

WESTERN PACIFIC
Mileposts

MAY 1960



Mileposts

WESTERN PACIFIC

Volume XI, No. 10

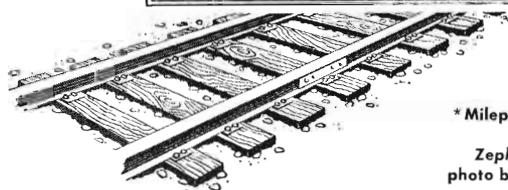
MAY, 1960

*Milepost No. 130

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. 130: On a special run, a Zephyrette stops for photo by A. L. Lloyd, Jr.

FEATURES

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The Zephyrettes were incurring big losses when they made this running meet at Merlin January 15, 1959, after two million miles of service.

WP asks to discontinue Trains 1 and 2

ON April 22 Western Pacific filed application with the Interstate Commerce Commission asking for permission to discontinue operation of local Trains 1 and 2 effective June 1, 1960.

The railroad's action was not a hasty one. The conclusion to ask for complete removal of the trains was reached after many months of study. These studies disclosed the fact that out-of-pocket losses from the operation have increased steadily, amounting to more than \$254,000 in 1959. This was about \$100,000 greater annually than was the loss from the trains' first year of operation.

Each year patronage has declined steadily and there is every indication that the decline will continue. In all

probability most of the decline in patronage has been due to the increased use of private automobiles by the traveling public. With the general improvement in the interstate road system that trend will undoubtedly continue. In addition, the loss has grown steadily to alarming proportions because of increased costs of operation each year, due primarily to increased wages and payroll taxes.

The two rail diesel cars were placed in service on September 15, 1950, replacing the daily *Royal Gorge* conventional train which had been losing over \$900,000 annually on an out-of-pocket basis. To make the tri-weekly Zephyrette service attractive for revenue passengers the railroad spent considerable sums refitting the cars, and incentive round-trip fares were also made effective.

After the first year's operation the trains showed a gross revenue of 34c

per mile and a cost of 88c per mile, resulting in an out-of-pocket loss of \$156,800. Despite continued efforts to increase revenues and to reduce costs, out-of-pocket losses continued to mount. In 1957 the railroad lost the small amount of mail which was being handled when the Post Office decided to transfer the mail to highway service. Later, the Railway Express Agency decided to reduce its service by operating only between Sacramento and Salt Lake City.

In the period from 1951 to 1959 the cost of operation increased sharply, primarily because of increased wages paid to the trains' operating crews, but also because of increased payroll taxes. For example, wages paid to enginemen (not including firemen) in 1951 amounted to \$51,000. In 1959 this outlay had risen to \$70,000. Likewise, wages paid to conductors and trainmen, plus the proportion of wages paid for express messenger service, rose from \$66,000 to over \$101,000. In addition, payroll taxes increased from \$6,000 to \$11,000. There seems to be no prospect that these wage and payroll costs will decrease in the future, and in all probability they will continue to rise.

ALL funds reinvested in Western Pacific property must come from operations. Many opportunities are available for reinvestment of these funds which will help our railroad to remain in a strong competitive position so that it may improve its freight service to shippers, locate more industries, and operate with improved efficiency generally. The railroad has not had enough funds for reinvestment to carry out all the projects which should be undertaken. As a result, it

had to make substantial cuts in the budgets for road improvements, new equipment, and industrial development. Thus, good judgment dictates that this \$254,000 annual loss from operation of Trains 1 and 2 can be better invested for the benefit of shareholders, employees, and the public alike, than by continuing this very large loss operation.

Western Pacific intends to continue operation of the *California Zephyr* and to maintain the top-flight reputation it has achieved since it was first inaugurated. On an out-of-pocket basis this train does not make any substantial profit. Only 4% of the railroad's revenues come from passenger train operation. However, the indirect benefit from operation of the *California Zephyr* can be very substantial. It is the railroad's belief that the general public tends to identify Western Pacific, through its *California Zephyr* operation, as a modern, aggressive railroad with exceptionally high standards of service.

Holiday Tour

The Bay Area Electric Railroad Association will run a 2,900-mile special train tour over Memorial Day weekend. The special will pass through seven Western states over Western Pacific, Union Pacific, Milwaukee, and Southern Pacific railroads.

Equipment will include reclining-seat chair cars, sleeping cars, dining and lounge cars, and an open-end observation car. Fares, depending upon type of accommodation, will include

(Continued on Page 5)

How We're Doing

The average load of the *California Zephyr* in March, 1960, amounted to 56.5% of the train's capacity. In March, 1959, the occupancy ratio was 56.9%.

Freight shipments in March showed increases in canned goods, perishables, miscellaneous iron and steel articles, products of mines, and paper and paper products. However, the effect of the heavier movement of those commodities was pretty much offset by decreases in the movement of rock, sand, gravel, lumber, certain steel products, and automobiles and parts, and a lesser volume of Government traffic.

The relining with concrete of Tunnel

36 (about five miles west of Portola) is about 35% complete.

Two ballast jobs were commenced last month: two miles of track between Mileposts 876 and 878, about 65% complete; 3.75 miles of track east from Milepost 870.25, also about 65% complete.

Installation of the 6,200-foot car-cleaning and light repair tracks at Stockton yard are about 96% complete.

The railroad's 1959 Annual Report was mailed to all shareholders on April 13, and mailing to the employees will be made early in May.

	March 1960	March 1959
RECEIPTS:		
From our customers.....	\$4,651,031	\$4,912,740
Other income.....	48,779	43,437
EXPENSES:		
Wages, payroll taxes, fringe benefits.....	2,381,166	2,300,258
Materials, fuels, other operating expenses.....	1,390,590	1,160,372
Other taxes.....	329,144	596,982
Net rentals for equipment and joint facilities.....	55,809	96,387
Interest and fixed charges.....	183,573	178,525
Miscellaneous.....	35,755	39,295
LEAVING:		
For improvements to property, purchase of new equipment, payments on debts, dividends, etc.....	\$ 323,773	\$ 584,358

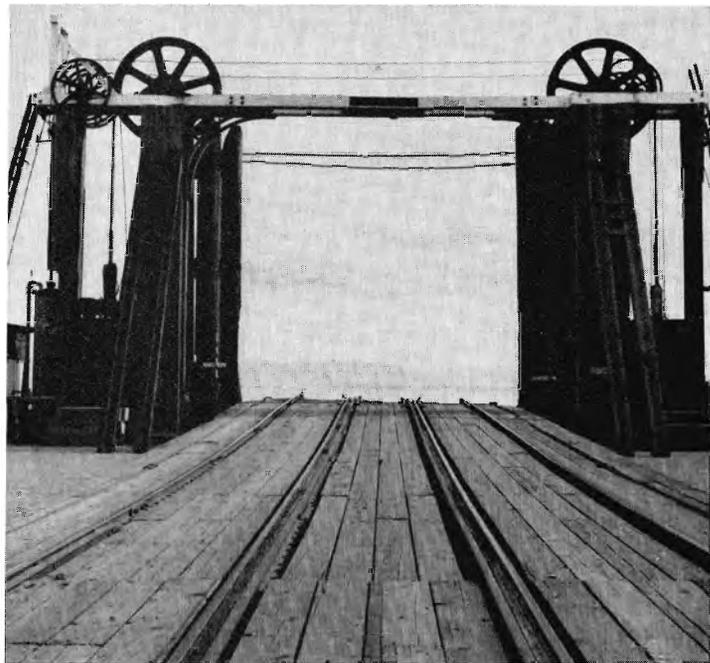
Holiday Tour . . .

