

WESTERN PACIFIC
Mileposts

SEPTEMBER 1960



Mileposts

WESTERN PACIFIC

Volume XII, No. 2

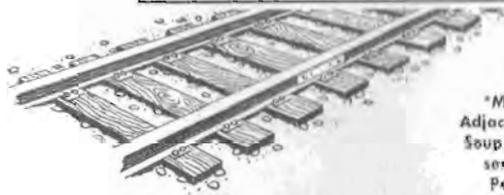
SEPTEMBER, 1960

*Milepost No. 134

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

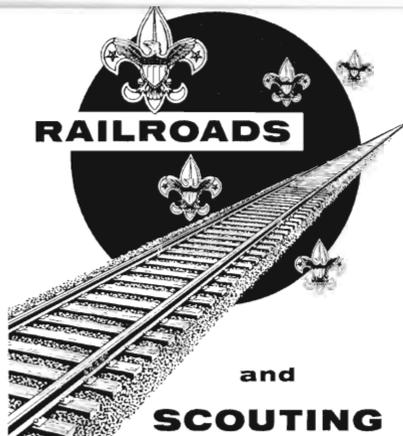


*Milepost No. 134:
Adjacent to Campbell
Soup Company plant
served by Western
Pacific spur track.

FEATURES

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and SCOUTING

SINCE trains first ran, railroads have been a fascination for youngsters of all ages. It's only natural, therefore, that Railroads and Scouting have much in common, a relationship which began more than 50 years ago.

It was on February 8, 1910, that the Boy Scouts of America began its heritage of meeting the needs of boys and shaping the future leaders of our land. Coincidentally, it was just fifty years ago in August that Western Pacific began meeting the needs of passengers and shippers and helping to shape the future of the West.

Today this relationship between

Railroading and Scouting is more deeply rooted than ever before. It came into sharp focus with the inclusion of "Railroading" in the Scouts' Merit

Badge program. It has been kept in focus by the expansion of the industry's youth safety activities which led to the enlargement of the Railroad-Scouting Cooperative Program. As a result, the nation's railroads and the Association of American Railroads received a special award from the Boy Scouts of America for their role in the promotion of safety among youths and for their assistance to the Scouts "Safety Good Turn" program in 1958.

In July of this year, Western Pacific joined with other railroads in the country to carry most of the 55,000 Boy Scouts to Colorado Springs, Colo., to attend the Fifth National Jamboree, commemorating the Scouts' 50th Anniversary.

In addition to three special trains

Many of the Scouts made sure their Troops would be identified by painting sides of cars.





Western Pacific dining cars were well stocked with food and baggage cars carried assorted Scout paraphernalia for use at the Jamboree.

originating in the Bay Area (traveling both ways over Western Pacific), a number of other Councils from Southern California and one from Stockton traveled one way to or from the Jamboree over our railroad on three other special trains.

In addition to participation in Scout-



Left: Engineer K. H. Beard, Jamboree leader, and his two Scout sons, John and Dennis.

Below: Another Jamboree leader was Engineer R. V. McGinnis (right). With him are Electrician Clifford Radcliffe (center) and F. F. Henderson, Cubmaster of Oroville's Cub Pack 33.



ing activities by the railroad industry, railroad employees are contributing more than ever to the future of the nation's largest youth development program.

Two such railroaders are K. H. Beard, Stockton, and R. V. McGinnis, Oroville, both Western Pacific engineers.

Beard has been associated with Scouting from the time he was a Boy Scout in Elko from April 1927 to June 1932. During this time he earned the rank of Life Scout with 18 Merit Badges. He has been active in Cubbing and Scouting since September 1953, and presently is Scoutmaster of Troop 74, Delta District, 49'er Council. Two sons, John and Dennis, are Scouts. John is presently a Life Scout with 14 Merit Badges, and his ambition is to have earned his Eagle Award by

At Portola the Scouts enjoyed an outdoor meal in Scout fashion and were caught "on the double" by the camera of Hal Klein, passenger sales, who was in charge of train.



October 1 while still 12 years of age. He is also Troop Scribe for Troop 74. Dennis, 15, is an Eagle Scout with 25 Merit Badges, and he hopes to soon receive his Bronze Palm Award. Dennis is a member of Sea Scout Ship 13, sponsored by the American Legion, Karl Ross Post.

Engineer Beard was selected Assistant Jamboree Leader from the Delta District and led three troops from the 49'er Council plus one-half of another troop to Colorado Springs. Each troop consisted of three adults, five Boy Leaders, four Patrol Leaders, and 28 Scouts, a total of 40 to each Troop. The fourth Troop consisted of 20 Scouts from the 49'er Council (recently added), 13 Scouts from Fresno, and the balance from Logan, Utah.

