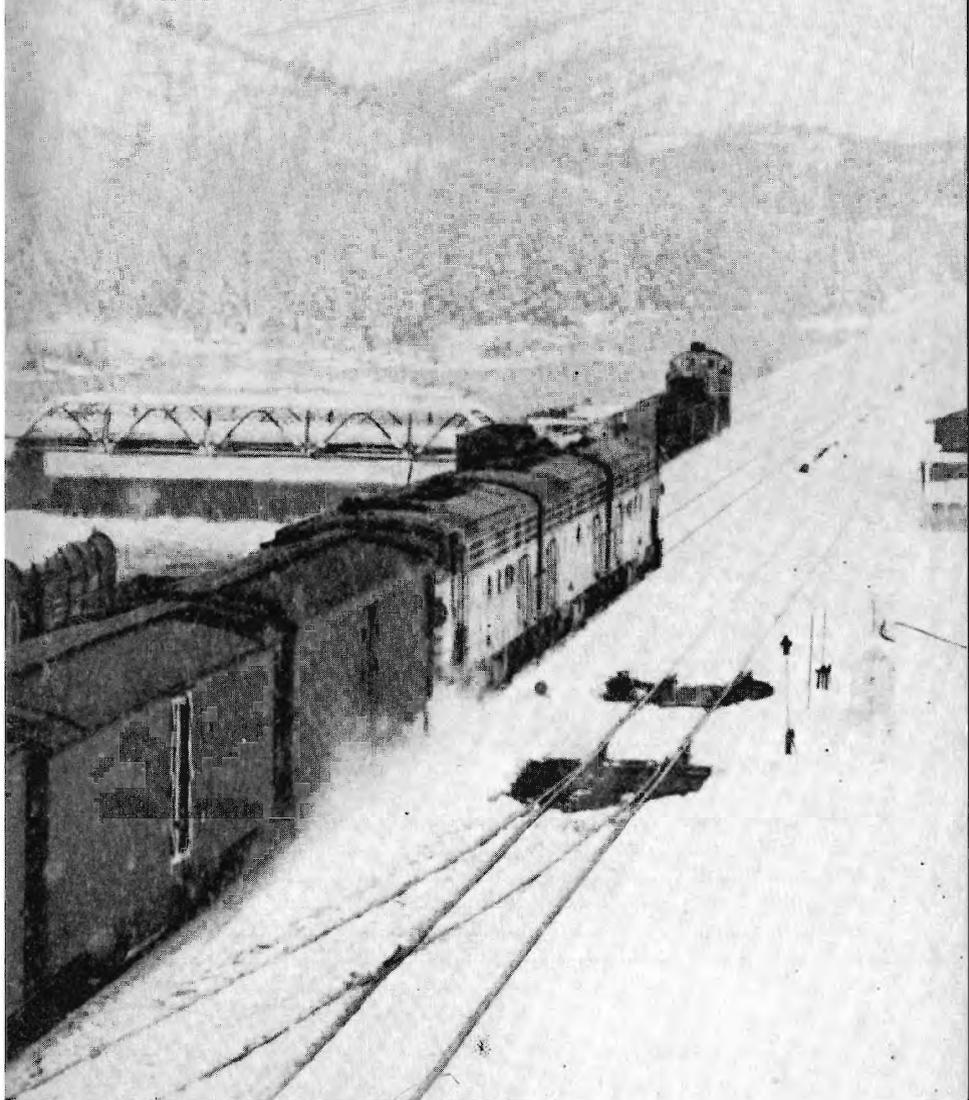


WESTERN PACIFIC  
*Mileposts*

MARCH 1960



# Mileposts

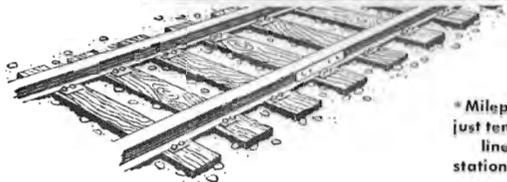
WESTERN PACIFIC

Volume XI, No. 8

MARCH, 1960

\*Milepost No. 128

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. 128: In just ten miles the main line will pass WP's station in Sacramento.

## FEATURES

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MILEPOSTS

## Make 1960 a gold medal year

An unexpected accomplishment in the just-completed VIII Winter Olympic Games was the United States team's gold medal victory in ice hockey. Picked for no better than third place, this remarkable team outscrapped, outplayed, and outscored all opponents when the chips were down.

It was an outstanding example of sheer individual determination and team effort to win—the type of performance which usually determines a winner. If applied, that same kind of individual determination and team effort to do the best job possible can help make a winning year for your railroad, and help to strengthen the odds for a gold medal victory in job security.

Western Pacific entered the 1960 competition with about \$1 million less in its "cash pot" than had previously been projected, due principally to primary and secondary effects of the prolonged steel strike. That's about equal to being behind in the score midway in the third period of an ice hockey game with your best wingman out on a penalty. It will take the best team efforts to overcome this cash deficiency by keeping our revenues up and our costs down.

Total freight revenue is estimated to top the 1959 level by about 10%. The railroad's investment in piggyback facilities and equipment is paying off. Nineteen sixty results are expected to better those of 1959 during which this type of traffic contributed a substantial amount to the railroad's net income. Experiments are under way in new methods of distributing specialized

freight equipment. New cars with special loading devices are being added to the railroad's fleet of cars. Continued emphasis will be placed upon personnel training and self-development within the marketing division to maximize effectiveness within the recently established market research, personnel planning, and piggyback departments.

The passenger department has set as its goal a five per cent increase in revenues. A vigorous advertising and solicitation program has been planned to increase volume during light Spring and Fall periods. Foreign travel agents have been furnished literature featuring outstanding USA attractions. This is tied in with President Eisenhower's proclamation to the free world to "Visit USA—1960," and the idea has been well received.

SOMETHING like \$2½ million will be expended for purchase of new industrial property and for development of property and industrial tracts. Compared with last year's activities, which showed receipts exceeding disbursements by some \$100,000, the 1960 plans reflect a substantially larger industrial program.

The roadway and equipment modernization budget for 1960 involves a total expenditure of about \$4 million. This compares with a \$3 million budget in 1959. Largest expenditures will be for rail renewal, grade separation projects, and improvements to various freight cars to meet shipper require-

(Continued on Page 4)

## Stock split authorized

Interstate Commerce Commission's authority, to increase from one million to three million the number of shares that may be issuable, was received by the railroad on February 1. The certificate of amendment of the Company's articles of incorporation, as approved by the shareholders, was filed with the California Secretary of State at the close of business on February 15. Shareholders of record on February 15 were mailed on March 3 two additional shares for each common share held.

Public interest in Western Pacific's common stock for investment purposes should be stimulated as a result of the three-for-one stock split recommended by the railroad's board of directors last October.

Western Pacific's common stock has recently traded on the New York

Stock Exchange for around 60. As of December 31, 1959, there were 608,202 shares outstanding. It is anticipated that the stock, after the split, will sell somewhere around 20. The railroad has regularly been paying a \$3 annual dividend, and after the split will be placed on a \$1 annual dividend basis, payable in quarterly installments of 25c each.

The effect of such stock split action should broaden the ownership base, increase the supply of shares on the market, and tend to narrow the spread between bid and offered prices. Price changes should be more gradual and, in general, the market for the stock should be improved. The split is expected to be of advantage to present shareholders and the general investing public, especially the small investor with limited funds.

## Gold medal year . . .

(Continued from Page 3)

ments. Maintenance of roadway property, signals, and communications will require an estimated \$6 million, slightly more than was spent in 1959.