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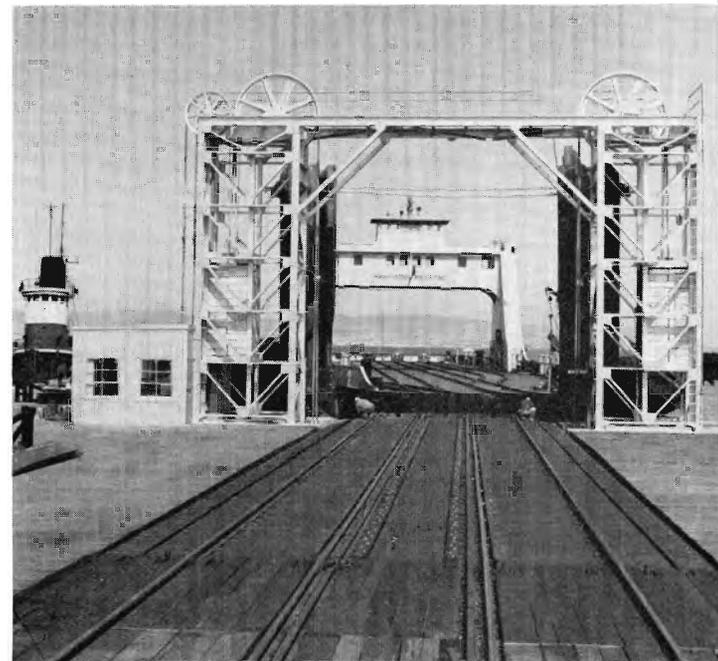
taxes and 10 meals served by WP dining car crews. Passes will be honored over WP for employees, and half-rate

fares will be honored by all other lines except Milwaukee.

Schedule, fare, and reservation information may be obtained from WP's public relations department.



The old structure—
built in 1909.



The new structure—
built in 1960.

25th street ramp remodeled

A NEW all-steel structure has replaced an old wooden gallows frame and apron at WP's 25th Street yard in San Francisco. The old structure, built in 1909, was uneconomical to maintain and was in need of extensive major repairs. During high and low tides it was impossible to raise and lower the apron sufficiently to permit transfer of freight cars between shore and the deck of WP's self-propelled diesel train ferry *Las Plumas*.

"A unique feature of the project was the driving of eight 80-foot-long pre-stressed concrete piles to support con-

crete platforms on which the new gallows frame and 110-ton counterweights rest," said R. D. Nordstrom, assistant engineer bridges and structures.

The new gallows frame, second-hand trusses to support the new timber deck, and the latest type electric operating mechanism for raising and lowering the apron, are all of steel. The frame rises 32½ feet above the platforms at the outer end of the new 220-ton apron. The apron deck measures 101 feet in length and 24 feet in width, over which cross three tracks.

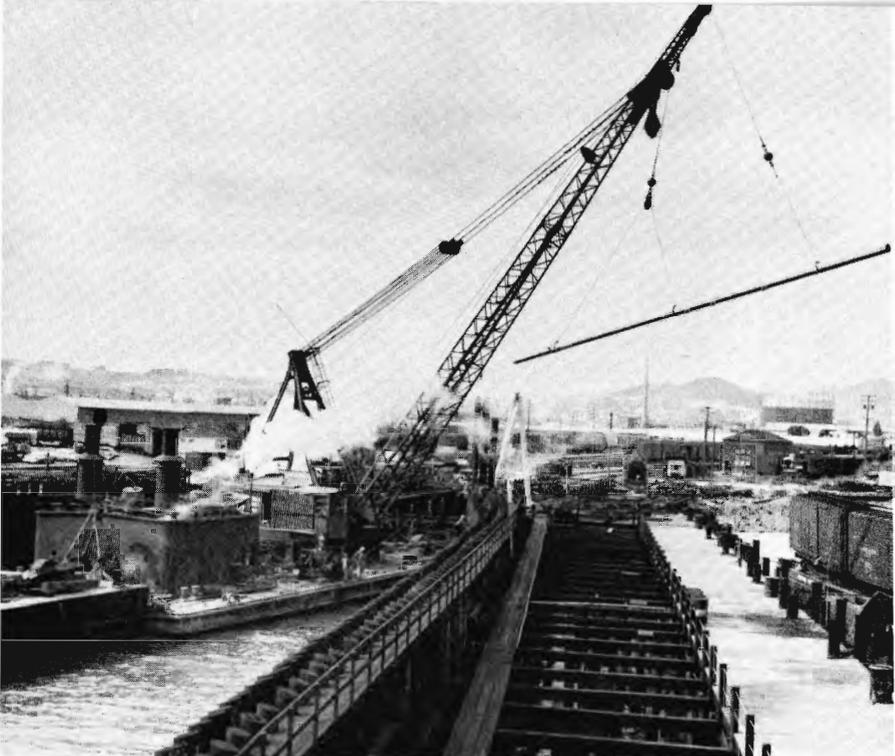
The structure was designed by WP's engineering department. The frame and hoist assembly were manufactured by Moore Dry Dock Co., who also made necessary modifications to the trusses. These were installed by Moore's sub-contractor, Kelly Bros. The piles were manufactured and installed by Ben C. Gerwick, Inc. All other work was done by WP crews.

Dismantling of the old structure began on February 29. The new \$250,000 replacement was completed March 11.

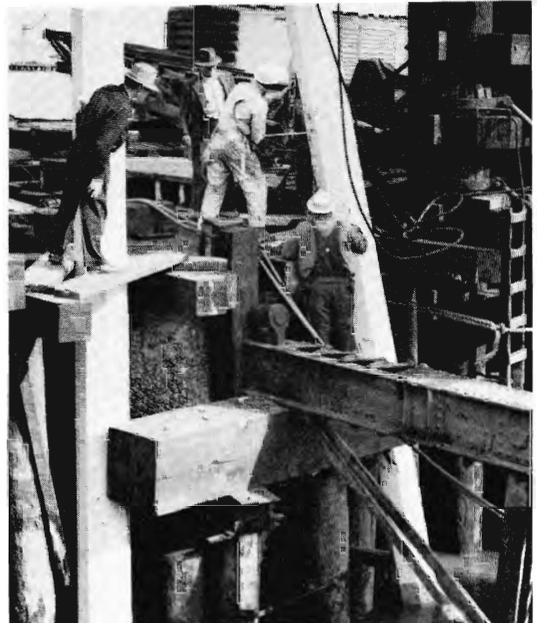
(More pictures on pages 8-10.)

Engineering surveys were made by (l-r) Assistant Engineer Walter D. Klabo, Jr. Engineer Alfred E. Adams, Jr. Draftsman James A. Snyder.





Opposite page: Gerwick Company's barge-mounted crane lifts 80-foot prestressed concrete pile from barge in 25th Street slip.

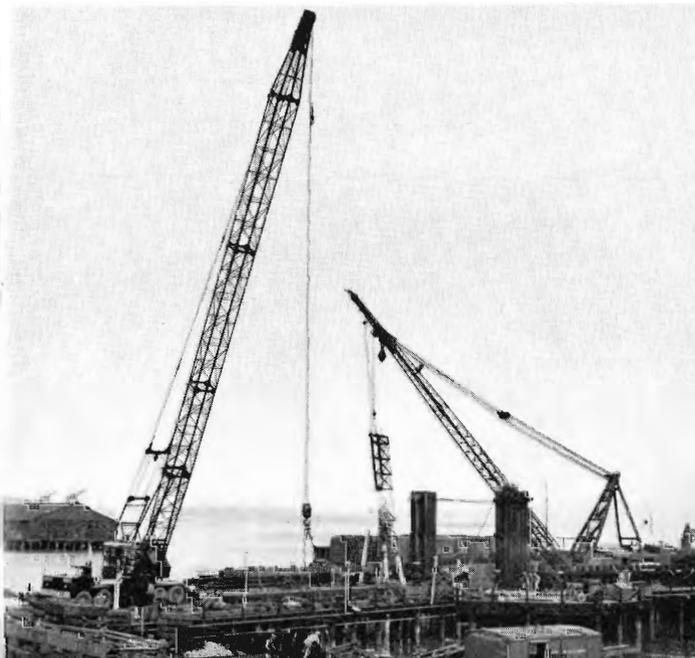


Right: Nordstrom, left, directs driving of prestressed concrete pile between wooden piles left in place. B&B Carpenter S. J. Davis watches progress from below, assisted by two unidentified workmen, above center.

Below: R. D. Nordstrom, assistant engineer, and Roadmaster Daniel J. Laughlin discuss project.



