

WESTERN PACIFIC

Mileposts

OCTOBER 1960



Mileposts

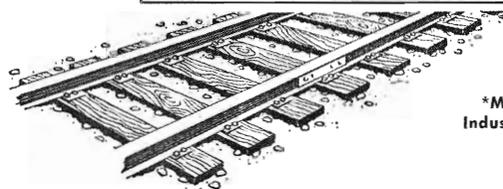
WESTERN PACIFIC

Volume XII, No. 3

OCTOBER, 1960

*Milepost No. 135

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. 135:
 Industrial area south
 of Sacramento.

FEATURES

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WANTED!

More Passengers

MY NAME's Jim Hickey. I'm director of our passenger sales and it's my job to get as many people as is possible to ride the *California Zephyr*. During the busy summer months we frequently don't have space for all those who want to ride this train. During the off-season it's a different story. That's why I want to give away money. I want to keep the *California Zephyr* as well filled as is possible all year long. I'm willing to pay for your help.

I'm running a contest beginning October 15 and ending April 30, 1961. The contest is open to all WP and subsidiary company railroaders and pensioners, except employees active in passenger sales.

Here's how you can get some of my "dough." Fill out and send me one of the TIP CARDS stapled in the center of this issue of MILEPOSTS for each person or persons you think might want to ride the *California Zephyr*. They must travel a distance of 500 miles or more round trip, or a distance of 250 miles or more one way, and make the trip before June 1, 1961. You will receive two points for each person named who makes a round trip; one point for each person making a one-way trip; and one-half of these points for each child aged five to twelve. Family Plan tickets will be given full credit as indicated above.

No points will be given for reduced rates such as apply to the clergy, charity, and half fares on passes. No points will be given for convention, sales or

fraternal groups in name only, but points will be given you for tips on individuals traveling in groups such as these.

Here's what I'm giving away:

- 1st Prize—a \$100 U. S. Savings Bond.
- 2nd Prize—a \$50 U. S. Savings Bond.
- 3rd Prize—a \$25 U. S. Savings Bond.
- 4th Prize—a \$25 U. S. Savings Bond.
- 5th Prize—a \$25 U. S. Savings Bond.
- 6th Prize—two box seats to any Giants' home game.
- 7th Prize—two box seats to any Giants' home game.
- 8th Prize—two box seats to any Giants' home game.
- 9th Prize—two box seats to any Giants' home game.
- 10th Prize—two box seats to any Giants' home game.

If you need more TIP CARDS, you can get them from me or from your department head. My suggestion is that you get started sending in TIP CARDS right away. This "dough" is burning a hole in my pocket!

Mileposts economizes

For reasons of urgent economy, this issue of MILEPOSTS has been reduced to 16 pages. Beginning with the next issue, the magazine will be issued bi-monthly by combining two issues into one. This trend will probably continue through the year 1961. Additional savings are being accomplished by incorporating changes in the mechanics of publication.

There will be some changes in contents to provide space for the most informative and most interesting activities about your railroad.

How We're Doing

Recent wage increases and other rising costs, plus the present decline in traffic, have seriously lowered WP's cash position to the point where drastic measures of economy must be, and are being, enforced.

* * *

Net income for August 1960 showed \$142,780 increase over same period in 1959; but for first eight months 1960, net income is nearly \$1 million less than in same 1959 period, made more unfavorable since the 1959 net was considerably reduced because of the steel and copper strikes.

* * *

Tariffs covering a general freight rate increase of about one percent, to become effective October 24 pending ICC approval (hearings now in progress), are estimated to add about \$497,000 to annual gross revenues; should

result in little traffic diversion to competitive transportation.

* * *

California Zephyr's average load in August 1960 amounted to 100.5 percent of train's capacity, compared with 102.3 percent in August 1959.

* * *

Trains 1 and 2 made their last runs on October 2. In authorizing WP to discontinue the trains, the Interstate Commerce Commission stated: "The relatively small use of these trains by the public does not justify the heavy financial losses to the carrier, which amounted to more than \$254,000 in 1959 and \$85,000 in the first four months of this year."