Plans call for a continuation of the railroad's joint freight and passenger magazine advertising. With one disappointing exception, all of the railroad's 1959 advertisements received high ratings in readership and effectiveness from Starch (advertising survey company) reports.

Any gold medals won this year in the railroad industry will be determined by individual and team efforts on the part of every man (and woman) on the team.

## Rail excursion March 26

Bay Area Electric Railroad Association will operate a one-day excursion between Oakland and Colusa March 26 using a WP *Zephyrette*.

One of three of Sacramento Northern's electric freight engines will haul the car across Feather River bridge between Marysville and Yuba City. The operation is the last in the west using straight electric power.

The Northern California Electric Railway Museum hopes to obtain 8.7 miles of SN's Colusa branch line, if and when abandoned, for operation of several old electric cars. The group will view the property at Colusa.

Victor Du Brutz, 314 Fifteenth Street, Oakland, is taking reservations.

## How We're Doing

	January 1960	January 1959
<b>RECEIPTS:</b>		
From our customers.....	\$4,005,686	\$4,235,224
Other income .....	33,795	168,752
<b>EXPENSES:</b>		
Wages, payroll taxes, fringe benefits.....	2,296,691	2,240,675
Materials, fuels, other operating expenses.....	1,245,391	1,152,592
Other taxes .....	198,758	348,389
Net rentals for equipment and joint facilities.....	( 4,878)	1,830
Interest and fixed charges.....	181,606	180,584
Miscellaneous .....	40,390	59,814
<b>LEAVING:</b>		
For improvements to property, purchase of new equipment, payments on debts, dividends, etc.....	\$ 81,523	\$ 420,092

NOTE: Brackets ( ) denote red figures.

\* \* \*  
While shipments of a number of commodities did show increases in the month of January, these increases were overshadowed by declines in shipments of other commodities with the result that gross freight sales were 5.3% less in January, 1960, than in January, 1959.

\* \* \*  
The average passenger load of the *California Zephyr* in January, 1960, amounted to 56.3% of the train's capacity, compared with 58.6% for January, 1959.

\* \* \*  
About 90% of the work has now been done on the installation at Stockton yard of the 6,200 feet of car-cleaning and light repair tracks.

\* \* \*  
The concrete lining of 500 lineal feet of Tunnel 36 (about five miles west of Portola) is about 14% complete.

\* \* \*  
Beginning this month Ford's Milpitas plant will begin shipping Falcons to dealers in Texas.

Around-the-clock work began February 29 on the \$200,000 project to replace and modernize the gallows frame and apron at the railroad's 25th Street slip in San Francisco.

## "So sorry, please"

The Japanese National Railways, which runs one of the most efficient train systems in the world, has launched an "etiquette training" program to make its passengers the neatest and best-mannered as well. A spokesman for the railroad said special officers have been assigned to 24 trains to tell passengers how to behave. They are telling passengers not to: play their radios too loud; throw refuse all over the floor; walk around railroad cars in their underwear; enter the dining cars in nightgowns.

—*Modern Railroads.*

The chance of losing your eyesight by going without eye protection is too great to even consider—on the job or off.



## Line Change

In cooperation with the City of Stockton WP recently moved 4,176 feet of its main line track 170 feet west. Purpose was to permit shortening of the city's Harding Way overpass. The move will also benefit the railroad by making available increased land area for industrial development.

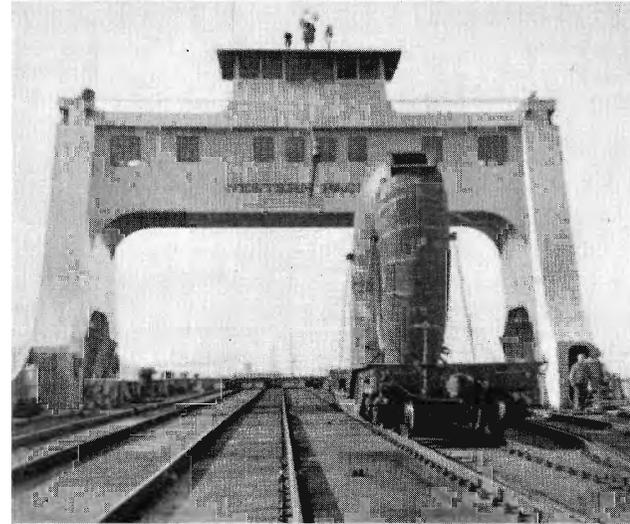
The last train over the old main line at 7:45 a. m. on January 26 was an SN westbound freight. Just five hours

This view looking west from west end beyond Engineer-Inspector Strickler shows position of old main line as section workers connect rails.

later, an eastbound *California Zephyr* passed over the new main line.

Engineer-Inspector A. C. Strickler supervised the project, and work was done by forces under Extra Gang Foreman W. E. Yeager and Section Foreman John Stender

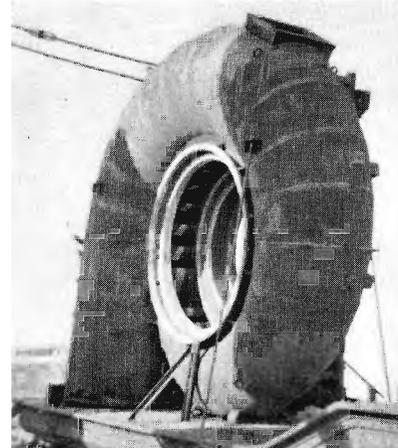
Looking east from west end, as track forces top off with ballast newly completed main line. Pictures by John C. Miller, assistant engineer.



## Where rail and water meet

Hauling this king-sized scroll case across San Francisco Bay was no problem for WP's train ferry *Las Plumas*. The device, a water passage-way for hydraulic turbine used to reduce the amount of water flow, reached 21' 9" above top of rail loaded on a depressed center flatcar.

Clearance restrictions prevented moving the high load by through-rail connections. Manufactured by Pacific Coast Engineers, Alameda, the shipment went to Pelton Water Wheel Co. in San Francisco. Pictures were taken by Trainmaster Paul E. Rutherford.



\* \* \*

The railroad's share of the national income (ratios of gross revenues to national income) were 2.7% in 1958 compared with 5.75% in 1939. During the same 12-year period, the airlines' share rose from 0.1% to 0.4%; truckers' share rose from 1.1% to 1.7%; bus lines' share remained at 0.2%. On the basis of 1939 as 100, the national income index for 1958 was 503. The index of rail revenue was only 239.7; the airline, trucker, and bus line indices were 2,905.0, 773.9, and 354.9 respectively.

\* \* \*

The elderly gentleman boarded the train and found a seat beside a sour-faced woman who rebuffed his every attempt at neighborly conversation. As night came on, he made himself comfortable and went to sleep.

Next morning at his station, he arose and, eyes twinkling, doffed his hat: "Madam, I can't say that I enjoyed talking with you, but sleeping with you has certainly been a pleasure!"

## These tips can save you money on Your Income Tax Return

**A**BOUT this time of year most American citizens are thinking about filing their income tax returns. There's little you can do to avoid filing the return, but there are ways to reduce the amount of tax you will have to pay.

"You can take advantage of many legitimate tax deductions," advises Tom Page, assistant to general auditor-taxes, "but you must have adequate records to substantiate your claims."

For example, adequate records will be required for the following:

### Income other than wages

Wages paid under a wage continuation plan during a period of absence from work because of sickness or injury are, within limits, tax exempt. The amount exempted as wage continuation payments is limited to \$100 a week. If absence is due to sickness, the exemption does not cover the first seven calendar days in the period of absence; but this "waiting period" does not apply if the employee was hospitalized for at least a day because of sickness, or if the absence was due to injury.