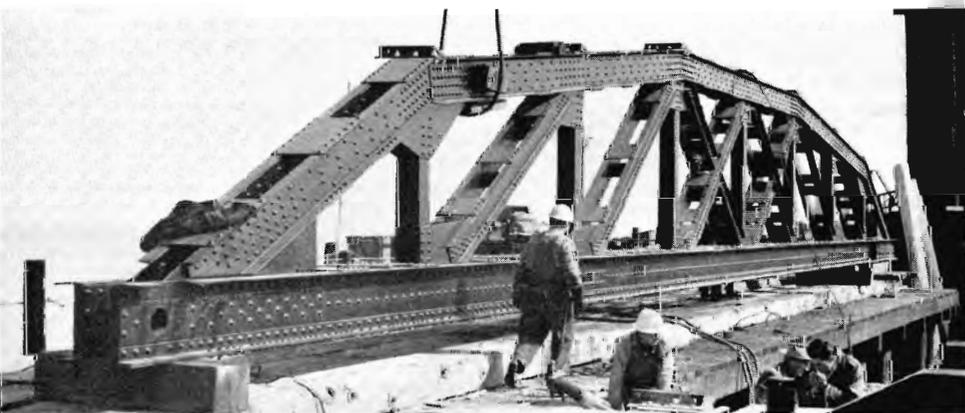
Below: M. J. Crespo, general B&B supervisor, checks progress with B&B Supervisor C. A. Moser.



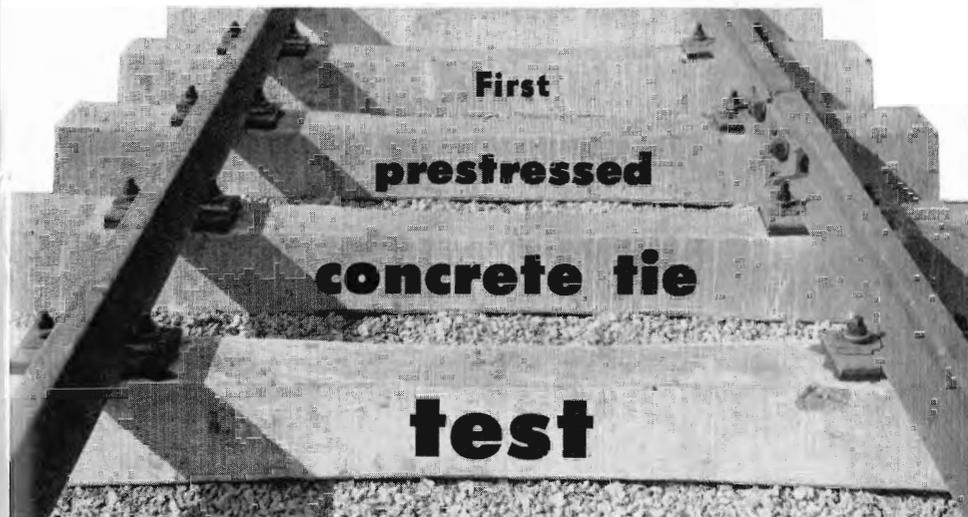
Truck-mounted crane at left, owned by Kelly Bros., San Jose, is one of the largest of its kind on Pacific Coast. Long boom was necessary to permit crane to operate from dock while apron was being dismantled. Gerwick's barge crane lowers pile driver leads into position.



Left: Kelly Bros. crane with shortened boom drops gallow frame over counter weights. Bull wheel, right foreground, is one of two used to support main cable for lifting apron.



Below: One of two steel trusses which were positioned beneath apron for main support. Size may be compared with 6-foot workman walking along dock.



WESTERN PACIFIC, simultaneously with two railroads in Florida, installed during March a number of prestressed concrete track ties for test purposes. This represents the first use of this type tie in this country, although standard reinforced concrete ties have been used by American railroads as far back as 1893.

The feasibility of prestressed concrete instead of treated wood for track ties has been under study by Western Pacific for some time. Advance studies revealed many favorable features. The studies also left some unanswered questions. Among these were: type of rail to tie connection, method for tamping ties, techniques for handling the 500-pound ties compared with 200-pound timber ties, effect of car derailments, track maintenance and, of course, cost. These answers are necessary before prestressed concrete track ties can be used in large quantities.

For the test, the railroad placed 45 of the ties under rails leading to the just-completed new ramp and gallow frame at 25th Street yard in San Francisco (see pages 6-10). The location was suitable for the test since these yard tracks are subject to frequent and heavy loads, and because it will permit WP engineers to keep a close check on performance.

The prestressed concrete tie used by Western Pacific was designed by Ben C. Gerwick, Inc., San Francisco, in conjunction with WP personnel. Considerable design and test data were also obtained from the Association of American Railroad's laboratory in Chicago where numerous tie design tests have been made.

The ties installed measure 8'6" in length and vary in width to a maximum of 12 inches across the bottom. The top surface was canted 1:40 from each end toward the center to provide

the desired cant of the rails. On timber ties, rail cant is provided by sloping rail seat of the steel tie plate. Spacing between ties varies to a maximum of 30 inches center to center, which compares with a spacing of about 20 inches for timber ties. This means that if the 30-inch spacing proves successful, two prestressed concrete ties can do the work of three timber ties. Three types of rail fastenings were installed, one with a machine bolt inserted through the tie from the bottom; one using a lag screw in a wooden-plug insert; and another with a standard type threaded concrete insert.

Closeup of tie installation shows tie design, various types of rail fastenings, and varied spacing between ties. Black spots on end of ties is tar which covers the ends of the prestressed steel strands to prevent rust. Placing tie plate is Track Worker Fred Pena, 11 years with WP.

THE prestressed type of tie is made by pouring concrete into forms through which tensioned $\frac{3}{8}$ " diameter high-tensile strength steel strands are run horizontally. After the concrete has developed strength of about 5,000 p.s.i., the strands are cut at each end. This transfers the tension in the steel strands from the tensioning jacks to the concrete. The internal compression caused by this transfer of tension is maintained during the life of the tie.

Ben C. Gerwick, Jr., president of the company which bears his name, is confident that, cost-wise, prestressed ties will soon be competitive with those made of timber. "We are confident that these tests will prove successful from a structural and operational viewpoint. A competitive cost for these ties will be dependent on development of a

Completed installation except for ballasting; first four rows of ties in foreground are wooden cross ties. The 45 prestressed concrete ties used for the test installation were placed just in front of the timber trestle, shown in the distance just in front of the new apron.



mechanized production operation. We are now working on this problem with interested parties, and anticipate no difficulties in developing the machinery to economically produce prestressed concrete rail ties," said Mr. Gerwick. "Development of mechanized production for prestressed concrete ties is also leading us into mechanization of production for other prestressed concrete products," he added.

The use of prestressed concrete is not new on the Western Pacific. The material was used in building the yard-master's tower in Stockton yard, and not long ago Bridge 93 near Stockton was rebuilt with prestressed concrete girders and piles. It was one of the first such railroad bridge structures in

the United States. Similar piles were just driven at 25th Street yard in waters of San Francisco Bay.

Though both the Western Pacific and Florida tie installations are small in scope, their performance will be watched with interest by railroad men throughout the country.

Because of the importance and timeliness of WP's prestressed concrete tie installation, color slides were taken of the project on March 11 and rushed to Frank R. Woolford, the railroad's chief engineer, in Chicago. The slides were shown to railway engineering officers attending the annual meeting of the American Railway Engineering Association, of which Woolford has been president for the past year.



Ursul F. Bohne became district sales manager at Washington, D. C., on April 1, succeeding John P. Conger, retired. Since November 1, 1956, he was general agent for the Tidewater Southern at Modesto.



Bohne was born at Hillsboro, Missouri, on December 21, 1915. His first railroad service was with the Southwestern Freight Bureau in April, 1937.

After serving for three years with the U. S. Merchant Marine, Bohne became a Western Pacific employee on August 28, 1950. His first position was as chief clerk at St. Louis. Two years later he became traffic representative for the St. Louis office, and on September 1, 1954, was assigned to the same position at Minneapolis. This was followed by his appointment as general agent at Modesto.