* * *

"Cinerama Holiday," in which the *California Zephyr* stars, opens on October 24 for its second run at San Francisco's Orpheum Theater.

Who pays for our vacations?

Most of us enjoyed from one to three weeks' vacation this year while receiving pay for the time not worked. It is estimated that WP's cost for our vacations this year will amount to about \$1,182,000.

That's a lot of pay for time not worked and, quite probably, few of us stop to think who pays for the cost.

That cost is paid by our customers, for it must become a part of the cost of our services.

Just what does this mean to us?

It means that our railroad has to obtain a lot of business to pay for that bill. That business can only be obtained by giving our customers the best pos-

sible service at the lowest possible cost.

One way to insure that our railroad, rather than a competitor, gets that business is by giving our best while on the job during the days we are not on vacation. More and more competitors would like to get the business we have, and they are making it more and more difficult for us to keep the business we now have, and to obtain the new business we need.

It's the business we have, and the business we must get, that provides our jobs, our vacations, and our other employee benefits.

Our customers are good to us—let us be good to them.



What made this passenger train a success?

The fourth annual "Cariboo Country Special" was a sellout. It made money for six railroads and the Pullman Company, it created additional work for employees, and it brought much good will to Western Pacific which originated the all-expense tour. Not every passenger train can claim those distinctions today.

Here are some of the reasons behind the train's success.

The tour was attractive to the traveling public. They enjoyed unusual scenery, good food, and fine service. They avoided travel on crowded highways. Careful advance planning made certain that no detail was overlooked to provide the passengers with the best possible tour for their money.

The five railroads over which the special was routed, in addition to Western Pacific, gave each other splendid cooperation. The five railroads were Great Northern; Spokane, Portland & Seattle (and its Oregon Trunk Railway operation); Canadian Pacific; North-

Sweeping around a Canadian Pacific curve such as this one near Pentiction afforded "Cariboo Country Special" passengers unlimited views.

ern Alberta; and Pacific Great Eastern. In addition, excellent cooperation was contributed by the citizenry of the small towns and cities visited during the tour.

Equally important was the outstanding performance by every member of the Pullman Company and WP dining car department crews. These 38 railroaders took personal pride in giving the passengers the kind of service they expected, were entitled to, and for which they paid, and they worked hard to perform that service. The passengers were unanimous in their praise for the efficient and conscientious service performed by these men.

The 18-car special left Oakland on the morning of August 27. Before arriving back in Oakland on September 5, the train had covered more than 5,000 miles through three states and two Canadian provinces. Each year the "Cariboo Country Special" follows a slightly different route after leaving Vancouver, B. C. Two overnight stops were made this year, one going at Calgary, Alberta, and one returning at Vancouver, B. C.

Of the 210 passengers (more than in any previous year), 26 were repeating the tour. Of those 26, one came from Hartford, Conn., and one came from Denver, Colo. Five other Denverites were on the tour this year, as were two from Douglas, Ariz.; three from Cincinnati, Ohio; two from Ada, Mich.; and two all the way from Winter Park, Fla.

The majority of the 210 passengers, on debarking at Oakland, expressed a desire to make the trip again.