Any income you receive other than wages—interest on a savings account, gambling winnings, prizes, dividends, etc.—however, must be added to your wages or salary when determining your gross taxable income.

### Employees' business expenses

If the employee accounts to his employer for business expenses he need not report on his tax return those expenses which are charged to his em-

ployer or for which he is reimbursed. However, he must answer the question below Line 20 on the face of Federal Tax Returns (Forms 1040 or 1040W). Generally, any required written statement to the employer, showing the business nature and the amount of the employee's expenses will suffice. Itemization is required in broad categories—"transportation," "meals and lodging while away overnight," "entertainment," etc. Reasonable per diem or similar allowances on a fixed scale may be considered as an accounting. If expenses exceed reimbursements and the employee wants to claim a deduction for the excess, he must submit a statement showing (1) total of any charges paid or borne by the employer; any other amounts received for expenses from the employer; (2) occupation; (3) number of days away from home on business; (4) total expenses paid or incurred by him (including those charged to the employer) under heading corresponding to those used in accounting to employer above.

**I**F you itemize your deductions, the following items are deductible from adjusted gross income:

### Charitable contributions

An individual's deduction cannot exceed 20% of his adjusted gross income; except, he may deduct up to an additional 10% for contributions made directly to religious organizations, regular schools, hospitals, and medical research organizations under certain conditions. On joint returns, the per-

centage limitations apply to combined adjusted gross incomes for husband and wife. Charitable contributions made in a form other than cash are deductible at the fair market value of the property donated at the time of donation.

### Interest

In figuring interest paid on home mortgages or on installment contracts for goods for personal use, eliminate carrying charges and insurance which are not deductible. Deductible taxes should be itemized separately. (If interest is included in carrying charges and cannot be ascertained, interest deduction is computed at 6% of sum of monthly unpaid balances, divided by 12.) Deduct interest on personal notes to banks or to individuals; home mortgage interest; life insurance loans if interest is paid in cash; delinquent taxes. You cannot deduct interest on indebtedness of another person if you are not liable for payment of interest; gambling debts or other non-enforce-

able obligations; life insurance loans if interest is added to the loan and you report on the cash basis.

### Taxes

You can deduct most non-Federal taxes paid by you—taxes on personal property, real estate, state income, capitation or poll tax, state gasoline, auto license and driver license fees. Deduct state and local retail sales taxes if imposed directly upon the consumer, or if imposed on the retailer (or wholesaler in case of gasoline taxes), and the amount of tax is separately stated by the retailer to the consumer. You cannot deduct inheritance taxes, estate taxes, Federal excise taxes on theater admissions, furs, jewelry, cosmetics, transportation, telephone calls, Federal social security taxes, water taxes, taxes paid by you for another person, auto inspection fees, hunting and dog license taxes, etc.

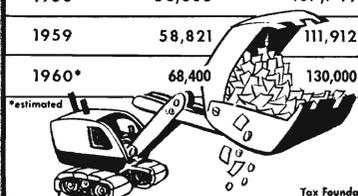
### Medical-dental expenses

Individuals under 65 may deduct medical and dental expenses in excess of 3% of adjusted gross income, whether incurred by taxpayer, spouse, or dependents. Taxpayers or their spouses, if over 65, may deduct all medical expenses for themselves, as well as medical expenses in excess of 3% of adjusted gross income for dependents. Maximum medical expense deduction is limited to \$2,500 for each dependent. Medicine and drug expenses are included in medical expenses to the extent that the total cost of the items exceed 1% of adjusted gross income. You must eliminate any reimbursements for such expenses received during the year. Permanent injury payments and wage continuation payments are not considered compensation for medical expenses.

### BIG BITE, FASTER BITE

YEAR	FEDERAL INCOME TAX COLLECTIONS IN MILLIONS	DOLLARS COLLECTED PER MINUTE
1913	\$ 35	\$ 67
1940	2,125	4,043
1944	34,655	65,934
1956	56,633	107,749
1959	58,821	111,912
1960*	68,400	130,000

\*estimated



Tax Foundation

## Dial 680

### Doug Pledger gives the California Zephyr the air

SEVEN years ago last month a nervous young man sat down to a microphone at KNBC to start a new show. Today, he's considered to be one of the most talked about radio personalities in the area. That's why Western Pacific selected Doug Pledger to broadcast its spot commercials.

Doug's voice is on radio station KNBC 24 hours a week. He does a morning show from 6:45 to 10 a. m. week days, a nightly "Polka Party," 90 minutes of "Pledger at the Opera" each Sunday evening, and an hour of "The Best in Music" on Saturday night.

Doug keeps 'em listening with music he likes—gusty folk songs, oom-pah Sousa marches, Strauss waltzes, German beer garden music, or perhaps a Swiss Alpine version of "Rock a Bye Baby."

Breaking into the music every few minutes, Pledger delivers a commercial, all the while he riffles through a stack of literature on a hundred products and a handful of joke magazines. Doug's jokes—he calls them Pledgerisms—are as popular as are his records and commercials. The jokes are, by his own admission, 90 per cent corn and 99 per cent stolen. Many are about women. Like, "the best 10 years of a woman's life are between 28 and 30," or, "she's the sort of girl you bring home to meet mother—after you lock your father in the garage," or, "any relation between her and a blonde is purely peroxidental."

#### Fans write letters

Women, however, are among the most loyal of his hundreds of thou-



Doug Pledger—Zephyr booster

sands of fans. Like Claire Chancellor, of San Francisco, who wrote Doug following a trip aboard the *California Zephyr* referring to a commercial which plugged the famous train:

"You can say THAT again! I've just returned from a long trip back East via rail—was on three railroads and I can certainly agree with you that the *California Zephyr* is the MOST.

"And, it's not alone the magnificent scenery, believe me! Of course, that does surpass all others, but I found the FOOD, particularly, to excel that of all other roads.

"I had this bit of stationery left from my trip and could think of no better way to use it. I did so THOROUGHLY enjoy every minute of my trip from Denver back to SAN FRANCISCO, God's gift to men! And you can TELL 'em so, if you like. The *California Zephyr* is for ME, every time. I was NEVER so comfortable, so well-served, or found a finer sense of courtesy throughout, than on this train. You

(Continued on Page 11)

## Pocket with a hole

How would you like to have \$2,092 to spend as you please every day? Who wouldn't? That's a lot of money. In fact, you'd probably have difficulty in spending that much money every day. But it would be fun to try!

Western Pacific would like the opportunity, too. The railroad spends considerably more than that every day, but for the most part it receives something in return. Not so with \$2,092 spent, on the average, every day in 1959. It all went to pay for loss and damage claims presented by our good customers. When you add that up for the entire year it amounts to \$763,508. This was \$47,894 more than the \$715,614 paid out for the same purpose during 1958.

The unfortunate part of it was, that

not only did the railroad spend \$2,092 daily for nothing in return, it created some ill will with those we try so hard to please. It was also disappointing to our salesmen who work very hard for every carload of freight the railroad receives from both long-established customers and those who may have used our railroad for the first time. It's a little difficult to convince shippers of Western Pacific's fine service, when a carload or more of their important products fail to reach a destination in perfect condition.

With a little more care on the part of those railroaders who are directly concerned with freight handling, much of this loss and damage can be prevented. It will be beneficial to all of us who, after all, are the WP.

### Dial 680 . . .

(Continued from Page 10)

can see how enthusiastic I am about it. And, incidentally, the Zephyrette (for you and the boys!) was sumpin'!"

Another fan, William A. Rice, of Sacramento, wrote Doug as follows:

"I listen to you every day when you first go on the air at 6:00 a. m. I enjoy both you and the music you play.