* * *

Frank G. Lindee was appointed to succeed Bohne as district sales manager for the Tidewater Southern. He moved into his headquarters at Modesto, April 1.



Lindee is a native of Omaha, Nebraska. After a high school and business college education, Frank completed the three-year traffic course of the Omaha Traffic Club. He received his first railroad experience in the

Promotions and Transfers

traffic departments of the Burlington and Frisco railroads, and became a Western Pacific employee in 1939 at Omaha. He came to San Francisco in 1941 and has been at Stockton since 1945, most recently as sales representative.

Lindee is now completing his third year as Adult Education instructor for the Stockton Junior College's course in advanced traffic.

He is a past president of the Stockton Traffic Club, a member of the Delta Nu Alpha Traffic Fraternity, Stockton, and a member of the Modesto Elks Lodge 1282.

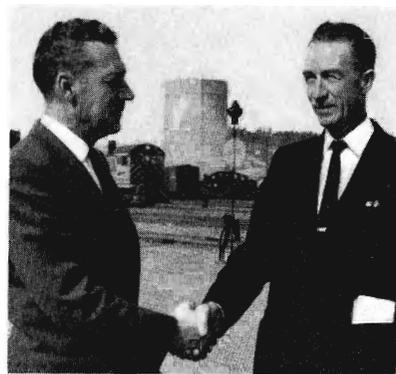
When golfing together, Frank can usually wrangle a few strokes from his son, Kip, but he has a hard time talking his way out of any advantage he has to give his wife, Emilee. The family are also fishing and boating enthusiasts.

* * *

Robert A. Henderson, on March 1, was transferred as trainmaster from San Francisco to Salt Lake City.

Bob was born at Glendale, California, on July 7, 1911. He entered Western Pacific service as a brakeman on September 15, 1935. He was promoted to conductor on July 3, 1939. He served with the U. S. Navy for nearly four years from December 14, 1941, and upon receiving his discharge returned to the railroad as conductor at Portola.

He has been trainmaster since January 1, 1955, working first at Keddie, then Milpitas - San Jose, before assignment at San Francisco on November 16, 1958.



Andy Stene, left, and Bob Henderson congratulate each other on their respective promotions.

Andrew E. Stene became assistant trainmaster at San Francisco on March 1, after completing a special training assignment which began on June 16, 1959.

Andy was born at Stockton on April 20, 1912. Following his high school education he became a student brakeman on May 2, 1936. He was promoted to conductor on May 30, 1941, and was local chairman for the Brotherhood of Railroad Trainmen, and the Order of Railway Conductors and Brakemen.

One of his secret desires is to beat his wife, Helen, at bowling. "It's a disgusting situation," says Andy, "so then I try my luck at fishing."

The family also includes a married stepdaughter Frances, 23; a stepson, Larry, 21-year-old Marine; 15-year-old stepdaughter, Charyle, at home; and son, Lou, 9, whose pitching ability as a Little Leaguer is being developed by Andy.

Wilbur S. Cope was assigned to special duty in the railroad's labor relations department in San Francisco, beginning April 1. "Bill" is a native of Oakland, born February



12, 1914, the son of retired Engineer and Mrs. James R. Cope. He is the grandson of the late William S. Cope, a retired Western Pacific dispatcher.

"Bill" followed the family's railroad career by hiring out as a fireman at Stockton on July 26, 1936. He was promoted to locomotive engineer in February, 1942, and on January 1, 1955 was appointed road foreman of engines at Portola.

"Bill" and his wife, Dorothy, celebrated their 25th wedding anniversary in December, 1959, and their family includes one daughter, Donna, and two grandchildren, Patrick Michael and Colleen Rae Calloway.

Cope is Master of Grizzly Lodge No. 601, F. & A. M., and a member of Ben Ali Temple, Sacramento.

* * *

William D. Eyre began duties as road foreman of engines at Portola on April 1, 1960.



Bill was born July 6, 1920, at Cowley, Wyoming. He attended school at Cedar City, Utah, and began railroad-ing in June, 1937, as a locomotive fire-

man for the Kennecott Copper Company at Ely, Nevada.

He first worked for Western Pacific on November 3, 1940, as a fireman out of Elko, and was promoted to engineer on October 27, 1944.

Bill and his wife, Mona, have four daughters and two grandchildren.

* * *

Jesse C. Currier, Jr., was appointed road foreman of engines at Keddie, effective April 1.

His employment with Western Pacific began on July 25, 1942, as iceman-laborer at Portola. He worked there as machinist helper in October and November, 1942, and next became brakeman out of Portola on December 23, 1942. He resigned as brakeman on September 8, 1943, and was re-employed the next day as a fireman.

Currier entered the U. S. Navy in May, 1944, and returned to the railroad as fireman out of Portola on February 11, 1946. While cut off from the fireman's extra board he worked at various jobs in the mechanical and operating departments, and became relief clerk on December 31, 1949. He re-entered engine service as a fireman in June, 1950. In October of that year he was recalled by the Navy for nearly two years, returning to duty as fireman. He worked as signal helper for four months in 1954 while again cut off and after returning to firing, was promoted to engineer in May, 1956. He was appointed special operating assistant at Sacramento on March 1, prior to his present appointment.

* * *

John C. Lusar, formerly road foreman at Keddie, was transferred to Stockton with the appointment of Jesse C. Currier.

John began his Western Pacific employment in August, 1941, as locomotive fireman. After serving with the U. S. Army in the mid-1940's, he returned to the railroad as fireman in 1945.

Lusar entered the railroad's training program in early 1958 and was appointed road foreman of engines at Keddie on March 1 of that year.

Coming Events

The following events have been scheduled for employees, their families, and friends:

Annual Golf Tournament, El Campo Golf Club, Newark, June 4.

Tennis Tournament, Golden Gate Park courts, San Francisco, June 11.

Bay Area Picnic, Little Hills Ranch, Danville, June 25.

Western Division Picnic, Land Park, Sacramento, July 10.

Eastern Division Picnic, Elko City Park, August 20.

Bulletins giving full particulars are being mailed by Frank Rauwolf, personnel department, San Francisco.

The \$400 million a year in taxes paid by Class 1 railroads to state and local governments to support schools, police and fire protection, etc., 27 times the amount paid by intercity motor carriers; 63 times that paid by intercity buses; 80 times that paid by domestic airlines; 400 times that paid by regulated water carriers.

Brooding over the possibility of a woman as U. S. President, a *New York Post* columnist recalled that a Maine constituent once inquired of Republican Senator Margaret Chase Smith: "What would you do if you woke up one morning and found yourself in the White House?" Senator Smith replied: "I would apologize to the President's wife and go home."



Dear Editor:

Gifts appreciated

Through MILEPOSTS, I would appreciate your thanking those responsible for the wonderful gifts presented to me by our Warren W. Brown, Perl E. White, and Kenneth A. Rank from "Friends of Western Pacific."

The presentation was made on March 29 by friends at Almas Temple.

John P. Conger
R. D. No. 1, Box 196
Lakehurst, New Jersey

* * *

Likes Zephyr best

I want to express my appreciation for a wonderful trip to Chicago and return last month on the fine *California Zephyr*. While I have been reading commercials for the service offered, I can say that mere words hardly do the *California Zephyr* justice.

The Vista Domes were just fabulous and the views almost more than could be captured on film. I shot more than 36 Kodachrome slides just from the Vista Dome. Service in the diner was all that was advertised, and the unique reservation system saved standing in line. The food was as fine as that served anywhere. For refreshments the lounge car was convenient and quick. The trained Zephyrette answered all the questions, some before they were asked, and aided passengers

in enjoying the trip. While in the East we rode other fine trains, but none can compare with the *California Zephyr*. There is only one suggestion that I might offer, and I'm sure it is one you have considered, the addition of a Slumber-coach to the train.

I hope to have the opportunity to travel again soon, and you may be sure it will be by Western Pacific.