MILEPOSTS



IN GOLD

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

35-YEAR PINS		
Joseph N. Dudley.....	Carman.....	Oroville
Fred McMullin.....	District Sales Manager.....	Portland, Oregon
30-YEAR PINS		
John R. Bancroft.....	Locomotive Engineer.....	Stockton
Ivan V. Finley.....	Locomotive Engineer.....	Stockton
Vernon A. Foster.....	Locomotive Engineer.....	Stockton
Lincoln Parkinson.....	Locomotive Engineer.....	Stockton
Joseph B. Price.....	Conductor.....	Salt Lake City
Edward C. Richardson.....	Sales Representative.....	Kansas City, Missouri
Chauncey N. Snyder.....	Locomotive Engineer.....	Stockton
Timothy N. Sullivan.....	Assistant Accountant.....	Sacramento
Jay D. Wakeman.....	Locomotive Engineer.....	Stockton
George T. Whitlock.....	Locomotive Engineer.....	Portola
George F. Williams.....	Locomotive Engineer.....	Stockton
25-YEAR PINS		
Ralph E. Burke.....	Conductor.....	Portola
William R. DuBois.....	Locomotive Engineer.....	Stockton
James R. Green.....	Machinist Helper.....	Sacramento
Clifford Hedge.....	Machinist.....	Oroville
Harold A. Holsclaw.....	Conductor.....	Portola
Willard L. LeBeouf.....	Conductor.....	Portola
Odes E. Lyles.....	Locomotive Engineer.....	Stockton
Elwin L. McCann.....	District Special Agent-Claim Agent.....	Oroville
Thomas Pinkham.....	Section Stockman.....	Sacramento
Robert L. Small.....	Locomotive Engineer.....	Oroville
Lloyd B. Spencer.....	Conductor.....	Stockton
Harold E. Yount.....	Conductor.....	Portola
20-YEAR PINS		
Paul Edwards.....	Carman.....	Oroville
James T. Gamble.....	Conductor.....	Salt Lake City
Harry E. Hurst.....	Locomotive Engineer.....	Elko
Wayman Kelley.....	Machinist.....	Oroville
Harvey E. Saxton.....	Locomotive Engineer.....	Salt Lake City
Edgar R. Sullivan.....	Conductor.....	Salt Lake City
15-YEAR PINS		
Jesse J. Baldridge.....	Carman.....	Oroville
Lizzie Brown.....	Coach Cleaner.....	Oakland
John W. Charles.....	Chef.....	Oakland
Galen A. Cloud.....	Brakeman.....	Portola
Lovelder Draper.....	Tavern Car Attendant.....	Oakland
Laurence A. Gardner.....	Brakeman.....	Elko
Alberta Jones.....	Coach Cleaner.....	Oakland
Charles S. Kennedy.....	Machinist.....	Oroville
Alta Locke.....	Statistical Clerk.....	San Francisco
Vaughn G. Main.....	Livestock Agent.....	Doyle
Jesse R. Moss.....	Locomotive Engineer.....	Oakland
Joe V. Murphy.....	Head Bill Clerk.....	Sacramento
Earl Perkins.....	Carman.....	Portola
William S. Quarrey.....	Carman.....	Stockton
Edward L. Seeger.....	Sheet Metal Worker.....	Oroville
Willard Smith.....	Second Cook.....	Oakland
Raymond G. Spataro.....	Car Helper.....	Sacramento Shops
Noland I. Stanton.....	Machinist.....	Oroville
Claude A. Tripp.....	Brakeman.....	Portola
Sidney W. Williams.....	Conductor.....	Stockton
Herbert A. Womick.....	Conductor.....	Oroville

(Continued on Page 8)



Dear Editor:

50th Wedding Anniversary

Mrs. Brown and I observed our 50th Wedding Anniversary on September 20 with our daughter, Mrs. Mary I. Parker, and our two grandchildren, Mildred C. Parker and H. Quinton Parker, who live in Stockton.

I started my railroad career on the Union Pacific at the age of 14 as an apprentice machinist. After two years I took a job as call boy. Three years later I became a brakeman at no pay and only after being recommended by several conductors was I placed on the brakeman's extra board. I was pro-

moted to conductor at the age of 24. Six years later I met and married Miss Mildred V. Meneray of Springville, Utah who up until that time was teaching school.

In 1925 I joined forces with the "Best in the West," the good old Western Pacific. After 21 years, on May 30, 1946, I retired as conductor.

Mrs. Brown and I wish the Western Pacific and its family and all our many friends from one end of the line to the other much prosperity and happiness.