"You always rave about traveling by *California Zephyr*. This time I did. I can truthfully say that this was the best trip I have ever taken by any train, plane, or car. This is saying a lot, as I've flown to Denver five times just since last July. My trip on the *California Zephyr* this time was pure pleasure—and what scenery! I'll come home by the same, and whenever time permits I'll be on this train.



"Here's the spot where a car of high-potency fertilizer was coupled at more than 4 m.p.h."

## Leo Mason dies

I regret to inform you of the death of my father, Clarence Leo Mason, who passed away in Pekin, Illinois, on December 27. I know you to be one of his dearest friends and of the men in my father's and your class, there are not many left. I hope now, he is somewhere as dear to him as his old WP and the mountains in which he worked. If this can be true, I'm sure he is happy.

His wife, my mother, now resides here with me in California. As you most likely know, I'm an operator on the Santa Fe near Los Angeles. I would appreciate your notifying anyone with whom you come in contact and who knew Dad, of his passing. I am endeavoring to notify all those whose addresses I have. Drop me a note when you can.

Charles L. Mason  
2352 Pearson Avenue  
Whittier, California

(EDITOR'S NOTE: *The above letter was received, and forwarded to MILEPOSTS, by retired superintendent J. J. Duggan, 3717 "M" Street, Sacramento, an old friend of Mr. Mason. Mr. Mason was an operator at Belden under Superintendent T. E. Coyle and Chief Dispatcher J. J. Duggan in 1918. Carl Rath, manager communications center, and former Belden operator, knew Mr. Mason well and said that although Mr. Mason had to leave WP in about 1923 to return to Pekin, Illinois, because of illness in his family, his first and last love was Western Pacific. Pictures of Mr. Mason (no relation to former Vice President E. W. Mason) as an operator in 1919, and in 1959 when he was presented with a 50-year Certificate from the Royal Arch Masons, appeared in the August, 1959, issue of MILEPOSTS.*



# Dear Editor:

## Valentine Greeting

Just in the spirit of innocent fun in St. Valentine's Season, I beg to submit this little jingle aimed at veteran telegrapher widow, Florence Elliott McClure, still on the job at "WN" (Wendover):

"Great big paycheck Florence  
On the great big railroad track,  
Living de luxe with everything  
In her beautiful little shack.  
She was a gal in two world wars  
Helping to send 'em over;  
That is why she has got it made  
And a'sitting now in clover."

Florence is an old sweetheart of mine. However, all in first person, singular; many years my junior.

I have always written jingles, even a little verse in earlier years for *Railroad Telegrapher*; even a correspondent for a time.

Charlie Mike Kirkland  
Retired telegrapher  
Seneca Hotel  
San Francisco, California

\* \* \*

## Crocodile Tears

I have the opportunity to read the MILEPOSTS quite often and as per Page 17, lower right-hand corner, it pleases me no end to see the tears flow. I really

like to see the railroads cry. I sincerely hope that in the next few years they have a lot more to cry about, too.

You want to know why? Well, just take a little jump back in time and see. Thousands of sections of land received from the Government free. Millions upon millions of dollars worth of prime timber FREE. The same with minerals, and on all this land the railroad pays little or no tax even today.

But just try and buy a piece and, boy, look at the price tag, or try and get a lease from them to mine mineral they have no right to, and look at the deal they put up. One year at a time with a maximum of five years. Coal, iron and timber were supposed to be all that the railroad got the rights to in the grant of every other section.

I know where there is a mountain rich in chrome but just try and touch it. It has a great big R.R. stamped right in the best of it. I know also of iron, nickel, and gold, but how lucky can a railroad be.

They seemed to have managed to get their stamp on the best part of each. Too bad, isn't it, that the poor railroad doesn't have anything.

Yes, you can fool the general public because few people realize just how big a grab the railroad made 50 or so years ago. And of course, the railroad

doesn't advertise the grabs they make today, either.

So, I say to you, cry, and then I hope that the big hurt comes that all your roundhouses have square corners and all your rails shrink up from the tears.

C. C. McMullen  
Route 5, Box 5584  
Oroville, California

(EDITOR'S NOTE: *Mr. McMullen has reference to the following filler which appeared in the lower right-hand corner of Page 17, January issue of MILEPOSTS: "In the last 20 years average prices paid by the railroads for fuel, materials, supplies, and average level of railroad wages have increased more than 215 per cent. Whereas the average revenue received by the railroads for transportation of freight and passengers has advanced only 48 per cent."*

*Had Mr. McMullen read the article "Land Grants More than Repaid" in the January, 1958, issue of MILEPOSTS, he could have saved himself considerable trouble, four cents in postage, and perhaps reduced his ire at the railroads. We are happy to mail Mr. McMullen a copy of that January, 1958, issue for his information; and for the information of others who may have ideas similar to those of Mr. McMullen, part of that article is reprinted here with the sincere hope that a better understanding may be had of this misconstrued manner of thinking. These are the facts:*

In the 1860's the Federal Government made loans totaling \$64,623,512 in bonds—at 5 per cent annum—to six Western railroads to speed their construction. On these transactions as a whole, the railroads paid back \$63,023,-

(Continued on Page 14)

## Dear Editor: . . .

(Continued from Page 13)

512 of the principal, \$104,722,978 in interest, or a total of \$167,746,490.

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

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

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

*Incidentally, although Western Pacific received no land grants, it was forced by the facts of competition to*

*carry Government traffic at the half rates as long as the other railroads were required by law to do so.*

\* \* \*

## Thank You

I wish to take this opportunity to thank all the members of the WP Sacramento Employees Federal Credit Union for the gift of a pen desk set presented to me at our annual meeting.

After six years working with the Credit Union, as secretary to the Credit Committee (during which time I had not missed a meeting except during vacations), I thought it best to step out for a while.

It has been wonderful working with the Credit Union and I wish it continued success.

Irene E. Burton  
Store Department  
Sacramento, California

\* \* \*

## Donates Mileposts

About a year ago you generously granted my request that my name be placed on your mailing list. For this act of kindness, please accept my sincere thanks. I am indebted to you for sending this pleasant and interesting magazine.

I have taken the liberty of donating the past issues to the Library of the Museum of National Transport, and will pass future issues on to them.

Not being too familiar with Western Pacific operation I would like to further impose on your generosity by asking for timetables of Western Pacific and Sacramento Northern.

Ray Westing  
6325 Hancock Avenue  
St. Louis 9, Missouri

This is the letter mentioned by Machinist Shepard in the column just below. Today, the rate of pay for machinist apprentices graduates from \$2.002 per hour to \$2.092 per hour. Mr. Shepard has been a machinist since June 7, 1923 and is No. 2 on the seniority list at Oroville shops.

Mr. H. J. Osborne, Jr.  
Round House Foreman  
Oroville, Cal.

Dear Sir:-

Please be advised that the rate of O. C. Shepard machinist apprentice changes from 10 to 12 cents per hour  
May 12th.

Yours truly

*W. H. Powell*  
General Master Mechanic

## Good Old Days?

I am sending you a photostatic copy of a letter I have had for years. Some of the "old-timers" may remember those fellows whose names are on the letter (reproduced above).

Wages in those days were a little different than now.

Orson C. Shepard, Machinist  
2224 "B" Street  
Oroville, California

P. S. In MILEPOSTS when you mention Service Pin Awards for machinists, you give their locations as "Mechanical Department." It would be nice to give the city instead. In the last issue is the name of Ralph Drown, Machinist, Mechanical Department. It would be nice to say "Oroville."