Robert T. McVay
President, KRKC
King City, California

* * *

In appreciation

I wish to thank the many Western Pacific people for the wonderful dinner party given at Oakland on April 8 for me and my wife on the eve of my retirement from the railroad.

There were people there from all WP departments, from several other railroads, and many others, including Kaiser people.

I certainly appreciate this nice gesture and for the wonderful present I received.

I will try to thank everyone individually as soon as possible. Believe me, when I say "railroaders" are wonderful people, in particular those at Western Pacific.

CHARLES G. TRYOR
3232 10th Avenue
Sacramento 17, Calif.

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:

Oscar J. Burness, janitor, Oakland.

William O. Cox, locomotive engineer, Oroville.

Val W. Dycus, Jr., locomotive engineer, Oakland.

Dionosio E. Guzman, section laborer, Milpitas.

Edward Hennessy, division accountant, Sacramento.

Arthur V. Hughes, machinist helper, Portola.

Louis F. McGarrah, water service foreman, Gerlach.

Perry G. Morrison, locomotive engineer, Elko.

Luis R. Perez, Tidewater Southern track laborer, Modesto.

George Pettit, carman, Oroville.

John E. Roy, Sacramento Northern brakeman, Sacramento.

Albert E. Sanford, locomotive engineer, Oroville.

Aage J. Stender, section foreman, Stockton.

Victor O. Swanman, communications clerk, San Francisco.

John P. Conger retires

A railroad career which began in June, 1912, ended in retirement on March 31 for John P. Conger, district sales manager, Washington, D. C.

During his 48 years of service, John worked for five railroads, first as assistant agent for the Lehigh Valley at South Plainfield, New Jersey. In 1920 he was ticket seller in the Pennsylvania Railroad's consolidated ticket offices in New York City. In 1929 he was traveling passenger agent working out of Texas & Pacific's New York office, and nine years later became general agent at New York City for the Missouri & Arkansas.

When Western Pacific opened its New York office, Conger headed the railroad's passenger department there as general agent, and about one year later became general agent for both passenger and freight departments.



John Conger, second from left, receives gifts and retirement certificate from Perl E. White, sales manager, eastern region, left; Warren W. Brown, assistant vice president; and Kenneth A. Rank, assistant sales manager, eastern region.

New Western Pacific offices and John P. Conger must have had something in common, for in March, 1951, he headed



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:

Charles L. Anthony, yardmaster, March 27.

John P. Bowers, retired telegrapher, April 5.

Clarence R. Brown, retired messenger, February 21.

Charles E. Evans, retired groundman, date unknown.

John D. Hughes, retired carman, March 18.

John A. Norman, retired section laborer, February 11.

Howard L. Short, retired yardmaster, March 26.

John D. Conger . . .

(Continued from Page 18)

the newly opened office in Washington, D. C., as general agent.

He was promoted to district sales manager on January 1, 1959, having charge of the Washington office and territory which includes, in addition to the District of Columbia, Maryland and Virginia.

John missed leaving the railroad industry for a political career by a very small majority of votes when he was defeated for Mayor of South Plainfield, New Jersey, in the general election of 1928.

He has held memberships in six railroad and two closely related associations, was president of the New York Passenger and Ticket Agents' Association in 1934-1935, and on March 18, 1959, was elected president of the Traffic Club of Washington, D.C., Inc.

His home is located on R. D. No. 1, Box 196, Lakehurst, New Jersey.

Increased benefits for retired railroaders' wives

About 100,000 wives on the Railroad Retirement Board's rolls received increases in their annuities with their March 1 checks, covering payments for February. The increases, which ranged in amount up to \$3.30 a month, reflected a rise in the maximum wife's annuity from \$66.60 to \$69.90. About 72,000 of the 152,000 women now receiving railroad retirement wives' annuities are paid \$69.90 a month.

The Board points out that this change is in accordance with the provision in the Railroad Retirement Act under which the maximum that the wife of a retired railroad employee can receive is 10 per cent more than the highest amount that could be paid as a wife's benefit under the Social Security Act. Under existing law, the maximum amount that could be paid was reached February 1, 1960. Therefore, the maximum railroad retirement wife's benefit also rose.

MILEPOSTS



IN GOLD

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

40-YEAR PINS		
Ralph E. Danielson.....	Storekeeper.....	Oakland
Howard R. Gaskins.....	Electrician's Helper.....	Oroville
William H. Wise.....	Locomotive Engineer.....	Portola
35-YEAR PINS		
Sam Deitz.....	B&B Carpenter.....	B&B Gang No. 6
Guy J. Hardy.....	Locomotive Engineer.....	Portola
Albert S. Kasper.....	Manager, Purchases and Stores.....	San Francisco
Daniel J. Laughlin.....	Roadmaster.....	Oakland
B. Torres.....	Track Laborer.....	Sunol
30-YEAR PINS		
Miguel D. Cobian.....	Section Foreman.....	Reno, Nevada
Joe A. Dotson.....	Blacksmith.....	Oroville
Glenn E. Fox.....	Conductor.....	Salt Lake City
Fortino Garcia.....	Store Laborer.....	Elko
Henry F. Stapp.....	Brakeman.....	Portola
25-YEAR PINS		
Joseph F. Hamer.....	Sales Representative.....	Los Angeles
Raleigh M. Judd.....	Locomotive Engineer.....	Elko
Henry Parrish.....	Yardmaster.....	Portola
20-YEAR PINS		
Ernest B. Aughe.....	Track Foreman.....	Jungo, Nevada
George McDaniel.....	Section Foreman.....	Dunphy, Nevada
William A. Parker.....	Clerk.....	Sacramento
Paul J. Readinger.....	Dispatcher.....	Sacramento
15-YEAR PINS		
Clayton W. D'Arcy.....	Machinist; MILEPOSTS correspondent.....	Oroville
Angelina J. Domingo.....	Clerk.....	Elko
Betty England.....	Clerk.....	San Francisco
Ruth Fulk.....	Secretary-Bookkeeper.....	Portola Hospital
John D. Krause.....	Brakeman.....	Keddie
George M. Lewis.....	Car and Derrick Foreman.....	Elko
Anna M. Mitchell.....	Coach Cleaner.....	Oakland
Annabell Ranney.....	Clerk.....	San Francisco
Edna Spratt.....	Registered Nurse.....	Sacramento
Leon Wells.....	Cook.....	Dining Car Dept.
John V. Wragg.....	Traveling Accountant.....	San Francisco
Mary E. Wyatt.....	Stenographer-Clerk.....	Sacramento
10-YEAR PINS		
Dr. Glenn F. Cushman.....	Chief Surgeon.....	San Francisco
Frank B. Dignon.....	Switchman.....	Oakland
Donald E. Hart.....	Section Laborer.....	Glennvale, Calif.
Malvin J. Hurley.....	Section Laborer.....	Burmester, Utah
Henry N. Panchot.....	B&B Carpenter.....	B&B Gang No. 1
Hans Pautke.....	B&B Carpenter.....	B&B Gang No. 4
Albert W. Plaas.....	B&B Heiper.....	B&B Gang No. 1
Robert E. Roney.....	Fireman.....	Stockton

Nothing ruins a man's memory for faces like one of those plunging necklines.

* * *

Aren't you glad you worked safely yesterday? Tomorrow you'll be glad you worked safely today.

Out of every sales dollar received by the railroads, 58¢ is paid out for wages and fringe benefits, compared with 42¢ for mining; 32¢ for communications and other public utilities; and 27¢ for general manufacturing.



Caboosing

SACRAMENTO

Verne D. Wilde

Beginning with this issue, MILEPOSTS welcomes two new correspondents, ROBERT J. MEAD and VERNE D. WILDE.

Bob, midnight bill and demurrage clerk at Milpitas, has been with the railroad since July, 1950. He will cover activities of Milpitas-San Jose employees.

Verne, secretary to Superintendent M. M. CHRISTY, became a WP employee in October, 1952. He will report activities of co-workers in the western division headquarters at Sacramento.

MILPITAS-SAN JOSE

Robert J. Mead

Belated congratulations to PHIL HAZLETT on his new marketing division position as chief clerk at our sales office in San Jose. Phil did a fine job as MILEPOSTS' correspondent for this area since 1955, and we hope that his new well-filled schedule will not prevent him from occasionally advising us about happenings of San Jose employees.