Adam C. Brown
2545-84th Avenue
Oakland, California

* * *



Adam and Mildred Brown

'Keep sending Mileposts'

It has been a pleasure to receive MILEPOSTS for many years and I would like to continue to receive this magazine. Inasmuch as I am retiring from General Motors Corporation on October 31, 1960, would you kindly arrange to place my name on your mailing list so I may receive future issues. My address will be Geo. D. Cron, Downieville, California.

Your doing this will be greatly appreciated.

Geo. D. Cron
Traffic Manager
Chevrolet-Oakland
Oakland, California

(Continued on Page 8)

Dear Editor: . . .

(Continued from Page 7)

Wants to keep in touch

I have been so many places during the last eleven months that I have not had a copy of MILEPOSTS for some time. Was in Reno quite a while last fall until I returned to Carmichael to be with my son, Jack Hickman, who has an important position in missile work at Aerojet. His wife, Dr. Irene Hickman, is a physician and psychiatrist.

I left here last February for the Mississippi Gulf Coast, got as far as Los Angeles where I attended races at Santa Anita. I then stayed for the Hollywood Park racing and just returned here in August.

Having been out of touch with Western Pacific, I'd be glad to hear the news through MILEPOSTS.

I generally try to enjoy my retirement, for it is good to live in a country

such as we have in this land of law and liberty, and to know and live a way of retirement under our way of government.

Best wishes to everyone who helps make MILEPOSTS and the Western Pacific.

M. V. Hickman
5800 Fair Oaks Blvd.
Carmichael, Calif.

Correction

In the Letters to the Editor column, page 13, September 1960 issue, it was stated that E. E. Gleason retired from the railroad on November 1, 1949.

MILEPOSTS regrets this error. Mr. Gleason retired as chief mechanical officer on November 1, 1954, after a service of more than 43 years with Western Pacific.

Mileposts in Gold . . .

(Continued from Page 6)

10-YEAR PINS

William C. Bond.....	Dispatcher.....	Elko*
George D. Emerick.....	Carman.....	Elko
Archie D. Gibson.....	Carman.....	Stockton
Phillip B. Hazlett.....	Chief Clerk-Marketing.....	San Jose
Robert G. Jordan.....	Switchman.....	Stockton
Roy O. Langston.....	Switchman.....	Stockton
Alfred L. Robinson.....	Switchman.....	Oroville†
Robert C. Roush.....	Electrician.....	Oakland
Garland Scism.....	Conductor.....	Stockton
Andy P. Springer.....	Machinist.....	Sacramento Shops
Claude B. Teet.....	Switchman.....	Sacramento
Adelita Viscaret.....	Stenographer-Clerk.....	Elko
James C. Weaver.....	Section Laborer.....	Portola

*Eligible for Service Pin in January, but was not previously reported.

†Eligible for Service Pin in September, but was not previously reported.

"For a minute this deficit had me worried. I forgot that I was working for the Government."

What most countries ask of the United States is to be left a loan.

"Dad, I'd never marry a man who snored," said the charming daughter.

"I don't blame you, daughter," Dad replied, "but be careful how you find out."



Caboosing

WINNEMUCCA

Ruth G. Smith

Brakeman JAMES L. JENISTA and Miss Joyce A. Brunke were married August 12 in the Community Methodist Church.

Fireman W. R. "RAY" HOLT is confined to Washoe Medical Center in Reno, recovering from serious injuries received in a motorcycle accident at Portola.

Extra Gang Foreman ERNEST AUGHE died August 19 at Tooele, Utah. Mr. Aughe was formerly section foreman at Jungo and at Sand Pass. Among the survivors are his widow Viola and son, Equipment Maintainer JOHN AUGHE.

Retired Engineer JOHN SMITH and Roundhouse Clerk RUTH SMITH have a fourth grandchild, Dawn Marie Smith, born August 18 in Quincy. The parents are Equipment Maintainer and Mrs. JOHN T. SMITH, Keddie.

KEDDIE

Elsie Hagen

Mrs. Bessie Benz, wife of Engineer E. A. BENZ, is at home recuperating from surgery. She was taken ill while on vacation near Redding, where she returned to become a patient for several days.