*Mr. Shepard's suggestion that the location of mechanical department employees be shown by city is very much appreciated and will be put into effect as soon as possible.*

## They're in the mail

I retired on December 21 and my understanding was that I would continue to receive MILEPOSTS. It is a very interesting magazine and also keeps one in touch with what is going on in WP circles.

Since I did not receive any magazine this month, I was wondering if there is any reason why a retired employee does not receive MILEPOSTS.

Continued success to you and everyone who makes MILEPOSTS possible.

Fred L. Farlow  
720 Sylvan Court  
Stockton, California

The Miami Daily News received this note from a pleased subscriber: "Last week I lost a gold watch I treasured. Immediately, I inserted an ad in your classified column. The very next day I found the watch in the pocket of my other suit. Thank you very much."

\* \* \*

Play it safely by working safely.

## WP Will Remember

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

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

*Enoch T. Bingham*, section foreman, Marshall, Utah.

*Michael Bosack*, carpenter helper, B&B Gang No. 1.

*Thomas J. Carroll*, conductor, Portola.

*Anthony Santos*, electrician, Sacramento.

*John Sarinana*, section laborer, Stockton.

## Girl Scout Week



You can count on her to be prepared

"You Can Count on Her to Be Prepared." That is the theme of the 48th anniversary of the founding of Girl Scouts of the U.S.A. which will be celebrated nationally during Girl Scout Week, March 6-12, 1960.

Many daughters of Western Pacific employees, and many employees, too,

will be taking part in activities during the birthday week. Girl Scouts of all ages regularly take tours through the railroad's facilities, and when space permits, enjoy short rides on the *California Zephyr*.

Since Juliette Gordon Low organized 12 girls into the first Girl Scout Troop in March, 1912, more than 16 million girls and adults have taken the Girl Scout Promise and Laws and made preparedness a part of their way of life. During the organization's 48 years of growth, its program opportunities have been greatly expanded.

Girl Scouts are taught basic principles of good citizenship, the give and take of making friends, discovering new abilities and how to use them. They are prepared for future responsibilities as wives, mothers, workers, civic leaders, and citizens.

One out of seven girls in the United States, aged seven to 17, is a Girl Scout. Membership is divided into age groups—Brownies, 7-10; Intermediate Scouts, 11-13; and Senior Scouts, 14 through 17.

If you look like your passport photo, brother, you NEED the trip!

MILEPOSTS

## In Memoriam



In behalf of all employees of Western Pacific and its affiliated companies, MILEPOSTS extends sincerest sympathy to the loved ones of the following employees whose deaths have been reported:

*George A. Antonopoulos*, Sacramento Northern section foreman, February 4.

*Edward Baker*, retired locomotive engineer, January 19.

*Olaf Erickson*, B&B carpenter, February 4.

*Bruce Hinton*, retired conductor, January 28.

*Martin F. Majestic*, retired switchman, December 20.

*Paul F. Murphy*, retired manager-service bureau, February 9.

*George H. Newman*, retired conductor, January 28.

*John B. Pullen*, retired yardmaster, January 19.

*George A. Tornfeldt*, retired locomotive engineer, January 27.



At the left is a cover reproduction of "Portfolio of American Locomotives." The album contains twelve prints of early American locomotives, circa 1870-80. Each has been carefully reproduced to faithfully duplicate the original steel engraving from which it was taken. Authentic colors of the period have been dictated by an outstanding authority on historic railroad lore. By special arrangement with the owners of Kean Archives, the album is available from Lyon Manufacturing Co., Hasbrouck Heights, New Jersey. Cost is \$2 postpaid.

# Credit Union reports

## Oroville

WP Oroville Employees Federal Credit Union declared a 6% dividend to be paid to all fully paid shares as of December 1, 1959. Shares held less than one year will receive a proportionate amount. During 1959 total assets increased more than 12% to \$79,798.05. Shares increased 43% held by 275 shareholders, an increase of 14%. Nineteen sixty predictions are assets of over \$110,000 and a membership of 310. Loans totaling 105 were made during the year amounting to \$74,894.07.

Officers elected for the year 1960 are: Board of Directors, Clayton D'Arcy, president; Ruth J. Brown, N. C. Carlton, A. E. Jones, and Helen R. Small. Manager is L. E. Ginter. Credit Committee members include B. V. Green, H. B. Kell, W. R. Martinson, Frank Rogers, and Robert L. Shepard. Supervisory Committee members are M. A. McLain, A. I. Reichenbach, Jr., and Joe Suddreth.

## Sacramento

The WP Sacramento Employees' Federal Credit Union holds its annual meeting of shareholders at the Oak Park Club House, Sacramento, on January 22.

A 4 1/4% dividend was declared. The financial statement showed assets of \$294,000; loans made in 1959 totaling \$386,165; and total loans made since the Union's organization in 1953 amounting to \$1,237,288.

Bruce Stilwell was elected as president and C. C. Bennett as vice president.

Board of Directors elected were Mrs. Marcella Schultze, Henry Bitz, F. R.

O'Leary, A. P. Springer, Bruce Stilwell, and R. L. Kimball.

Mrs. Betty Latino, Ross Shenkel, and Stanley Goodnight were elected to the Credit Committee.

## San Francisco

The annual meeting of the WP San Francisco Employees' Federal Credit Union was held at general office on January 18.

Highlights of the meeting included adoption of new By-Laws for Federal Credit Unions (with some exceptions), declaration of a 4% dividend on shares held during 1959, payment to survivors of members under the Life Savings & Loan Protection Insurance of \$3,534.72, and realization that the Union's steady growth since organization in April of 1954 proved that it was meeting a need for its members.

Financially, the Union on December 31 had assets totaling \$249,880.27, membership totaled 535, and during the year loans were made in the amount of \$176,611.50. Since organization the Union has made 1,314 loans totaling \$693,537.24.

Elected to office for the year were John Miller, president; Dick Bridges, vice president; Eleanor Gowen, secretary; and Carl Flaig, treasurer. Directors include Bob Beebe, Helen Decker, Janie Hyland, Mildred Nielsen, Tom Rappsilber, W. E. Vanskike, and Cliff Warner.

The Credit Committee includes Sam Razo, Bill Reed, and Ted Travins.

The Supervisory Committee includes John Morgan, Harry Perrine, and Larry Shaughnessy.

(Stockton report on next page)

# MILEPOSTS



# IN GOLD

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

40-YEAR PINS		
James B. Dillon.....	Agent	Oakland
Val W. Dycus.....	Locomotive Engineer	Western Division
Raymond A. Ruepp.....	Locomotive Engineer	Western Division
Owen S. Thomas.....	Conductor	Eastern Division
35-YEAR PINS		
Jean E. McCulloch.....	Asst. Chief Clerk, Manifest Dept.	San Francisco
30-YEAR PINS		
Charles J. Fischer.....	District Sales Manager	Los Angeles
Morgan O. Howell.....	Conductor	Eastern Division
Don Richmond.....	Asst. T&E Timekeeper	Sacramento
15-YEAR PINS		
Roy Barkstrom.....	Roadmaster's-Trainmaster's Clerk	Keddie
Spencer Carmouche.....	Cook	Dining Car Dept.
Charles M. Cavis.....	Clerk	Oakland
Lloyd A. Darnell.....	Store Helper	Oroville
Jasper L. Ellis.....	Carman	Oroville
Jack L. French.....	Fireman	Western Division
Maude Fulcher.....	Nurse's Aide	Portola Hospital
Dwight E. Hayden.....	Clerk	South Sacramento
Robert T. Johns.....	Yardman	Eastern Division
Archie R. Martin.....	Machinist Helper	Oakland
Alma I. Miller.....	Laborer	Oroville
Russell I. Pettit.....	Brakeman	Eastern Division
Harvey L. Ross.....	Assistant Chief Clerk	Stockton
Erich Thomsen.....	Engineer-Inspector	San Francisco
Troy Thompson.....	Yardman	Eastern Division
10-YEAR PINS		
Joe Cannon.....	Laborer, Section 12	Stockton
Edward R. Churchill.....	Carman	Oakland
Albert H. Overturf.....	Track Supervisor	Sacramento
Frank J. Price.....	Carman	Stockton
Richard Richards.....	Section Laborer	Elko
Frank W. Rogers.....	Electrician	Oroville
Edward K. Wiley.....	Carman	Stockton

## Stockton

Stockton WP Employees' Federal Credit Union held its sixth annual meeting at a buffet dinner on January 22.