Engineer McGinnis has been active in Scouting since 1954 when he served as Institutional Representative. He was a Cub Pack leader from 1957 to 1959, and on the Summer Staff at Camp Lassen in 1958 and 1959. He was elected to the Order of Arrow, a National Brotherhood of Scout Honor Campers in 1958, and in 1959 was made

a Brotherhood Member. He was District Vice Chairman, Table Mountain District, Mt. Lassen Area Council, last year and this year, in addition, he is serving as District Advancement Chairman. As Assistant Scoutmaster of Troop 73, McGinnis was in charge of the Oroville National Jamboree Troop which attended the Jamboree.

Many other Western Pacific railroaders contribute much of their spare time to Scouting activities, and Beard probably expresses the opinion of all when he said: "I believe Scouting is tops, and I am really proud to think that I have been selected as one of the adult leaders and have been doing something for the youth of our country."

The Scout Family consists of Cub Scouting, Boy Scouting, and Exploring. There is an urgent need for Cubmasters, Scoutmasters, and Explorer Advisors. The nearest Scout headquarters will be glad to furnish more information. Because of this industry's close association with Scouting, railroaders will find the participation rewarding.

How We're Doing

Government freight traffic revenues showed increase in July for first time in any month this year.

* * *

Traffic volume in July 1960 was down 453 cars compared with July 1959, mostly perishable items.

* * *

Ford's Milpitas plant began production of 1961 Falcons on August 29, as well as Comets previously produced at the Lorraine, Ohio, plant.

* * *

About 82% has now been done on the project of placing 500 lineal feet of concrete lining in Tunnel 36 (about 5 miles west of Portola).

* * *

An old Western Pacific baggage car and coach were donated by the rail-

road to the Park Commission of the City of Oakland for its recently established railroad park at Harrison Square, Harrison Street between Sixth and Seventh Streets.

* * *

Wendover Specialties, Inc., subsidiary of Utah Salt Co., recently completed a new plant served by Western Pacific spur at Silsbee, Utah.

* * *

Inland Steel Products Company is now operating in their new plant served by Western Pacific at Irvington.

* * *

The ratio of *California Zephyr* occupancy to the train's capacity in July 1960 was 96.4%, as compared with 98% in July 1959.

	July 1960	July 1959
RECEIPTS:		
From our customers.....	\$4,547,579	\$4,250,388
Other income	46,725	39,168
EXPENSES:		
Wages, payroll taxes, fringe benefits.....	2,447,194	2,498,673
Materials, fuels, other operating expenses.....	1,234,635	1,255,788
Other taxes	259,302	74,574
Net rentals for equipment and joint facilities..	69,633	33,265
Interest and fixed charges.....	179,299	178,518
Miscellaneous	46,287	39,508
LEAVING:		
For improvements to property, purchase of new equipment, payments on debts, dividends, etc.....	\$ 357,954	\$ 209,230

Would you like to pay a property tax twice that of your neighbor?

WP pays double

Numerous, and high, taxes make it difficult for everyone to make ends meet these days. Western Pacific is no exception and, in addition, is faced with an unjustifiable tax discrimination practiced against the industry by state and local authorities. This discrimination is the result of unrealistic valuation and higher assessment ratios being charged against railroad properties than are charged against other taxable properties.

The tabulation shown below was furnished by H. A. Michael, Western Pacific's tax commissioner. It shows the

resulting amount of overcharge in property taxes levied against Western Pacific System's property, as compared with taxes levied against non-utility property.

According to Michael, this \$1,069,512 overcharge in 1959 taxes levied on Western Pacific property is equivalent to \$281.67 per each of the average (3,797) employees during 1959. It is equivalent to the average salary (\$6,697) of all employees paid during 1959 to 159.69 employees. It is equivalent to \$1.76 per share of stock outstanding (608,202) as of December 31, 1959.

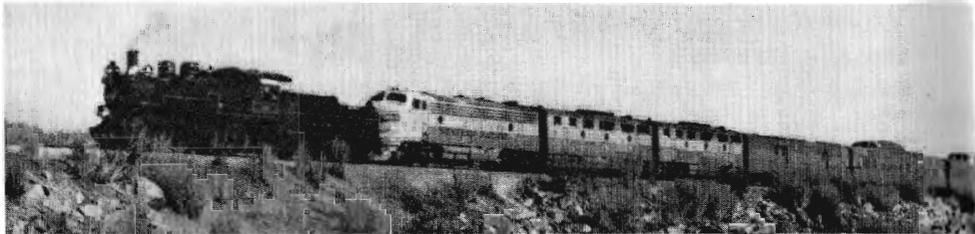
	1959 Property Tax Levied	Amount of Overcharge
Western Pacific:		
California	\$1,415,396	\$ 687,521
Nevada	448,249	233,090
Utah	214,703	71,568
Total Western Pacific	\$2,078,348	\$ 992,179 (47.7%)
Sacramento Northern:		
California	97,426	52,818
Tidewater Southern:		
California	44,918	24,515
Total System	\$2,220,692	\$1,069,512 (48.2%)

President Whitman, guest speaker

"Railroad Prospects, Present and Future" was the subject of a luncheon address by President F. B. Whitman before the 113th Regular Meeting of the Pacific Coast Shippers Advisory Board on September 8. The talk was given at the Sir Francis Drake Hotel

in San Francisco on the second day of the Board's two-day meeting.