All of us who know Conductor WALTER DAMASKE and his family were sorry to learn of the passing of his father, Otto Damaske, age 87. Mr. Damaske had been living with his son in San Jose, and Walt and Mrs. Damaske took his father to Toledo, Ohio, for interment.

"Texas" Story

A man from Houston journeyed to Niagara Falls and stayed at a hotel very close to the mighty cataract. Just before retiring for the night

he heard for the first time the thundering roar of Niagara Falls, then grumbled: "Damn that dripping faucet."

STOCKTON

Elaine Obenshain

Our best wishes and congratulations to retired Switchman WALTER V. GREEN and Mrs. Leota M. Tyson, who were married in Reno on February 11.

Our deepest sympathy to the family of Carman J. D. HUGHES, who passed away March 18 after a long illness; and to Brakeman H. E. RAYNER, whose father passed away in March.

Hostler Helper and Mrs. P. B. GOMES have adopted Lupe, age 8, and Jess, age 11, children of Mr. Gomes' half-brother. The children arrived in the States from Juchipila, Zacatecas, Mexico, and are quickly adapting themselves to their new home. The Gomes' also have two sons of their own.

We wish the best to T. D. HUNTER, who has resigned as road foreman of engines to return to road service. At the same time we extend a welcome to Road Foreman JOHN LUSAR who has been transferred here from Keddie. And, congratulations to J. C. CURRIER, JR., who has been promoted to the position as Road Foreman at Keddie.

Brakeman JOHN C. GRAY recently launched *Miss Bev*, a 20-foot cabin cruiser, which he has spent his spare time building since September, 1959. The boat, 7½ feet in width, is built of ¾-inch mahogany plywood inside and out, and is 100% glassed. Power is a 50-h.p. Evinrude outboard motor.



The boat will sleep three, and has a refrigerator, stove and head.

WINNEMUCCA

Ruth G. Smith

Mary Jo Stephenson, daughter of Telegrapher and Mr. W. L. STEPHENSON, and Larry Morris, of Richmond, California, were married February 14 at the Community Methodist Church. The young couple are now living here while Larry is serving in the Air Force, but will move to Richmond in June.

Retired Mechanical Department Laborer HARRY MEALS died March 3 at Mountain View, California.

Ray Stephenson, father of Telegrapher W. L. STEPHENSON, died in Albuquerque, N.M. on March 17.

Fireman DELPHI McDONALD was graduated March 18 from nine weeks recruit training at the Naval Training Center, San Diego, as an apprentice petty officer. Delphi is the son of Engineer and Mrs. C. F. McDONALD.

Fireman and Mrs. ALVIN C. SWETT are the parents of twin boys born April 3 at Humboldt General Hospital. They have been named Alfred Jesse and Allen Henry, and are the second and third children in the family, the other child being a girl.



Art Hughes, left, receives retirement gift from Clarence Crawford, representing IAM Lodge 644.

PORTOLA

Louise Wilks

ARTHUR HUGHES retired March 1 as machinist helper. BILL NIXON acted as host for Portola Lodge No. 644, International Association of Machinists, at a dinner given for Mr. and Mrs. Hughes. During the evening Arthur was presented with a Lifetime Pen and Pencil set from the Lodge by CLARENCE CRAWFORD, president of the local lodge.

Our deepest sympathy to the family of Yardmaster C. L. "TONY" ANTHONY, who passed away March 27.

Proud grandparents of Thomas Ed-



L-R: Rita Burt, Ruth Wise, Jo Retta Burt, Engineers Bill Wise and Joe Burt discuss plans for their nine-country tour of Europe. The Wises left on March 26 and the Burt family left April 13. They hope to meet in London in May for tea and a review of their respective experiences.

mond Pearson, Jr., are retired Trainman and Mrs. R. J. BROWN, and Fireman and Mrs. OVA PEARSON.

Marlin Mitchell, son of Carman and Mrs. FLOYD MITCHELL, was married recently to Miss Billie Clure. They will make their home in Portola.

SACRAMENTO SHOPS

Marcella G. Schultze

We were all so saddened by the recent death, at age 73, of ARTHUR B. McNABB, retired car foreman, and extend our sincere condolences to Mrs. McNabb. "Mac" had been a resident of Sacramento for 24 years, but his final resting place is Spanish Fork, Utah.

At the March all-crafts safety meeting, arranged by the Boilermakers Craft, Safety Education Officer L. E. Kelly of the California Highway Patrol gave a most interesting and informative talk on automobile safety, recently passed state motor laws, etc. Having such a well-informed outside speaker created a great deal of interest among the employees, and was a desirable change from the routine monthly safety meetings.

SALT LAKE CITY

J. B. Price

St. Ambrose Catholic Church was the setting on March 19 for the marriage of Arlene Hefferon and Burt L. "Bud" Curtis, Jr. Arlene is the daughter of Conductor and Mrs. JAMES W. HEFFERON. Sandra Hoxsey, of Winnemucca, was the bride's sole attendant. Nancy Martinson and Irene Ann Burton were the flower girls. The bridegroom's brother, Jack, was best man. Ushers were Gary Hoxsey, James and Frederick Hefferon.



Burt L. Curtis, Jr., and his bride, Arlene.

Deepest sympathy to Conductor and Mrs. SAMUEL C. WILSON, whose home was saddened on March 9 by the passing of Sam's father, Oliver H. Wilson.

We were also saddened by the death of E. K. WEST's wife, Opal Hannah West, who passed away on February 26 after a long illness. West is a clerk

in H. R. COULAM's marketing division office in Salt Lake City.

The *Salt Lake Tribune's* Dan Valentine recently closed his daily column "Today's Valentine" with the following:

"A long-overdue Valentine today to a Salt Lake man who has spread cheer to thousands over the years. He is HARRY GIBSON, a spry 83, and a retired Western Pacific railroad conductor. He holds the alltime championship for the number of visitations to patients in the Salt Lake Veterans Hospitals. His hobby is visiting veteran patients at the hospitals and helping to brighten their days.

"He is starting his 10th consecutive year of hospital visits, and to date he has spent more than 7,600 hours chatting and visiting with VA patients. Mr. Gibson manages to spend two to three days each week visiting the hospitals. A wonderful thing to do . . . and an extra large Valentine to you, sir!"

NEW YORK

James B. Hansen

A gold-plated railroad spike resting on the desk of J. G. EDWARDS is quite an eye-stopper! The spike was an anniversary gift for New York Traffic Club mid-town luncheon members.

A recent call to the Levittown, Pa., fire department was no false alarm according to Sales Representative CLARENCE W. BEADING, JR. Lots of smoke and the clanging of bells were particularly enjoyed by "Master" Beading, Jr. who got his wires crossed and the seat of his pants warmed. A new bathroom wall plug receptacle made things normal.

JOE MASON got away from our cold, cold winter by vacationing in Florida,

which after comparing notes was quite different from experiences found by MERYLE REIGNER during his calls in the New England territory. They both could have used skis—water and snow, respectively.

SACRAMENTO STORE

Irene Burton

AL MADAN, chief clerk; CHARLES REID, stock control clerk; JASPER GUARENO, purchase requisition clerk; and BRUCE STILWELL, storekeeper's clerk; attended the International Footprinters Association Sacramento Chapter No. 34 annual trek to Folsom Prison. After dinner a variety show featuring music, song, magic, and comedy was presented by inmates of the prison.

AL DABBS, stock record clerk, has lost another car. His latest one, parked

in front of his home, was struck in the rear by another and shot up the street about two hundred yards. The car that struck Al's came out second best. Al is now riding in another car.

GEORGIA CHINDAHL, purchase bill clerk, also had car trouble. While driving down Highway 99 near Galt, her car was struck by a hit and run driver.

BRUCE STILWELL, LAVON ROBINSON, CHARLES REID, and IRENE BURTON attended the Northern Area Education Conference of the California Credit Union League, held recently at the Hotel Senator in Sacramento.