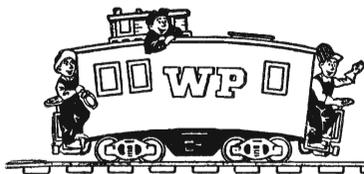
A dividend of 5 1/2% was declared for the year 1959. Assets have grown from \$83.00 in 1953 to \$113,384.47 in 1959. Shareholders have increased to 307. During 1959 loans totaled 102, amounting to \$99,861. Treasurer E. A. Trace announced that unless a request

for dividend check was made, member's account will be credited.

Elected to office were H. L. Ross, president; D. A. Miller, vice president; E. A. Trace, treasurer; who will serve as directors on the board with H. D. Wolf and J. C. Sterner.

Elected to the Credit Committee were G. W. McCauley and A. Gianetti.

Elected to the Supervisors Committee were C. C. Skinner, S. A. Martin, and G. J. Benedict.



# Caboosing

## WINNEMUCCA

D. G. Michaels  
for Ruth G. Smith

Your regular correspondent, Mrs. RUTH G. SMITH, is now sojourning in (what we hope is sunny) California with her husband, Engineer J. SMITH, who retired recently after a service of 39 years.

The Smiths, fortunately, are at least missing our winter which brought in not only cold weather but viruses which have caused considerable sneezing, sniffing, and coughing among our railroaders. Your correspondent, because of it, was confined at home for nine days.

Three deaths occurred among our retired railroaders during January: EDWARD BAKER, former engineer; GEORGE TORNFELDT, former fireman; and JACK MIMS, former roundhouse employee.

Jack Mims, a native of the State of Georgia, was recently visited by his father and mother who arrived by train from their home in Baltimore, Maryland. This may not seem out of the ordinary, until you consider the fact that Jack's father is 107 years of age, and his mother a young 90!

The peculiar lingo of the railroader was adorned by the brief and very polite lingo of the serviceman when J. L. JENISTA returned from a full term of service in the Navy to resume his seniority as brakeman, which he had established in October, 1955.

A quite impressive and elaborate wedding ceremony took place recently, when the beautiful Kathleen Elwell, daughter of Engineer and Mrs. FRED B. ELWELL, became the wife of Douglas C. Hiles. After a short honeymoon the bridegroom left to complete an engineering course at a college in Milwaukee, Wisconsin, while his bride continues her employment with the First National Bank of Nevada in Winnemucca.

## SACRAMENTO SHOPS

Marcella G. Schultze

Presented with a beautiful gold wristwatch and with the best wishes of his many friends ringing in his ears, A. "TONY" SANTOS retired January 29 after 38 years as an electrician with Sacramento Northern and Western Pacific. Tony was born in Portugal on January 20, 1895, and was adopted by an American family. He served in the U. S. Army during the 1st World War and, after his military service, attended the California School of Mechanical Arts, beginning work with the SN in 1922. "Tony" has been very active in the W.P.A.C. Club, serving as president and vice president in recent years.

Carman E. E. EVERS volunteered his services on the recent March of Dimes Telethon, which ran 17¾ hours on Channel 10, KXTV, on January 2 and 3. Ed spent his time at the Auditorium verifying incoming telephone calls.

Congratulations to Machinist and Mrs. R. F. LAWTON upon the birth of



Shapely "Miss Fritzi" was built by Conductor G. A. Lockwood during spare time in winter months. See PORTOLA.

their third son, Steven Michael, who arrived December 27, weighing seven pounds, three ounces.

Our sympathies are extended to W. P. DEWITT, carman, who lost Mrs. Dewitt January 7 after a short illness; to E. S. WALSHLEY, machinist, whose father, F. J. Walshley, passed away January 6; and to the family of former yardmaster J. B. PULLEN, who passed away January 25.

Installed at the Dante Club on January 15 as the 1960 officers of Capital City Lodge No. 266, Brotherhood of Railway and Steamship Clerks, were WARREN BOGGS, president; RICHARD FINLEY, vice-president; DON RICHMOND, financial secretary-treasurer; MARCELLA G. SCHULTZE, recording secretary; FRANK GRIMES, sergeant-at-arms; RICCO CERVETTI, inner and outer guard; and GEORGIA M. CHINDAHL, chaplain. Also installed were WILLIAM MILLER, legislative representative and Western Division Chairman; and PETER DEL MORO, mechanical department Division Chairman. Elected to the Executive Board were H. J. COLDSMITH, R. L. KIMBALL, and MARCELLA G. SCHULTZE. Outgoing president GEORGIA M. CHINDAHL was presented with a past president's pin and honored for her year's service to the organization.

## PORTOLA

Louise Wilks

Conductor G. A. Lockwood improves his spare time during winter months by building boats. His newest craft is a second *Miss Fritzi* from a Science and Mechanics Craft Print. She is 21 feet long by 8 feet wide and has 38-inch freeboard at the lowest point. Planking is of 4' x 8"—3/8" plywood, butt jointed, over oak frames, keel and longitudinal frame parts. Bottom is 5/8" plywood and she is 100 per cent glassed. Power is supplied by a 1951 Studebaker V8 of 120 h.p. at 4,000 r.p.m., fully marine converted driving through a Seapower outdrive unit. Gear shifting and steering is contained in the outdrive unit. Gasoline capacity is 60 gallons. The craft was not fully completed last year, but sufficiently for "Chet" to use her last fall for salmon fishing off Trinidad, California. The finishing touches are being put on this winter.

The original *Miss Fritzi* was sold to BLE General Chairman J. C. MOFFITT last fall, who plans to do some remodeling and use her for fishing in the Delta area around Stockton.

Engineer JOE SONZONGI also constructed a 16-foot outboard, fibreglass

boat with cab, which he used successfully on the lakes last summer.

Friends of PAUL BURNER, assistant general supervisor SMW&E Shops, will be glad to know that he is getting along nicely after his accident, and hopes to go home to Oakland soon, but not back to work for awhile.

Yardmaster and Mrs. "SLIM" MANNING have returned from a month's vacation in the Gulf states, Texas, Louisiana, and Mississippi.

Division Lineman BARNEY GUZENSKE was appointed to the Portola city council to fill the vacancy left by the resignation of Kelly Kilpatrick. The appointment was made by Mayor Charles Veomett and approved by the council after reading a paper bearing 58 names and endorsing Barney's appointment. He served for four years on the city council ending in 1958 and established a considerable reputation because of his work in behalf of the city's street paving and improvement. He is a member of the Plumas County board of education and governing board of the Plumas unified school district.

Since the site of the 1960 Winter Olympics is only about 50 miles away many Portolans have enjoyed visiting Squaw Valley. Among those planning to take in some of the events are Trainmen R. A. ISSAC and HERKY BERG and their wives, and Fireman and Mrs. DICK APPLIGATE.