Freight loss and damage prevention, piggyback, business and carloading trends for the 4th quarter of 1960, and other subjects of interest to shippers were included in the program.



Headed for Oakland with the *California Zephyr* behind her old 94 pours it on over Halvern fill.



While awaiting arrival of the *California Zephyr* Jack Parry, vice mayor of Fremont, passes "train orders" to President F. B. Whitman in the cab. Watching are Joe Castro, member of pioneer family of Washington Township, and John Luzar, road foreman of engines. President Whitman began his railroad career as a fireman.

History turns a page

"... through canyons to the waters of the West, the Western Pacific led its iron stallions down to drink."

In that flowery language did the August 22, 1910, edition of the *San Francisco Morning Call* describe the triumphant arrival of Western Pacific's first passenger train into Oakland that day from Salt Lake City. The "iron stallion" which came down to drink was Engine No. 92, which made the run from Oroville. She was preceded by Engine No. 94 which made the westbound run through Feather River Canyon. But 92 is no more. She made her last run in June, 1937, and was scrapped five months later.

Press representatives and dignitaries rode this special behind 94 to Fremont where they boarded the *California Zephyr* for return trip to Oakland to witness the brief ceremonies.



During brief ceremonies before leaving Fremont, three old timers posed for this picture with President Whitman and 94. From left are retired Engineers Charley Ellis and Billy Metzger, President Whitman, and retired Fireman C. E. Putnam who worked on first passenger train into Oakland on August 22, 1910.

Exactly one-half century later, Western Pacific used one of those same "iron stallions" to partially repeat that spectacular arrival at Oakland. To combine the old with the new, Western Pacific coupled "old 94" to the head end of the *California Zephyr* as it arrived at Fremont on its westbound journey from Chicago. Ironically enough, the "old stallion" was placed right in front of the streamliner's mighty diesel engines which had sent "old 94" to the roundhouse in retirement.

The old iron monster may have puffed and huffed a bit, but for the benefit of those who were a bit skeptic, let it be said that she performed nobly behind the expert handling of Engineer J. M. Colberg and Fireman R. R. Williams. In the cab, too, were President Frederic B. Whitman, who began his railroad career as a locomotive fireman in 1919, and Road Foreman of Engines J. C. Luzar.

"Old 94" stood in all her glory upon arrival in Oakland, where she faced a battery of cameras aimed by representatives of the press and television. As she watched Mayor Clifford Rishell present President Whitman with a key to the City of Oakland, she seemed to know that the performance she just gave heralded the opening of a new page in Western Pacific's history.

Upon arrival in Oakland President Whitman was presented with Key to City of Oakland by Mayor Clifford E. Rishell honoring Golden Anniversary.



From Kuala Lumpur

How's this for a railway station?—and two trains a day! I'd like to see their Editor's office!!!

Bill O'Malley
Carmel, California

Bill, who submits cartoons to MILEPOSTS, is on a small freighter making a tour around the Orient. The above was written on a postcard, the front of which is a color photograph of the beautiful and impressive Railway Station in Kuala Lumpur. The card claims it to be the largest and busiest railway headquarters of Malaya.

* * *

From Australia

By this time you probably will have received the *Sydney Morning Herald* supplement I forwarded. I feel it gives a good picture of Australia today and tomorrow.

I am also forwarding some Australian literature, which I trust will prove of interest. The rail passenger business is fighting a hard battle against the air lines and private cars. There is about one car to every three of population in this state, so you realize the problem, which I know you face, too. The *Zephyr* seems to hold its own. I guess it must be "some" train! Running between Melbourne and Adelaide is a good train, "The Overland." It has both Roomette and Twinette cars for sleeper passengers and reclining chair cars for coach passengers. One feature of the Twinette cars is that every cabin has its own shower, which I understand is unique. Another feature of the train is a tray breakfast served with a morning paper.

If you could forward any literature of the WP I would appreciate it very



much. May I say how much I like MILEPOSTS which, to use an Australian expression, I think is "BONSER!"

I hope this somewhat disjointed epistle finds you in good health and enjoying life on your side of the Pacific as I am on this side.

Harold F. Jones
65 Wardell Road
Petersham
N.S.W., Australia

The Herald and Australian literature sent by Mr. Jones are also "BONSER" comparable to the American expression "Super." The Herald reports a 1960 survey illustrating Australia's economic outlook at the beginning of a promising unprecedented development program of public and private projects to expand their many resources. The railroads are in the midst of an objective to span the Australian continent by standard gauge rail, a necessity in a country where distances are great. They are also standardizing in locomotives and rolling stock and much of their present equipment is comparable to ours. Mr. Jones has been a MILEPOSTS' reader for several years, and we appreciate his kindness in making available the literature he sent and the remarks contained in his letter.