WP's Winter Bowling League here is closed and the winning team, the Switchers, was captained by our CHARLES REID. The remaining teams, and their captains finished in the following order: California Zephyrs, DAN YNIGUEZ; Coal Burners, MICKY PANTALONE; Wigwags, A. MOLDENHAUER; Night Hawks, JOE JIRAL; Derailers, BRUCE STILWELL; Full House, ERIC BORG; Silver Planet, JOE LA MALFA. Winning team members were CAPTAIN REID, BILL BOOTH, MARCELLA SCHULTZE, CARLOS PRIETO, and ALBERT STADLER.

The Store Department did well in the sweeps with BRUCE STILWELL and CHARLES REID winning first and second high individual game honors. CLAUDE CRANE won the singles.

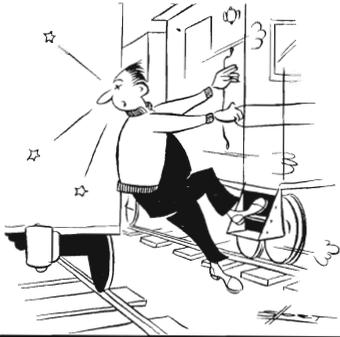
ELKO

John L. Murphy

Engineer J. P. ECHEGON has finished a long stay in the Elko County Hospital and is now recuperating at home. We wish him a speedy return to his seat on the *California Zephyr*.

We are sorry to hear of the death of retired Agent JOHN P. BOWERS who passed away in Salt Lake City on April





**PULL IT IN
IF YOU WANT
TO USE IT AGAIN**

5. Mr. Bowers was born May 24, 1882 in Salt Lake City and started his railroad career in the year 1897. His Western Pacific service began on September 30, 1940, and he worked several Eastern Division points, mostly Garfield and Wendover, until January 26, 1948.

JOHN VLASAK, statistical clerk at Elko, has accepted a place in the I.B.M. Training Program at San Francisco. He is currently receiving instruction in that phase of the business and he has our best wishes.

KEDDIE

Elsie Hagen

Retired Engineer JOHN SMITH, his wife, RUTH G. SMITH, MILEPOSTS' correspondent, visited in Keddies with their son, Johnny, and his wife.

Children of three WP employees will be high school graduates this year. Joan Heckela, daughter of Engineer BILL HECKELA; Johnny Shannon, son of Engineer JACK SHANNON; and Ron-

nie Weiland, son of Mrs. MILLIE WEIL-AND.

We're glad to know that Trainman CLAUDE STRAHAN is back at work on the first division out of Stockton. Claude, and Trainman DICK BEAM from Stockton, were recent visitors.

Our deepest sympathy to Mrs. Dick Beam in the loss of her sister, Twyla.

CHARLES TOD NELMS, manager of the Hotel Keddies coffee shop for more than eight years, has moved with his family to Winnemucca. Mr. CLARENCE ENGLISH recently purchased Keddies Resort and has taken over the hotel and dining room, which has been beautifully redecorated.

We were sorry to learn that Trainman ED GROW lost his father, Bill Grow, 90, who passed away April 1 in Ashland, Oregon.

Welcome to JESS CURRIER, our new road foreman of engines, and best of luck to JOHN LUSAR, who has been transferred to Stockton.

WENDOVER

Esther Witt

Retired Fireman and Mrs. JOHN P. DOWLING were recently here for a visit and to get their stored furniture. Since retirement they have been living in furnished quarters in Grand Junction, Colorado, but have now found a home there of their own.

Our deepest sympathy to Switchman and Mrs. EUGENE T. LAVELLE in the death of Mrs. Lavelle's brother, Robert Faulkner, an SP conductor for 50 years. He was stricken with a heart attack at Wells while making a return trip to Ogden.

Laborer and Mrs. JOE HERNANDEZ announced the marriage of their niece Mary Lou Hernandez to Leroy Wil-



Left to right: Patricia Espinoza, 1958 Sweetheart Queen, Engineer William S. Bogue, Selia Espinoza, the 1960 Sweetheart Queen candidate, and the girls' mother, Waitress Betty Bogue.

liams. Congratulations to the happy couple who were married on April 2.

It was nice to visit with retired Conductor and Mrs. C. RAY THOMAS on the night of the Washington Birthday party in Elko and hash over incidents back through the years. Somewhere along the route when Ray retired, we gave his seniority date as November 29, 1919 instead of November 29, 1916. Sorry. The Thomas' are enjoying life to its fullest, with no crew caller to disturb Ray.

OROVILLE

Helen R. Small
Clayton W. D'Arcy

Promotion for a former Oroville man, Robert N. Bennyhoff, son of F. N. BENNYHOFF, roundhouse foreman at Keddies, was made March 15. His new position is southwestern division manager of United Press International.

HAYDEN J. CATES, steam washer at the roundhouse, retired from active duty February 17. Cates worked here for 14 years and will be 62 in June. He and his wife live near Palermo.

March 14 was Blood Donors Day in Oroville, and the bloodmobile received 198 pints of blood. Congratulations to the donors for this fine support!

Carman R. S. PATTISON returned home after spending some time in St. Joseph's Hospital, and we hope Pat's health has improved.

Engineer W. D. EYRE spent some time in Oroville during his training period before promotion to position as road foreman at Portola.

Baggageman-Caller TOM W. FILSON has been ill and was requested by his doctor to take a leave of absence for about 60 days.

Mrs. Clyde Harris, wife of Machinist Apprentice CLYDE HARRIS, gave birth to a 7-lb. boy at 2:15 a.m. on March 12. This was just three hours after her sister, Mrs. Lee Roy Harris, had given birth to an 8-lb. boy. The fathers,



"That's what I call well-stacked!"

Clyde and Roy, are brothers and this makes quite a combination of in-laws and birthdays.

Our thanks to D. J. HANSEN, machinist helper, for furnishing flowers for our winter and spring affairs, and for brightening up the diesel office.

CLAYTON D'ARCY, machinist, is one of seven candidates seeking office as Butte County Supervisor from the First District in the June 7 primaries.

Ed Tucker, field service engineer for G.M.'s Electro-motive division, returned to the plant at La Grange, Illinois, for what we trust is a well-deserved promotion. Here for the past five months, we have accepted Ed as one of our regulars. John Miller, from E.M.D., has replaced Ed and we have already benefited from his experience.

Congratulations to the following: BILL RANDOLPH, machinist-welder, promoted to night diesel foreman on the 11:00 p. m.-7:00 a. m. shift; and RALPH SHEPARD, promoted from machinist to roundhouse foreman at Keddie.

SAN FRANCISCO

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

JOHN AMOS, freight pricing manager, and TUX WADSWORTH, assistant director of freight pricing, were among 29 part-time and four retired part-time teachers of Golden Gate College honored last month by appointment to the rank of Professorial Lecturers and Professorial Lecturers Emeritus, respectively. These ranks are conferred on the teachers from business and the professions who have served as instructors for a total of 15 semesters, or a minimum of one semester per calendar year for 10 years.

BERNARD MARTEN, marketing depart-



Bill Paden, freight claim agent, left, presents 40-year Service Pin to Leo J. Smith, freight claim inspector. In background are David Skootsky, investigator; Ida Williams, comptometer operator; and Dorothy Alderman, claim clerk.

ment file clerk, was married April 10 to Miss Betty Sue Juds at the Church of the Good Shepherd. The newlyweds honeymooned in the Carmel area.

ANN OSDoba, passenger department, is enjoying a four-months' leave of absence to travel in the east and for a trip to the Bahamas.

MRS. IRENE MAVIDI (SOOHODOLSKY) announced the birth of a daughter, Renee, on March 22.

CHARLES BELL, consist clerk in the marketing division, was elected as president of the Young Adult Group of the First Methodist Church in San Francisco.

Word was recently received from ROY RODERICK, retired rate clerk in the auditor of revenues office, of his plans for a month's guided tour of seven European countries. Since retirement, Roy is living in Los Angeles.