## STOCKTON

Elaine Obenshain

Arlene Verhaege, daughter of Assistant Trainmaster and Mrs. ROGER M. VERHAEGE, was recently installed as Worthy Advisor of Marysville Assembly, Order of Rainbow for Girls. After her father was transferred to Stockton, Arlene continued to live in Yuba

City, but with the completion of the school term in June, she will again reside with her parents in Stockton.

Retired Water Service Foreman DAVE COONS was a recent visitor at Stockton yard, accompanied by retired Lineman HOMER SMITH. Mr. Coons informed us that JOHN O'LAUGHLIN, section foreman at Sunol, suffered a heart attack the latter part of October and is now confined to St. Joseph's Hospital in San Francisco and would enjoy hearing from his friends.

Judy Ross, daughter of Clerk and Mrs. H. L. ROSS, is a member of Edison Hi Debaters, the only girl on the six-man team. The team competes with other high schools throughout this area in high school forensic tournaments. Judy, a sophomore, has won first place in many of these contests in which she has competed with members of the senior classes.

Our deepest sympathy to retired Car Foreman and Mrs. C. L. DOANE, whose son, Richard Palmer Doane, died of pneumonia and leukemia. Funeral services were held in Seattle. Also to the families of retired Conductor WILLIAM R. DURM and retired Conductor BRUCE HINTON who passed away in January; to Mrs. McCann, wife of Conductor M. E. McCANN, whose mother passed away in January; and to Conductor H. W. MILLER, whose mother passed away in February.

We wish a speedy recovery to Switchman BYRL HAYS who underwent major surgery and is confined in St.



Joseph's Hospital, San Francisco; to Fireman G. L. FOSS who is in St. Joseph's Hospital, Stockton; and to Clerk MARY A. LEACH who has been confined to her home with the Asian flu for nearly a month.

District Sales Manager ROBERT R. TAYLOR is a new director of the Stockton Chamber of Commerce.

## SALT LAKE CITY

J. B. Price

Mr. and Mrs. L. L. Gollaher of Grantsville have announced the betrothal of their daughter, Deon, to Fireman VERLE LYNN ELKINGTON, son of Mr. and Mrs. Lynn J. Elkington of Grantsville. The young couple have selected April 15 as their wedding date.



Robert Larry Naylor, son of General Clerk (at Warner) and Mrs. HARVEY J. NAYLOR of Grantsville, returned home on December 16 after spending the past two years in the Great Lakes Mission Fields for the Latter-Day Saints Church. Larry left Salt Lake City on December 11, 1957, and labored in several midwestern states. He has enrolled for the winter quarter at Brigham Young University where he has already completed two years. He is majoring in biological science.

Our deepest sympathy to Conductor DANIEL W. SULLIVAN and family in the loss of their dear wife and mother, Marie, on January 28 after a lingering illness.

Nevah Davenport, daughter of Mrs.

Lorrene Davenport, and the late retired Section Foreman SAMUEL DAVENPORT, of Grantsville, was united in marriage on January 8 to Kent Garth. The marriage rights were performed in the Salt Lake Latter-Day Saints Temple. They will make their home for the present in Biloxi, Mississippi, where Kent is stationed with the Air Force.

Without an ounce of fanfare, Conductor GUY PARRY retired in January after more than 40 years of railroad service, mostly with WP. Guy was born in Green City, Sullivan County, Missouri, on June 11, 1895. He completed his education at Hastings, Nebraska. He first railroaded with the SP&S at Spokane, Washington, in 1915, then worked for the Texas Pacific until May 3, 1916, when he went to work on the Tooele Valley local. He served with valor on all Western fronts with the famous 91st Division during World War I, and is a past president of the Division. He returned to Western Pacific as a brakeman on July 28, 1920, was promoted to conductor on February 29, 1924, and made his last run as conductor on the *California Zephyr*.



Conductor and Mrs. Guy Parry

We hope Guy remains as jovial as when he worked with us and wish for him and his missus many happy years of rest and relaxation.

Ruby Anny Dorius, daughter of Mr. and Mrs. Eldon H. Dorius, and John Warren Brown, son of Engineer JOHN J. BROWN, were married on December 31 in the Sandy Latter-Day Saints Temple.

ENOCH TRACY BINGHAM, section foreman on the now retired Marshall Section, retired December 31 after faithfully serving Western Pacific for 31 years. Tracy also had six years of SP and D&RGW serv-



ice. Mr. and Mrs. Bingham began two years ago to prepare for retirement by building a new home in Grantsville, doing all the work themselves. Although not completely finished, they have moved in and Tracy says he can take his time putting on the finishing touches. The Bingham have many hobbies and are planning to pursue all of them. Mrs. Bingham especially enjoys gardening, and with a new home, she will begin landscaping full scale this Spring. Tracy was presented a certificate of appreciation by President F. B. WHITMAN, commending him for his many years of service. He was also presented with a rocking chair from the roadway personnel on the 4th District. One of two daughters, Erma, lives in Wendover with her husband, Fireman CLIFFORD F. GAMBLE. We wish the Bingham many happy years of happiness and good health.

## OROVILLE

Helen R. Small

Switchman CECIL M. CRAWFORD on the T&G Cleaners Bowling Team in the Twilight League turned in an oddity recently. He rolled spares in the first nine frames, then turned in a strike in the tenth for a 185. It was the first game of its kind on record at Central Lanes. Crawford packs a 158 average.

Twin sons were born to Brakeman and Mrs. JERYL GOFF on January 11. One of the babies was lost, however, shortly after birth.

Congratulations to Ticket Clerk-PBX Operator W. A. "BILL" SHERRILL upon his appointment to chief clerk, marketing division, at Sacramento. Bill is moving his family there as soon as suitable housing is located.

"ART" E. McNALLY has bid in the position formerly held by Sherrill, and we welcome "Art" back to Oroville.

Special Agent-Claim Agent E. L. McCANN had to spend some time in St. Joseph's Hospital for surgery during January. However, "Mac" is back on the job and feeling okay again.

Retired Conductor GEORGE H. NEWMAN, 74, passed away at his home on January 28. He was born in Oakland on October 19, 1885, came to Oroville in 1910 to work for the railroad, and retired in 1950. His wife, Lottie, passed away last December. Surviving are a sister, Mrs. Minnie Hood, of Berkeley, and two nieces and two nephews.

Retired Boilermaker WILLIAM H. HOOBLER passed away January 29. Mr. Hoobler was born in Galena, Missouri, on June 12, 1889, and was employed with Western Pacific for 22 years prior to his retirement a few years ago. Surviving are his widow, Della, a

daughter, Catherine Hoobler, a son, Billy Grant Hoobler, all of Palermo, and a daughter, Mrs. Etta Wilhoite, of Long Beach.

## WENDOVER

Esther Witt

Waitress BETTY BOGUE, wife of Fireman WILLIAM S. BOGUE, announces the engagement of her daughter, Patricia May Espinoza to Gary Julian of Salt



Lake City. Patricia's father is Section Foreman FRANK ESPINOZA of Gerlach. The young couple plan a July wedding, after which they will make their home in Wendover where Gary has employment with Russ Lewis.

Another daughter of Betty's, Selia Espinoza, has been selected to represent Western Pacific in the annual American Legion Sweetheart Contest.

Former Linerider and Mrs. ALFRED B. CALLISTER have returned to Skull Valley near Grantsville, where "Alf" has employment with the Marblehead Lime Company. While he was employed with Western Pacific the Callisters lived in Wendover, where he also was Bishop of the Wendover Latter-Day Saints Church. We wish "Alf" the best of luck in his new work.

## KEDDIE

Elsie Hagen

Private Hugh O. Ausmus, son of Trainman HUGH AUSMUS of Nubieber, is undergoing the first cycle of basic training at Fort Ord with Company D 10th Battle Group, 3rd Brigade. Hugh

attended school in Quincy but moved to Greenville where he graduated before entering the service in November, 1959.