Dear Editor:

From Stockton

I did not receive the July MILEPOSTS. I sure enjoy reading the magazine. Remember me to Walter J. Bartnett and Dan McKellips.

H. B. Bessac
1904 N. California St.
Stockton, California

We don't know what happened to his July issue, but another copy was sent to Mr. Bessac. Walter J. Bartnett was WP's first president (March 3, 1903-June 23, 1905). We have no record of the date of his death although it was many years ago. Dan McKellips, now 88, presently lives in the Masonic Home at Decoto, California. Mr. McKellips holds the honor of being WP's first locomotive engineer.

* * *

"Happy Anniversary"

Having been keenly interested in railroads, and especially the Western Pacific, the greater part of my life, it was thrilling to me to be reminded of the importance of this day in its history when I read the current issue (August 1960) of MILEPOSTS.

As a senior in Oakland High School on the afternoon of August 22, 1910, I trudged down to 3rd and Washington

and joined the tremendous crowd awaiting the arrival of your first passenger train.

Four years later, on April 29, 1914, occasion demanded that I travel to Salt Lake City. Naturally I went WP, and a grand trip it was. Then for a period of 40 years I was engaged in the wholesale produce business. These were years of most pleasant relations with WP in all phases as a shipper, a passenger, and above all, a true feeling of friendship extended me at all times by representatives of your good company.

This all adds up to an experience and a happy one that I can well entitle "The Western Pacific and I—1910-1960."

Please extend my best wishes to my good friend "Chuck" Faye and remind him that "I was there, Charley!"

Happy Anniversary to you.

Joseph F. Hunt

* * *

WP employee in 1909

May I offer my congratulations to Western Pacific and its employees on its Golden Anniversary of passenger service.

My father was a general foreman for WP in 1909 and I worked as a water boy, tool boy, and chainman for the surveyors, from Wells, Nevada, through Elko, Palisade, Beowawe and Battle Mountain. Mr. Ferguson was division engineer and Mr. Wyche was chief engineer.

Our monthly earnings were about \$42 to \$44, and the paymaster came out to the job once a month to pay us in silver and gold coins. My father was promised a roadmaster's job upon

(Continued on Page 12)

Dear Editor:

(Continued from Page 11)

completion of the railroad, but he had to resign because of his health. He had charge of the gravel trains, surfacing, lining, etc.

I can remember the snakes were plentiful, as were the mosquitos. We wore broad rimmed hats covered with netting and gauntlet gloves with heavy rubber bands around the wrists.

I can remember the narrow gauge train running out of Palisade each morning, returning the same evening. That train is now on display at Las Vegas, Nevada.

I had the privilege to work for the Oregon Short Line, and in 1914 was employed by the C.M.&St.P. before leaving railroad work.

W. L. Kidneigh
6663 Foothill Boulevard
Oakland, California

* * *

Just missed first train

When I saw the story about the Western Pacific in the *Oakland Tribune* of August 10, 1960, I immediately consulted my diary which I have been keeping since 1892. It revealed the fact that I had been employed by your company October 13 to 27, 1910, as clerk in the chief dispatcher's office in Sacramento. Therefore, I had missed your Golden Anniversary by just two months.

Mr. J. P. Quigley was chief dispatcher at that time. He said he would give me a job as dispatcher at the first vacancy since I had had about three years of experience in that capacity on the old Colorado Midland Railway. However, I became homesick for my family living in Colorado Springs and

asked him for a pass to Salt Lake City if I resigned. He said "you are handling the passes and can write out a pass for wherever you want to go." He was a gentleman after my own heart and I regretted having to leave him. However, I should like to congratulate Western Pacific upon the great strides of progress it has accomplished during the last half century.

I have been receiving MILEPOSTS for a long time and really enjoy looking it over every month.

Charles A. Cooley
(Age 82)
2675 78th Avenue
Oakland, California

* * *

Rode Anniversary Train

Enclosed is a letter written by my grandson, Bruce MacGregor, of Fremont, California, telling about his trip from Fremont to Oakland behind "old 94" on August 22, 1960. Bruce is 15, enters second year at Fremont High this term, and is an avid railroad fan. I am in hopes you will be able to use his letter in MILEPOSTS as I believe it quite well depicts the occasion as a real "old" railroader might.

My best wishes to you and your staff and my many friends at WP—my heart is still with all of you.

Ed E. Gleason
4232 52nd Street
Sacramento 20, California

The letter:

"Dear Grandpa and Grandma:

"The day was warm, high clouds floated in the blue sky—and all was quiet at the Fremont station. But above this quiet arose the pulsed beats and rapid exhausts of a grand old lady screaming for a grade crossing—94

bearing down on the station with a proud pillar of cloud indicating its passing! At the head end of 3 cars was, as fate intended, 94 in smoke and glory. They say she was wide open on the Oakland-Fremont run, hitting better than 65 per in a stretch, and blasting through Fremont on the way to the San Jose cutoff wye. She turned, returned to the station, and pulled into an industrial siding. It was then that F. B. Whitman mounted the cab for the dash into Oakland, and on the arrival of the westbound *California Zephyr* the three cars were cut off and she was coupled to the head of the EMD's.

