young University student, left on April 14 after a large farewell testimonial at the Wendover Ward Chapel.

A recent queen candidate was Kathleen Anderson, daughter of the VARION ANDERSONS. Kathleen was sponsored by the engineers at Utah State for queen of the college.

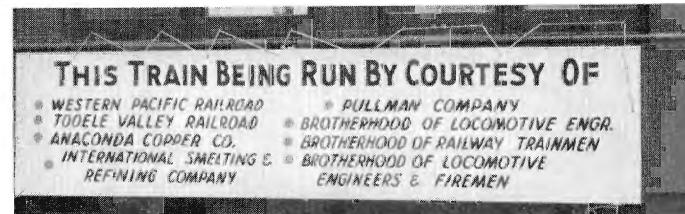
After two months of feverish labor, the American Legion Post No. 40 has completed the Legion hall. The hall was ready in time for a recent district meeting and election of officers, followed by dinner prepared by WALTER PARKS, WP Hotel manager, and the auxiliary.



Tooele Ordnance Depot's special train enters Tooele City on one of its seven runs to and from Toole Ordnance Depot six miles away. More than 5,000 passengers rode the train as a special feature of Armed Forces Day. The sign below was hung on one of the train's four cars.



These pictures furnished through Agent Bill Graham, Warner, Utah, by Col. John A. Supensky, Commanding Officer, Tooele Ordnance Depot, at left in picture above greeting Brig. Gen. Robey and his staff from Hill Air Force Base, Utah.



Retired Fireman and Mrs. ELMER F. BOICE had as house guests in Los Angeles recently Switchman DAN, Telegrapher SHIRLEY LEE, and daughter Shirley Ann. The Boices, who live at 710 S. Kern Avenue in Los Angeles, invite all their old Wendover friends to come to see them.

SACRAMENTO SHOPS

Marcella G. Schultz

Good news from Korea is that Bok Hyun Kim, who studied at the WP shops two years ago, is now supervisor of the Korean National Railway Diesel Electric Locomotive Shop at Pusan. In

his letter, Kim advised that the Railway is operating both EMD SD-9's (1750 HP) and SW-8's (800 HP) and that "wonderful progress in traffic" is being made in Korea.

BILL BOOTH, machinist, recently attended Capping Ceremonies at Kaiser Foundation Hospital in Oakland, when his daughter Janice received her cap.

Sympathy is extended to F. R. WHITE, machinist helper, who lost his wife on April 7 after a lengthy illness, and to Carman J. J. JIRAL, whose wife died on April 10. Mrs. Jiral was the sister of Carman C. E. Cook.

We were also saddened by the death of HERBERT SCHULER, former yardmaster, on April 7. Herb had belonged to both the Switchmasters Union of North America, Lodge No. 262, and to the Yardmasters of America, Lodge No. 62.

MINNEAPOLIS

Charles Hudgins

Minnesota sends greetings on the 100th anniversary as a state.

Statehood Day was observed in Minneapolis on May 11 with approximately 30,000 Minnesotans and friends attending. Royalty and diplomatic representatives of 26 foreign countries were present, including Princess Astrid of Norway and Prince Bertil of Sweden. Other luminaries joining in the celebration were Governor Orville L. Freeman, Secretary of State John Foster Dulles, General Lauris Norstad and Minnesota-born Judy Garland.

A Centennial Train exhibiting Minnesota history, resources, agriculture and food, industry, social progress and culture and the future is presently touring the state. Eleven Minnesota railways contributed the equipment and are operating the train without cost to the state.

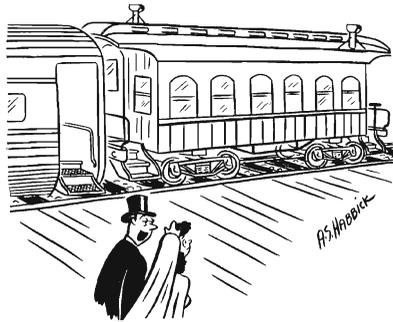
This correspondent, ex- New York, Cincinnati and Detroit offices, will observe his first year as a Minnesotan in June, and has found the state a wonderful place in which to live and work.

SAN JOSE

C. H. Myers

New president of the Santa Clara Valley Chapter of Delta Nu Alpha, transportation fraternity, is Western Pacific's PAUL FORKGEN. Paul, who is traffic representative at San Jose, was elected on May 15. The fraternity is a national organization which promotes greater knowledge of traffic and transportation and encourages young men of ability to enter and remain in the fields of transportation and traffic management.