Paratrooper Tommy Shannon, son of Engineer J. F. SHANNON, was home for a while on leave. Agent PETE HANLEY's son, Alan, was also home on leave be-

fore being sent out by the Navy for an assignment on Okinawa.

Equipment Maintainer and Mrs. JOHNNY SMITH are proud parents of a daughter, Dawn Marie, born August 18 at Quincy.

Section Foreman LAUREL FISHER and his family, recently transferred to Sacramento, were visitors here recently. Laurel brought along his son, Larry, and Larry's new bride, an English girl. Larry met her while stationed in England. Another son, Walter, is joining the Air Force.

FRED JOHNSTON, from Oakland, has been working as yardmaster while FREDERICK MESSINGER is absent because of illness.

Conductor and Mrs. NOEL PENDERGRAFT, from Stockton, spent part of their vacation in Keddie. Noel lived in Keddie over 17 years ago and this was his first return visit.

The Keddie Resort Coffee Shop is now open again after being closed for decorating, and we now have the street lights which we have been trying to get for many years.

Train Desk Clerk and Mrs. PAUL FERRELL spent their vacation visiting in Montana, and Mrs. Ferrell later visited in Minnesota.

Trainmaster and Mrs. WAYNE GELL were accompanied on their fishing trip on the Klamath by Mrs. Geil's sister, from Oroville, and their two grandchildren.

SACRAMENTO STORE

Irene Burton

Check Clerk RICHARD V. WOLF filled in as storekeeper at Portola while Storekeeper and Mrs. JACK MILLER and their daughter, Carrie, were on vacation in Southern California.

Stock Control Clerk JAMES LEE will be absent from work for a while due to broken ribs suffered from an injury at home.

Section Stockman and Mrs. ED HAWKINS made a vacation tour visiting Reno, Lake Tahoe and Las Vegas.

Personnel and Payroll Clerk LEE WILLIS, Mickey and some friends went to Stateline at Tahoe for a weekend to attend the Jack Benny show.

Stock Control Clerk and Mrs. CHARLES REID became grandparents recently with the arrival of Rose Anne Marie Holley.

SALT LAKE CITY

J. B. Price

Sonoma Inn, in Winnemucca, was the setting for the marriage on July 2 of



William and Nancy Rankin

Brakeman WILLIAM L. RANKIN and Miss Nancy Ballentyne. Bill is the son of Conductor ECK RANKIN. The young couple will make their home in Salt Lake, where Bill is a brakeman on the Tooele Valley local. We wish them many years of happiness!



Thomas, Kilgore, and Crowe

On a recent trip to Salt Lake City, retired Conductors O. J. "JIM" CROWE, I. L. "KIL" KILGORE, and C. R. "RAY" THOMAS got together for a day of reminiscing. All three retired at about the same time and we wonder if they reached an agreement on which was their most important run—their first or their last? All seem to be enjoying their retirement to the fullest and we wish them many more happy years and many more such get-togethers.

A speedy recovery is wished for Mrs. Olive Sargent, wife of RAY SARGENT, from her recent stay in the hospital due to illness. Ray is in charge of hiring for the railroad.

We're glad that Trainmaster MAURICE W. HAMMOND's wife is well on the road to recovery from major surgery,

and we sincerely hope that good health will be hers for many years.

We were all shocked by the sudden passing of Extra Gang Foreman ERNEST B. AUGHE in Tooele Hospital on August 18 following a heart attack. Our sincere sympathy goes to Mrs. Aughe and her family.

OAKLAND

John V. Leland

The annual picnic of "Knucklebusters" was held by the local lodge of the Switchmen's Union of North America at Knowland Park on August 28. Amid wives, girl friends, relatives, friends, and games for the kids, were noted the presence of retired Switchmen FRANK ADAMS, GEORGE BOUSHEY, MURRAY HANEY, and EARL NOLDIN. Experiences of past years were relived and phantom box cars of yesteryear were moved from point to point throughout the park and up and down the main line.