"It was a disappointment to the huge crowd there that 94 was not to handle the train alone, but the old girl did herself proud outblasting the diesels at every grade crossing. The high-stepper wheeled the sleek cars up to 60 on the tangents. It was a grand sight from the first dome on the train, where I rode, as everyone stopped to gaze in wonder at the iron monster as it raced through the countryside, much as it did 50 years before.

"All too soon Oakland loomed ahead with throngs of people at the depot waiting to pay honor to the train. It was, in fact, to the hour 50 years ago that much the same welcome was given to the engine and there, in the streets of Oakland, much the same excitement gripped the crowd as the squeal of the air brakes brought the train to a halt. On the platform the president and other railroad officials gave short speeches. Then with a cloud of smoke that would do credit to a 256-Class mallet, she started the train into the setting sun for a rendezvous with immortality.

"There was talk that this was 94's last trip, but as she stood there above the crowd there was an indiscernible grin on the smokebox of the aged 10-wheeler that seemed to say 'don't worry, I'll be around at the next 50-year celebration!'—and I think she will. Bruce"

It will be 50 years next July that E. E. Gleason started with Western Pacific as roundhouse clerk in Oakland. He was made superintendent of motive power on April 1, 1949, and retired on November 1 of that year.

Citizen of the Week

In tribute to Western Pacific's Golden Anniversary of passenger service, Radio Station KABL named the railroad's president, Frederic B. Whitman, its "Citizen of the Week."

Listeners heard the following salute on Sunday, August 21:

"This week's nominee, Frederic B. Whitman, president of Western Pacific Railroad . . . celebrating its Golden Anniversary of trans-continental service Monday. Mr. Whitman, a graduate of Harvard University, began his railroad career as a locomotive fireman in 1919, becoming president and director of Western Pacific, San Francisco, in 1949. Throughout his long career with Western Pacific, Mr. Whitman has coupled an interest in civic affairs with the welfare of his company. He is Overseer of Harvard College, belongs to the Rotary, Pacific-Union, and Bohemian Clubs of San Francisco. Frederic B. Whitman, for your long service to Western Pacific, and the contributions you have made to our City's civic affairs, KABL salutes you . . . our citizen of the week."

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:

Pearl M. Cunha, per-diem clerk, San Francisco.

Jesse C. Currier, locomotive engineer, Portola.

Peter S. Couchis, laborer, Wendover.

Vurnis E. Emerson, agent, Herlong.

William M. Jenkins, night diesel foreman, Oroville.

Ray D. Lara, section laborer, Gerlach.

William B. Long, roundhouse clerk, Oroville.

Jean E. McCulloch, assistant chief clerk, San Francisco.

Warren C. Morse, telegrapher, Stockton.

George P. Purchase, lease clerk, June 30.

Walter A. Roberts, switchman, Oakland.

Fred J. Seale, locomotive engineer, San Jose.

Emil L. Slaughter, brakeman, Portola.

Clifford A. Theriault, Alameda Belt Line locomotive engineer, Alameda.

Burton G. Wetzler, signalman, Sacramento.

Perl E. White, regional sales manager, New York City.

Karl Wragg retires

Karl L. Wragg, assistant manager labor relations, had quite a day on August 12. At home, he was planning events for his first day in retirement when the phone rang. The voice he heard was that of his "ex"-boss, Bill Tussey, who frantically informed Karl that he had made a "terrible mistake" in a report the day before and he would have to come to the office immediately.

What the mistake might have been Karl never learned, but he'd like to make more of the same kind. What did happen can be ascertained from the letter Karl wrote:

"I wish to express my sincere thanks and appreciation to my many friends and fellow employees for their many good wishes on my retirement on Au-

gust 12. I am deeply grateful for the fine movie camera, projector, and screen which were presented to me at the grand surprise party—and it was, indeed, a real surprise! Mary and I have a son, Robert, daughter, Marilyn, and four lovely granddaughters. The gifts I received were perfect to record birthday parties, Christmas festivities and all other special occasions, and we will all enjoy them throughout the years.

"I also wish to tell you how very much I appreciate the framed certificate denoting my forty years of service with my company, and have hung it in my room with great pride—and for the 40-year Service Pin presented me by Mr. Munson.



Karl is probably trying to explain to his wife, Mary, just how the piece of "calendar art" being held up by Vice President H. C. Munson, happened to be found in his desk by one of the staff.

Karl cuts retirement cake for his wife, Mary, daughter Marilyn, and her husband, Ned Lee. Eying Karl's culinary art is William F. McGraw III, Karl's grandnephew and grandson of Karl's brother, Traveling Accountant Jack Wragg.