The Forkgen family should also be



"Dad was sure nice to loan his private car."

congratulated on the birth of a son, eight-pound David, on May 12.

CARL NIPPER, our general agent, is recovering at home from a heart attack suffered on March 16. After a month at San Jose Hospital, he is permitted to be up but confined to his own backyard. Company Dr. ROBERT LARROCCA reports him doing nicely but doesn't say when Carl will be able to return to the office.

GEORGE D. KEYES, who retired as agent at San Jose in 1955 after 45 years with Western Pacific, died on May 3. Together with his father, C. C. KEYES, George came to San Jose in 1920 from Oroville to open the first Western Pacific freight office in San Jose. He succeeded his father as agent when the latter retired in 1937.

SAN FRANCISCO

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

ANTON JOVICK, leased wire operator, is achieving recognition in another field, that of the fine arts. Tony has four pictures on display at the Graziotti Studio of Fine Arts in San Francisco. His work in painting and sketching is excellent.

MARY DOLL is now first trick Ditto machine clerk in the communications center, and ARTHUR JOHNSON is relieving Operator ED KOWSKA while on vacation.

CARL RATH, chief-communications center, claims if the weather is hot he will be sure to see Castle's horror film "Macabre," guaranteed to make your blood run cold. Reason—a plug, since Carl will receive a small, almost infinitesimal, remuneration from the proceeds due his late wife, Virginia, one of the authors.

WILLIAM M. DELKIN, auditor's office, has been ill for several weeks, and although he is improving he will need additional rest.

Friends of PEARL BROWN, auditor's office, were sorry to learn that her sister's husband passed away of a heart attack. Her sister, Mrs. ETTA JORDAN, was a WP employee before her marriage.

AL PINE, payroll accounts, has taken a leave of absence for rest, and plans a few short trips as part of his prescribed treatment.

Central Coast Railway Club of San Jose toured WP's centralized traffic control operations in Sacramento on April 18. In the picture at the left, Fred Tegeler, Jr., budget officer and former sig-

ARTHUR CARLSON, engineer of bridges and structures, was absent for about two weeks last month for medical treatment of a growth inside one cheek.

ELIZABETH FAGAN, engineering department secretary-clerk and MILEPOSTS' correspondent, returned last month from a vacation trip to Mexico which was thoroughly enjoyed.

Letter from Roy Larson

It would be almost next to impossible to acknowledge individually each and every card and letter that I received during my recent illness. However, I would like all of my friends to know how much their messages were appreciated.

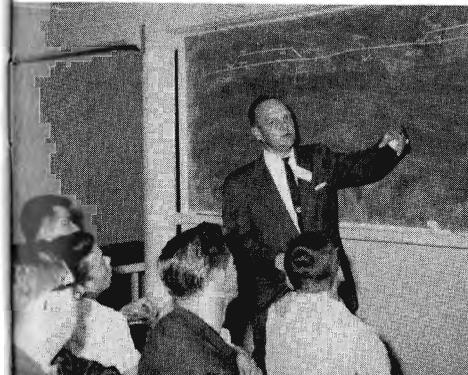
I am sure that the good wishes that went along with these messages were instrumental to the rapid recovery which I am making.

Please convey through MILEPOSTS, my sincere gratitude.

Roy E. Larson, Treasurer

Roy is now at home recovering from a heart attack he suffered on April 5.

nal engineer, explains CTC operations. At the right, E. J. Hillier, chief train dispatcher, explains CTC board functions. Pictures courtesy Central Coast Railway Club.



WESTERN PACIFIC MILEPOSTS

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Form 3547 Requested

RAILROAD LINES



Burlington's piggy-back service in first quarter 1958 increased 45 to 50 per cent over same period last year.

. . .

New York Central begins piggy-back service by hauling only trailer bodies on 172 special cars worth over \$3 million.

. . .

Missouri Pacific reports that public response to its recent low-cost passenger excursions is "exceptionally gratifying."

. . .

The 70,000-member Brotherhood of Locomotive Engineers, America's oldest railroad labor union, celebrated its 95th birthday May 5.

. . .

Norfolk & Western won an award for the best public service advertisement of 1957.

. . .

Missouri Pacific pledges fight to keep its passenger trains in service.

. . .

Scheduled for completion in 1961 in New York City is world's biggest commercial office building, a \$100 million 50-story skyscraper; \$1 million yearly rental will be used to defray \$6 million-a-year Grand Central Terminal deficit.

. . .

Southern Pacific's \$49 million Salt Lake fill project months ahead of schedule.