Trainman CLAUDE STRAHAN is back in Keddie after being ill for several months and plans to return to work in the very near future.

HANSON MATHEWS is making a slow recovery at his home following an injury received several months ago.

Fireman WALTER THACKER is feeling much better after an illness and is now back at work.

Section Foreman and Mrs. LAUREL FISHER and their son, David, made an extensive trip after the holidays, visiting Death Valley, Las Vegas, Hoover Dam, Grand Canyon, and New Mexico.

Retired Road Foreman of Engines and Mrs. BOB McILVEEN just returned home from a trip visiting their children and families as well as friends in Whittier, Los Angeles and Alameda.

## OAKLAND

J. V. Leland

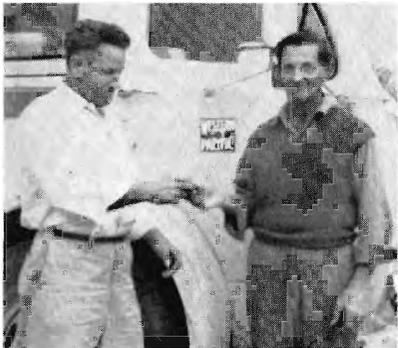
Switching Clerk EDITH SUTTER has just become a grandma for the seventh time. Edith's comment on the occasion was "I don't feel any different!"

WILLIAM D. GOOD, general round-house foreman, and Mrs. Good visited Bill's sister-in-law and family who built a new home in Cheyenne, Wyoming. He also visited the Wyoming State Fair and especially enjoyed its rodeo. While visiting Denver en route, Bill says he was surprised to see the extent of new business that has moved there in recent years.

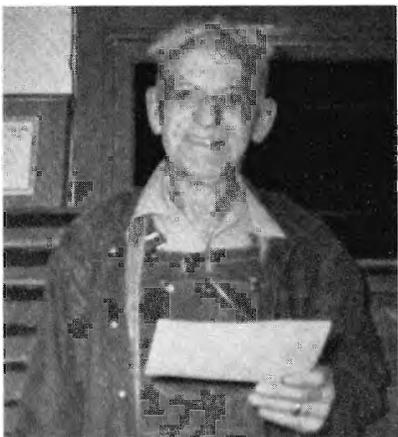
We regret to report the death of Mrs. Euveta Metzger, 76, wife of retired Engineer WILLIAM METZGER, which occurred on February 10 following a long illness.

## SACRAMENTO STORE

Irene Burton



Store Helper John Pinkham is now wearing a 40-year Service Pin. Storekeeper Nino Poncioni, left, presented the pin with congratulations.



After 18 years of service with the railroad, Store Helper Cliff Lewis now enjoys leisure time. This picture and the one above were taken by Henry J. Madison, manager of stores, Sacramento.

BRUCE STILWELL bid on and received the position of purchase requisition clerk which was vacated by HORACE LATONA with his transfer to the pur-

chase and stores department at general office.

Bruce is also to be congratulated on his election as president of the WP Sacramento Employees Federal Credit Union. Congratulations, also, to CHARLES B. REID and BETTY LATINO on their election as chairman and secretary, respectively, of the Union's Credit Committee.

## SAN FRANCISCO

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

The many friends of PAUL MURPHY, former chief, passenger service bureau, will be saddened to know of his death on February 9. Paul left the company in September, 1958, with request for disability retirement. He was transferred to Portola Hospital in November, 1958, where his passing took place.

FRANCES SKINNER, secretary to J. J. HICKEY, director of passenger sales, left the railroad February 15 to await the arrival of her first child. "Fran" is convinced it will be a boy although she has a girl's name already picked out for the mid-April arrival.

A belated welcome to JOANE HARRINGTON, who has been working as key punch operator in the auditor of equipment service accounts department since December.

In case you're wondering, the BILL RACINE mentioned in *Herb Caen's* column in the February 4 edition of the *S. F. Chronicle*, was the chief clerk in WP's passenger accounts bureau. The "Bagatelle" item read: "Bill Racine of Lafayette boarded a Geary Street bus and found himself sitting next to a boy about seven who was busily sucking his thumb. He stood it for a few

blocks but then — (me and my big mouth, says Bill) — I said to the kid: 'Son, you're too big to be sucking your thumb.' Whereupon the kid swung around and nearly shoved the thumb into Bill's eye. 'See that thumb?' he demanded. 'Well, it's full of vitamins.' Groans Bill: 'With my hat over my eyes, I got off at the next corner.'

MARGE WARD, auditor of revenues department, has been away from her desk for several weeks because of a



Freight Service Supervisor John C. Nolan shows to Mrs. Rachel Irvin, psychiatric social worker at Berkeley's Herrick Memorial Hospital, a picture of Mt. Hood painted by his wife, the late Lydia Glover Nolan (left). This painting and others, and furniture, were donated by John in memory of his wife for a psychiatric outpatient waiting room at the hospital. Because of Mrs. Nolan's great interest for many years as an educator in the field of social welfare, specializing in its psychiatric aspects, the room is named "Lydia Glover Nolan Memorial Room."

fractured ankle received in a fall. Marge's daughter, Mae, was in a play in Palo Alto and Marge fell the night of the play when she went to see Mae perform. We wish Marge well.

MONICA CHAMBERS, auditor of revenues department, has been recuperating from a recent operation and we wish her a speedy recovery.

GEORGE MANNING, revising clerk, took an early vacation this year in order to spend a week watching the Winter Olympics at Squaw Valley.

Little Theatre goers will enjoy "Rashomon," a Japanese play now being staged by the Interplayers Little Theater Group at San Francisco's *Bella Union Theater*. The ageless drama, set in a Japan of a thousand years ago, recounts two heinous crimes as told by the participants. It has received reviews by local newspaper drama editors. The play is scheduled to run Friday and Saturday evenings through March. Reservations may be made through the *Bella Union Theater*. Amateur members in the non-profit group include MARGUERITE "PEGGY" DELURY, key-punch operator in WP's auditor of equipment service accounts, who currently is stage manager. HAL DELAHOUSSAYE, revising clerk, and TOM DOWD, rate and division clerk, auditor of revenues department, are also actor-members of the group although they are not appearing in "Rashomon."

PETER CITRON, district sales manager, has been elected first vice president of the Railroad General Agents Association, San Francisco, for the 1960 term of office.

\* \* \*

Have you heard about the Texan who wrote a check and the bank bounced?

\* \* \*

Only smart people work safely!

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## RAILROAD LINES



Kaiser Aluminum Co. predicts railroads will be using aluminum freight cars in volume by 1970.

For eight consecutive years through 1959, nearly 84 million Pullman passengers have traveled 53 billion passenger-miles without a fatality.

Northern Pacific had its second best safety record in 1959; 3.63 injuries per million man-hours worked.

Fifteen trailer loads of aluminum extrusion manufacturing machinery traveled from New Jersey to California in one of biggest transcontinental piggyback movements ever originated by Lackawanna.

Largest push-button classification yard in North America, scheduled for completion this year, is Canadian National's Cote de Liesse yard near Montreal.

When New Haven offered sleeper service at coach rates plus small surcharge for berths between New York and Boston to fill vacant space in conjunction with lowest round-trip fares since 1940, two bus lines promptly undercut the rail rates.

According to Civil Aeronautics Board estimates, hazards of air travel on regularly scheduled domestic airlines in 1959 was 14 times greater than travel by rail.

Aggressive promotion of special services last year enabled Texas & Pacific to achieve passenger revenues 6% above those of 1958.