"Allow me to extend my grateful thanks to all my friends who have been so kind in helping me to progress, and a very special 'thank you' to the Western Pacific Railroad who has graciously permitted my long and happy years of employment with them."

Karl started as a call boy in Elko in 1910. At the time his father, the late Newton C. Wragg, was a passenger brakeman. The passenger terminal was moved to Salt Lake City in 1912, and from 1915 to 1917 Karl was a line rider in charge of Delle Ranch. He spent the next four years with the United States Marines and then returned to Western Pacific at Elko. For the past 40 years Karl has held many positions and received several promotions and was for the past seven years assistant manager of labor relations at San Francisco. During all his years of service Karl never had to exercise his seniority to displace a fellow employee.

A few of those who attended Karl's retirement party watch H. C. Munson affix 40-year Service Pin to the retiree's lapel. Mr. Munson also presented Karl with his Retirement Certificate.



MILEPOSTS



IN GOLD

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

40-YEAR PINS		
John H. Anderson	Boilermaker Helper	Oakland
Alexander DeCosta	Locomotive Engineer	Oroville
Patro DeGregorio	Painter	Sacramento Shops
Albert R. Moseley	Hostler Helper	Oroville
Clifford B. Rushmer	Associate Design Engineer	San Francisco
Arthur W. Taylor	Conductor	Oroville

35-YEAR PINS		
Erwin A. Benz	Locomotive Engineer	Portola
Herbert A. Berg	Locomotive Engineer	Portola
John D. Gordon	Telegrapher	Oakland
James L. Lee	Stock Control Clerk	Sacramento
Roy Lomas	Locomotive Engineer	Winnemucca
Edward McGhauey	Locomotive Engineer	Portola
Harry Main, Jr.	Locomotive Engineer	Stockton
Carlos W. Mangum	District Sales Manager	Oakland
William Miller	Locomotive Engineer	Stockton
Fred E. Peters	Clerk-Cashier	Sacramento

30-YEAR PINS		
Gordon J. Addis	Locomotive Engineer	Oroville
Daniel W. Copeland	Telegrapher	Herlong
Charles M. Dustin	Conductor	Oroville
Ans J. Larsen	Conductor	Oroville
Arthur H. Lund	Sales Manager—Central Region	Chicago
Byron C. McConnell	Section Foreman	Blairdsen

25-YEAR PINS		
Daniel G. Brew	Telegrapher	Garfield
Louis Del Moro	Assistant Timekeeper	Sacramento Shops
George B. Denney	Stationary Engineer	Oakland
Cecil C. Duck	Agent	Winnemucca
Clyde E. Fisher	Conductor	Keddie
William L. Hatfield	Cashier-Clerk	San Jose
Robert A. Henderson	Trainmaster	Salt Lake City
Elmer L. Partain	Conductor	Stockton
Thomas Plesko	District Sales Manager	Seattle
Frank P. Semenza	Yard-Car Clerk	San Francisco
John N. Starr	Conductor	Stockton
Frederick W. Stogsdill	Conductor	Portola
Marion Velasich	Machinist	Sacramento

20-YEAR PINS		
Clarence M. Bancroft	Locomotive Engineer	Keddie
James T. Burrows	Conductor	Portola
Edward H. Field	Store Helper	Sacramento
Bert F. Finchley	General Clerk	Sacramento Shops
Robert C. Heitkamp	Conductor	Salt Lake City
Marvin E. Huff	Locomotive Engineer	San Francisco
Milton L. McNally	Switchman	Portola
Reno C. Picchi	Section Stockman	Sacramento
Alvin W. Powell	Conductor	Salt Lake City
Anthony W. Quill	Asst. Mgr., Methods Design	San Francisco
Jack A. Reed	Conductor	Portola
Virgil H. Simpson	Conductor	Keddie
William E. Taylor	Conductor	Portola

(Continued on Page 17)

15-YEAR PINS

Luchin C. Adams	Brakeman	Portola
Frank Augait	Electrician	Oakland
Bert G. Brown	Yardmaster	Stockton
Jose M. Cabezal	Marine Fireman	San Francisco
Frank J. Casey	Locomotive Engineer	San Francisco
Ricco J. Cervetti	Clerk	Sacramento
Alton E. Dabbs	Stock Record Clerk	Sacramento
Edward J. Foley	Switchman	Stockton
William P. Hawk	Machinist Helper	Oroville
Charles E. Humphreys	Night Diesel Foreman	Oroville
George A. Marshall	Carman	Portola
Clarence O. Muskopf	Electrician	Oakland
William J. Nixon	Machinist Helper	Portola
William F. Paden	Freight Claim Agent	San Francisco
Richard Randall	Chair Car Porter	Oakland
Albert M. Richards	Train Desk Clerk	Sacramento
Warren D. Scott	Machinist	Oroville
John Silverberg	Chair Car Porter	Oakland
Carman M. Vannucci	Brakeman	Portola
Harvey Walton	Chair Car Porter	Oakland
Lena C. Willis	Personal Record-Payroll Clerk	Sacramento