Engineer GEORGE R. MOODY, who runs his engine around the balloon track, then turns it to head in the opposite direction, decided this summer to see how it would be to drive his Ranch Wagon in a circle around the United States. From Oakland he went south to Los Angeles, then east through the southwest and across the border into Mexico. From Monterrey he reentered the U. S. at Laredo, Texas, then on through the southern states before heading north through Tennessee for a visit with his sister in Pennsylvania. After leaving New York and stopping at Niagara Falls he crossed the Canadian border into Ontario; circling westward he crossed Canada and crossed the border at Sweet Grass, Montana, before entering Idaho, Nevada en route home to Oakland. The complete circle of 11,824 miles was made in 47 days.

PORTOLA

Louise Wilks

Engineer and Mrs. CLAIR DONNENWIRTH drove to North Carolina with their daughter, Mrs. Tommy Hardin, and family. They flew from there to Miami to attend the convention of the National Association of County Officers. Clair, as a delegate, was chairman of the nominating committee, and principal speaker for the President's Advisory Commission on Intergovernmental Relations. From Miami the Donnensworths flew to Knoxville, Tenn. for a visit with retired Conductor and Mrs. Floyd Miller. Floyd sends greetings to all his friends on the WP with the message that "I may have one foot in the grave but I'm sure draggin' it."

Trainmaster L. E. THOMAS rented a house trailer and took his family on a tour of the Pacific Northwest, Canadian National Parks, and the Columbia



Ice Fields. Fireman DICK APPELEGATE and his family also vacationed in the northwest, while Diesel Clerk C. E. ROWE visited relatives in Sitkim on the Oregon Coast. Water Service Maintainer LEE SERVIA and his wife spent time fishing at Lake Pend Oreille, in Idaho.

A son, Brian Ace, arrived at the home of Switchman and Mrs. K. C. CARTER.

Section Foreman and Mrs. W. E. PERKINS are enjoying a visit from their daughter, Barbara Jean Hill, and son, from Spenard, Alaska.

Track Supervisor GEORGE WRIGHT and his family at Herlong had a surprise visit when his sister, Lenus Wright Nicholson, and family stopped over en route from the Philippines to a new assignment with the Air Force in Mississippi.

SACRAMENTO SHOPS

Marcella G. Schultz

After 23 years' service as a carman, J. A. PATTERSON retired on August 31. He was presented with a monetary gift from his co-workers.

Susan Louise Latino, daughter of Painter Foreman and Mrs. MONTE J. LATINO, became the bride of Larry C. Shatto of Clovis in St. Rose's Catholic Church, Sacramento, on August 6. Larry is serving with the Marine Corps and the couple is presently living in Oceanside. Our best wishes to them!

Condolences to DICK RICHARDS, yard office, whose mother, Mrs. Agnes S. Senodenos, passed away in August at 82 years of age.

Winners by a score of 12 to 8, the "Old Men" beat the "Young Men" in their annual baseball game at McClat-

chy Park on August 27. Winning pitcher was A. "DICKIE" STADLER; and losing pitcher, M. E. MITTS. After the game, dinner, prepared by the ball players' wives, was served to about 150 people in attendance at the event.

WENDOVER

Esther Witt

Mrs. Myrtis Hutchinson, wife of Motor Car Maintainer LIND HUTCHINSON, was graduated from Brigham Young University with a bachelor of arts degree on August 19. Myrtis taught school for one year before she and Lind were married. She resigned to raise their family, son Robert and daughter Helen. Three years ago when Wendover's school was in need of a substitute teacher, Myrtis was called back. When the teacher she was to replace did not return, Myrtis began teaching full time.

Each year since, she has taught in Wendover and each summer she has returned to BYU for instruction toward her master's degree, studying elementary education and art.

Switchman and Mrs. COLEMAN PETTIT are parents of a daughter, born on July 31. Linda Jean doesn't lack for attention. She has two sisters, Beth and Robin.

We have wondered for some time who might be our future agent at Burmester. Our worries are now over, as Agent and Mrs. JOHN W. NAYLOR on August 5 announced the birth of a son



who might one day continue in the position now held by his father.