TOM BEDFORD, retired re-check clerk, recently visited former co-workers on the third floor, to tell them how much he was enjoying his retirement. Tom now lives in San Diego, looks hale and hearty, and well sun-tanned.

Our incredible \$750 billion Federal Budget

ONE first thing I have learned from two years of experience with the Federal Budget is that there are misconceptions as to what it really is. To quite a number of people—who should know better—the budget is a prediction of what Congress will spend. To others, it is a kind of political manifesto. Still others assume that it is a self-executing control mechanism which freezes the government's financial dealings for a 12-month period. Finally, all too many people regard the Budget as a hopeless jargon of obscure terms and figures designed for the enjoyment of economists and accountants.

If any or all of these conceptions were correct, the Budget would never fulfill the purpose of Presidential management. It could not be a vehicle for making decisions nor for expressing public policies.

In many ways, the Federal Budget is today saddled with yesterday's priorities instead of anticipating tomorrow's.

We spend great sums on interest charges on our national debt, but we do not reduce the principal.

We carry on massive Federal programs which State and local governments could do better.

We devote large amounts of money to farm price supports to reduce surpluses, with the opposite results.

We lend money to benefit special groups at rates below those which the

Condensed from an address given at the annual dinner of Tax Foundation, Inc.

By MAURICE H. STANS
Director, U. S. Bureau of the Budget

government must pay to its own creditors, when private sources could do the job.

We perpetuate Federal programs which have long since met the objectives for which they were created.

Except for its dimensions, the Federal Budget is parallel to a family's budget—whatever is spent must somehow be covered by what is earned. This simple idea, if understood by all, would help dissipate the widespread delusion that in some strange way when money comes from Washington it doesn't cost anybody anything.

Another difficulty is that we budget for one year at a time, while we enact laws which mortgage our future income over many years, sometimes decades. We are taxing current earnings to pay for many benefits and services legislated in past years, while we go on legislating new benefits and services without considering how we will pay for them when they come due.

LET me tell you something about the L shape we're in. The facts may shock you.

Fact Number One: The Federal government is piling up C.O.D.'s for the future at an astounding pace. I'll mention a few.

It will cost between 25 and 35 billion dollars to complete the interstate highway system after this fiscal year.

Federal civil public works projects already started will require expendi-

tures of about eight billion dollars before they are completed.

The Federal government is committed to contribute 6 billion dollars in the future for public housing.

Merchant marine subsidies and ship replacement constitute a Federal liability of 4.4 billion dollars.

These and a variety of other obligations, when added to huge unexpended balances in the defense program, total 98 billion dollars of commitments for future Federal spending.

Fact Number Two: Even if Congress doesn't add any new programs, the level of Federal spending is going to go up. The reason is a catalog of built-in increases for programs such as outer space, civil aviation, merchant shipping, urban renewal, science education, medical research, public assistance, loans to underdeveloped countries, and veterans' pensions. Interest on the public debt will run higher. The farm program will cost more and more until we get realistic legislation. Defense technology is putting increasing pressure on expenditures. For 1961, these built-in increases amount to between two and two and one-half billion dollars. There are practically no built-in decreases, because government programs are almost invulnerable to reduction or elimination. A year ago, in his Budget Message, the President nominated 18 programs as being due for revision in order to accomplish future downward adjustments in spending. Only three received attention by Congress.

Fact Number Three: Our present national debt of 290 billion dollars doesn't include present Federal liabilities for past services in even greater amounts. Our already accrued liability for military retirements is about 30

billion dollars. Our unfunded present accrual for retirement benefits for civilian government employees is 27.5 billion dollars. Future pensions and compensation to veterans will cost about 300 billion dollars. The 290 billions of current public debt, plus 350 billion dollars of future obligations for past services, plus 98 billion dollars of C.O.D.'s adds to the almost incredible total of about 750 billion dollars. That is the Federal government's mortgage on America's future—beyond the regular annual costs of defense, welfare, and commerce.

Fact Number Four: Pressures for new spending programs are increasing in intensity. If you are troubled by an 80-billion-dollar budget, I can tell you that unless we hold the line now the day is not too far distant when the budget will rise to the 90- or 100-billion-dollar range. In the last session of Congress alone, there were 20 major spending bills introduced in the House, along with 20 others in the Senate, for new programs which altogether priced out to more than 326 billion dollars over an average period of five years. If these bills were passed, they would add 50 to 60 billion dollars a year to our present spending.

While I don't expect anything quite so extreme to happen, the fact remains that it is going to be harder each year to hold off all of these pressures.

THE President can't cope with this kind of pressure all alone. He can limit the spending proposals of the Executive Branch of the government, and he can insist on efficiency of administration. But the power to legislate new programs, to authorize future spending, and to appropriate funds beyond the budget, lies with Congress.

The President can veto; he can also be overruled. The really effective control is the responsiveness of the Congress to the people, and their overwhelming support is needed by any President to wage a successful fight for fiscal responsibility.

The President is not free to send to the Congress a budget at any level starting from one dollar on up. Almost 85 per cent of the annual budget goes

for national security, interest on the public debt, and mandatory benefits for agriculture, veterans, and the needy. That leaves little room for discretion or for cutting expenditures. In the absence of a genuine thaw in the cold war which could lead to a major reduction in military costs, the only way to cut back the level of the budget is to look to Congress to modify laws that are already on the books.

National Transportation Week

President Eisenhower has proclaimed the week of May 15-21, 1960 as National Transportation Week. It is a week designed to promote the entire field of transportation in an endeavor to have the general public become more cognizant of the importance of this industry to everyday needs and to our national defense.

Two Western Pacific railroaders are taking an active part in local events.

The Sacramento Valley Transportation Club, Capitol Women's Transportation Club, and the Sacramento Chapter of Delta Nu Alpha and National Defense Transportation Association, desiring to assist in bringing proper recognition to the industry they represent, have set up a National Transportation Week Committee. Heading the committee as general chairman, is Robert L. Runge, district sales manager at Sacramento. The week's activities will be highlighted by a dinner at Sacramento Inn on May 18. The guest speaker will be A. T. Heiner, vice president public relations, Kaiser Steel Corporation, Oakland.

On May 19 the Women's Traffic Club of San Francisco will feature National Transportation Week at their regular

monthly dinner meeting. Chairman for the evening is Anne Malfa, transportation department manifest clerk. In addition to a featured speaker, one member of WTC will be selected as "Miss Transportation."

In recognition of the week, Anne received from Mayor George Christopher a proclamation designating National Transportation Week in the City and County of San Francisco.

Inflation: State of affairs when you never had it so good or parted with it so fast.

* * *

Answering his doorbell, a man found an old friend of his and a large dog standing on the porch. "Come in, come in!" he said hospitably.

The friend and the dog came in and the man sat down to chat. Meanwhile, the dog put the man's cat to flight, knocked over a bridge lamp and several knickknacks, and finally made himself comfortable on one of the best chairs in the room.

When the guest arose to leave, he walked to the door and, finally, the host asked, with a trace of sarcasm, "Aren't you forgetting your dog?"

"My dog," exclaimed his guest. "I don't have a dog. I thought he was yours!"

* * *

Money doesn't necessarily mean happiness. Have you noticed that a man with five million dollars is scarcely any happier than a man with four million dollars?

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RAILROAD LINES



Southern Railway gets 750 100-ton aluminum gondola cars from Pullman Standard; country's largest lot of aluminum cars.

Bangor & Aroostock discloses plans to diversify into non-transport fields.

Finding highway travel expensive and too disorganized, Ringling Bros. and Barnum & Bailey Circus returns to the rails.

New York Central and U. S. Navy execute contract for hauling Polaris missiles by Flexivan; will result in tremendous savings to taxpayers.

Nearly 1,000 Atlantic Coast Line employees will transfer July 1 from Wilmington, N. C., to new headquarters at Jacksonville, Fla.

South African Railways experiment with transportation of petroleum products in collapsible rubber bags.

Illinois Central develops mechanical tree planters for reforestation project in southern Illinois.

Santa Fe using microwave link to transmit controls and indications for its Traffic Control System.

Steam excursions on the Reading in 1960 figure to repeat 1959's sellout performance.