10-YEAR PINS

Guy Aguirre	Fireman	Elko
Walter Anderson	Conductor	Portola
Martin Anzaldo	Laborer	Oakland
J. E. Arruti	Fireman	Winnemucca
Antonette B. Bettger	Telegrapher	Stockton
Frank N. Brower	Conductor	Stockton
Robert J. Clement	Carman	Stockton
Clyde H. Collins	Brakeman	Stockton
K. C. Dougherty	Fireman	Salt Lake City
Frank L. Duncan, Jr.	Conductor	Stockton
Edward A. Farris	Carman	Portola
Paul E. Forkgen	Sales Representative	San Jose
Delbert G. Hardy	Train Desk Clerk	Portola*
Calvin L. Hawkins	Fireman	Portola
Charles T. Heckers	Fireman	Portola
Floyd G. Kennedy	Carman Helper	Sacramento Shops
Arthur I. Langlois	Brakeman	Sacramento
William H. Langston	Fireman	Portola
Buddy McGarity	Store Laborer	Sacramento
George E. McGee	Asst. Extra Gang Foreman	Extra Gang #14
Mario J. Ragusa, Jr.	Fireman	Oakland
Richard O. Sellers	Carman	Oakland
Parley H. J. Timothy	CTC Maintainer	Salt Lake City
Elmer W. Tindall	Redcap	Sacramento*
Vincent J. Vallarino, Jr.	Fireman	Stockton
Albert A. Van Buren	Switchman	Stockton*
Lewis W. Wilcox	Carman	Stockton
Charles Wood, Jr.	Engine Watchman	San Francisco
Nathan Yellow	Marine Deckhand	San Francisco*
Frank Zitzelsberger	Overcharge Claim Investigator	San Francisco

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

A young bachelor (wolf type) was making a trip by train and had scraped up an acquaintanceship with an attractive doll in the lounge car. Familiar with the railroad's route, he turned to the comely passenger and suddenly announced. "We're coming to a tunnel. Are you afraid?"

"No," the cute little trick replied, "not if you'll take that cigar out of your mouth!"

A psychiatrist was approached at a reception by a woman who whispered: "That man in the brown suit is my husband. He thinks he's a traffic signal. All night long he keeps one eye open, closes it, opens the other, and so on."

The doctor replied, "I'll go over and have a talk with him."

"No, wait a minute," said the woman. "Right now the light's against you!"



The kids make a rush to be first on board

A great day for the kids

It took nearly 15½ hours to cram into one day all the activities which took place on August 3 for about 850 Nevada kids.

Highlights of "the best day ever" were a 447-mile round trip train ride, a circus, and birthday celebrations. For many of the kids it was their first

such experiences. For many WP railroaders it was the twelfth consecutive year of Circus Train operation, sponsored by the Winnemucca Shrine Club.

The sun was low when the first arrivals swarmed around WP's Winnemucca station, anxious to board the

Standing before the locomotive of the 16-car 12th Annual Circus special are Stanley Sundeen, Grand Master of Masons, Nevada; Chester Cochran, Potentate Kerak Temple; Judge Merwyn Brown, past Potentate Kerak Temple and "father of the Circus Train"; and Nevada's Governor Grant Sawyer.



During the train ride the kids were entertained by musicians and clowns as they passed through cars. The kids also did away with a baggage car load of box lunches, cold pop, ice cream.

Nevada's Governor Grant Sawyer enjoyed being posed by a photographer for this shot in the locomotive cab.

16-car special, previously decorated by the kids with "art." Shadows from a higher sun raced the special across the Nevada desert, both stopping frequently as other youngsters piled aboard at stations along the railroad, filling every seat on the train.

Seats in University of Nevada's McKay Stadium were well filled, too, and shrieks and laughter from a fascinated audience brought out the best in Pollock Brothers-Shrine Circus performers and artists.

During the return trip Western Pacific presented three tiny tots with big, well iced, birthday cakes and all within reach had a hand in the celebrations (and in the cake!).

Box lunches, pop and ice cream, restored used-up youthful energies.





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:

Orville D. Atwine, laborer, June 25.
Leslie B. Brown, retired Sacramento Northern chief clerk, May 13.

Henry Bruggenwirth, retired fireman, date unknown.

Albert C. Bryson, retired Sacramento Northern brakeman, April 30.

Rocco Cardinale, retired Sacramento Northern deckhand, June 20.

John Castlee, retired machinist, May, 1960.

Henry F. Clark, retired section laborer, May 5.

Luther W. Corlis, retired extra gang foreman, May 19.

George C. Cox, retired locomotive engineer, July 26.

Salvatore T. Davi, retired Sacramento Northern deckhand, April 19.

Thomas W. Filson, clerk, July 15.

Walter D. Freeman, retired machinist, June 29.

George E. Gray, retired switchman, June 20.

Jesse R. Holmes, retired freight traffic agent, August 5.