OROVILLE

Helen R. Small

Fireman ROBERT LEE CUDNEY and Sandra Jean Stenroos were married in August, and Clerk JACK M. BURNS and Patricia Lee Silver were married on September 3.

Retired Engineer WILLIAM SOMMERS' wife, Rose Emile, 77, passed away in Oroville on August 24. Rose was born in Oregon and came to Oroville in 1909, working in the Union Hotel until it closed. She is survived by her husband "Bill" and several nieces and nephews.

Word has been received here that retired Engineer J. FRANK EDMONSON passed away on August 18 at the age of 92. He was living in Van Nuys, California.

Retired Conductor WALTER BARTON is a patient at St. Joseph's Hospital following surgery. At latest report he is much improved.

Dr. J. E. PATRICK suffered a back injury in a fall from a ladder at his home on August 7. Even though he is wearing a cast, Dr. Patrick is back in his office performing his duties.

Conductor C. M. DUSTIN has returned to work following leg surgery at St. Joseph's.

Gerald E. Haase, son of Switchman and Mrs. EDDIE HAASE, was married to Carol Ann Stevenson of Vacaville on August 20. They are living in Berkeley where Gerald is employed as a pharmacist.

Retired Engineer WILLIAM METZGER of Oakland visited old friends here for a few days in August. "Billy" looks fine and is keeping himself busy.

Champion Palermo Lions



Good managing on the part of Switchmen Bill Jones and Bud Burris (kneeling left and right) helped bring the AA Little League Title to the Palermo Lions this summer. These youngsters won the Championship by defeating the Braves in the first two games in a three-game playoff

series. Team members, standing, from left are: David Perkins, David Vincent, Jimmy Lewis, Bruce Atnip, Jimmy Mingus, Aaron Phillips. Kneeling, from left, are: Leslie Perry, Gary Seeger, Bill Jones, Bobby Jones (bat boy), Mike Silva, Tommy Belser. —Oroville Mercury photo

SACRAMENTO

Verne D. Wilde

Two brothers, E. E. SCOTT, passenger ticket agent, and V. V. SCOTT, freight agent, represent more than 90 years with Western Pacific. On September 7 E. E. (both brothers prefer using initials to names) placed a 45-year Service Pin on the lapel of V. V.'s coat. E. E. will retire next June while brother V. V. will finish his railroad career in January 1963. Their late father, CHARLES SCOTT, was a railroader, too, and started his career with the Burlington. He moved from Rockford, Illinois, where his two sons were born, to Sacramento and became passenger agent for Western Pacific, a position he held at the time of his death in 1929. E. E.'s son, J. W. Scott, works for Southern Pacific as coordinator of labor and material.

The railroad business has been good to the Scott family. Their mother, Mrs. Ketura Scott, 83, lives in Stockton and with her husband reared a family of



E. E. Scott, left, attaches 45-year Service Pin to the lapel of brother V. V. Scott's coat.

eight, all of whom are living. E. E. is the eldest and V. V. is second. They have three sisters and three brothers.

E. E. is making plans for his retirement, which means a life on the Sacramento River with boat, motor, trailer and all the fishing tackle. V. V. says he doesn't have time to think about retirement as yet, while keeping up a seven-day-a-week pace.

SAN FRANCISCO

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

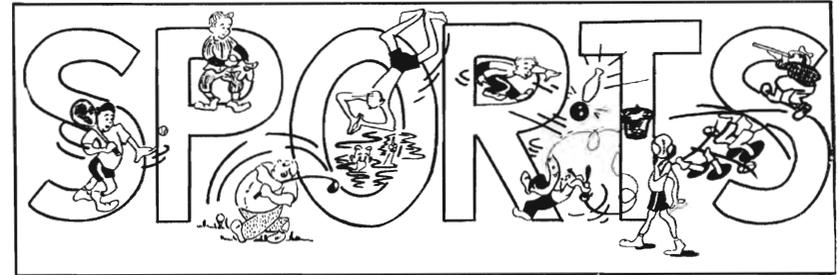
SHIRLEY SWALM has been appointed secretary to CHARLES K. FAYE, assistant vice president-marketing. Shirley is from Lebanon, Pa., and has been with WP as general secretary since November, 1959.

CHARLOTTE HYNES is replacing MARGE MOORE, payroll clerk-marketing, while Marge is on a leave of absence and vacation for five weeks. Marge and her husband are traveling through the north central states with trailer, sight-seeing, fishing, and visiting relatives.

Welcome to NANCY PRATHER who entered the marketing department's stenographer pool on September 6.

JAMES SALES, marketing, entertained on the piano for employees en route to the annual WP barbecue picnic at Elko. Among those enjoying Jim's artistry were FRANCES COURTNEY, SHIRLEY SWALM, JOSEPHINE SPADARO, IRENE (SOHODOLSKY) MAVRIDIS, and CATHY STEEL, other members of the marketing department who attended the picnic.

LELA DEMERS, former personnel assistant, is now secretary in the research and planning department, having replaced ARRETTA ALEXANDER who resigned from WP on September 1.



Golf Tournament

On his stick from tee to green, Larry Shaughnessy copped both low gross and low net honors at Spring Valley on

September 24. One over par on each nine, Larry went out in 36 and came in with a 38 for a two over par 74. A blind bogey two-stroke handicap gave him a net of 72. Teamed with Don Loftus in the blind draw "sweeps," their 159 total was only good for third and they pocketed \$5 each.

Tied for second low gross were Ralph Dinkel and Jim Reed with 79's. Wes Brynjulson had an 80, and Dick Hocker, J. Markeley, Ed O'Neil and Bob Runge finished in a three-way tie with 82. Joe Buchalter was next with 83.

Other low net scores were turned in by Ralph Dinkel, 76; Joe Buchalter, Ed O'Neil and Jim Reed, 77; Wes Brynjulson, Dick Hocker, Bob Runge, and Bert Stratton, 79.

Winners of the "sweeps" were Joe Buchalter and J. Markeley, who picked up \$10 each with their net 157. Brynjulson and Runge had 158 good for \$7.50 each, and Don Reed and Jim Pearce each won \$5 with their net 162.



Watch me settle an argument . . .

They've made all the speeches, debated all the promises, thrashed out all the issues. Who's made the best case? The leaders want me, as a voter to decide. Making a choice is one duty of the free man to his way of life. I like my Freedom and I'm voting to protect it. Are you? (Courtesy John Hancock Mutual Life Insurance Co.)

The \$400 million a year in state and local government taxes paid by Class I railroads, points out the Association of American Railroads, is 27 times the amount of such taxes paid by Class I intercity truckers, 63 times that paid by intercity buses, 80 times that paid by domestic airlines and 400 times that paid by regulated water carriers.

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RAILROAD LINES



Northern Pacific gives much credit to Slumbercoaches for a nearly 6 per cent increase in passengers on the "North Coast Limited."

. . .

AAR's Bureau of Explosives authorized Chicago & North Western's handling of "restricted" commodities in highway tank trailers by piggyback.

. . .

The completely successful missile-train test program provided sufficient data to make firm plans for the mobile Minuteman. Highly praised, "the railroads clearly showed willingness to make missile mobility plan work," said SAC commander in chief Gen. Thomas S. Power.

. . .

German-built diesel-hydraulic freight locomotives, rated at 4,000-h.p., due for 1961 delivery to Southern Pacific and Denver & Rio Grande Western.

. . .

First of 66 new 4,400-h.p. electric locomotives scheduled to go into Pennsylvania's fast freight service soon.

. . .

Pittsburgh and Lake Erie first railroad to approve wrist watch for operating employees; Great Northern, Northern Pacific, and Spokane, Portland & Seattle are extensively testing the watch.

. . .

Southern Pacific now shipping piggyback between Portland, Oregon, and Los Angeles, California, private autos for passengers preferring their own automobile at their destination.