John A. Lagenbach, retired Sacramento Northern substation maintainer, May 3.

Walter D. Lloyd, retired Sacramento Northern engineer, May 8.

Joe Mackey, chair car porter, July 25.

George M. Magann, retired Alameda Belt Line engineman, date unknown.

James Magson, retired telegrapher, June 12.

Vicente Marcaida, marine fireman, July 21.

Cesare Matteoni, retired carman helper, July 17.

Bert M. Mitchell, retired yardmaster, August 1.

James R. Morford, lineman, July 22.

Harry G. Oliver, retired Sacramento Northern pilot, June 15.

James Paterson, crane operator, July 4.

Henry E. Roberts, Alameda Belt Line engineer, May 28.

John E. Roy, retired Sacramento Northern brakeman, June 20.

Charlie E. Rush, track laborer, July 22.

Ellis C. Scott, retired locomotive engineer, June 3.

Otis Scruggs, retired train desk clerk, June 28.

Otto G. Simonson, retired stationary engineer, May 25.

John H. Smith, retired timekeeper, date unknown.

Frank H. Thomas, retired car repairman, June 3.

Hosea Turner, retired CCT general mechanic, July 12.



Caboosing

SACRAMENTO SHOPS

Marcella G. Schultze

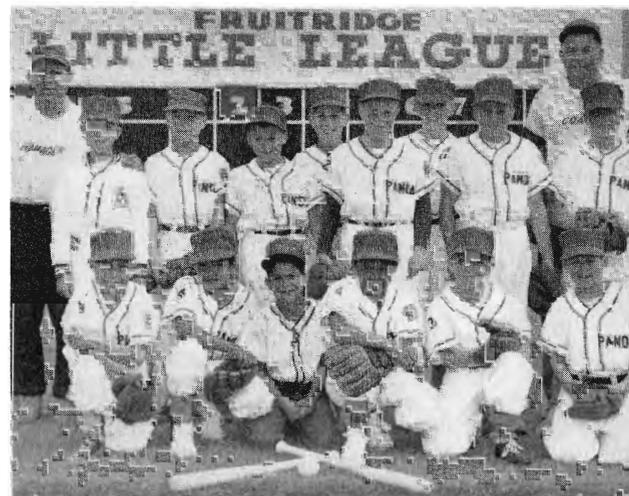
A recent visitor to the Shops was STEVE POLICH, former machinist apprentice, who is now a general foreman on the Northern Pacific at Livingston, Montana. Mr. Polich also worked as a machinist at Oroville and Portola before leaving WP service.

One of 12 honor students to be graduated at July commencement ceremonies of the Kaiser Foundation School of Nursing in Oakland was Janice Lee Booth, daughter of Machinist and Mrs. W. J. BOOTH.

We were all stunned by the passing of Machinist Helper J. PATERSON, who

suffered a heart attack July 4; and wish to express our heartfelt sympathies to Mrs. Paterson and son, James, Jr. "Pat" was born in Motherwell, Scotland, February 9, 1901, and came to work for WP in September 1928, first as a pipefitter helper and then in 1930 as a machinist helper. "Pat" returned once to his native Scotland for a visit in 1946.

Our sympathies are also extended to Blacksmith Helper D. DARRELL DAVIES and Machinist B. S. BOWLING, who both lost their fathers in July. "Buck" Bowling had to make an emergency trip to Pennsylvania to attend funeral services.



"The Pandas" brought Manager and Electrician Jess D. Cabrera a championship this year in the National League of Fruitridge area. Also on the team are Jess' two sons, Tommy, fourth boy from left back row, and Randy, third boy from left front row.

Electrician J. D. CABRERA's Little Leaguers brought him a trophy this year! "The Pandas," a Little League Minor Team, which Jess manages, won the championship of the National League in the Fruitridge Area. Tommy Cabrera, 11, is one of the players; while 7-year-old Randy has the honor of being bat boy.

Jess also managed the Fruitridge Area All-Star Team, which won the championship game at Elk Grove July 24. Two of the "Pandas" were chosen to play on this team.

OROVILLE

Helen R. Small

Carman STANLEY KISTER was the winner of a pair of free tickets to the Ice Follies in San Francisco and Stanley and his Mrs. used them to celebrate his birthday on July 16.

St. Thomas Parish of Oroville is the home of graduate Frank King. Frank graduated from High School on May 21 at St. Pius X Seminary, Rio Dell. During his years at St. Pius X he distinguished himself as Assistant Prefect and Manager of the Students' Store. He is also known as the Baltimore Colts' greatest fan. In September he will enter St. Joseph's College at Mountain View. Frank is the son of the late FRANK KING, yardmaster at Oroville yard.

Clerk THOMAS W. FILSON, 56, passed away on July 15. He had been baggageman and callboy at the depot for the past 17 years. Tom was born in Denver and came to Oroville 30 years ago. He leaves his wife, Marie, his mother Mrs. Mertie Colburn, several sisters and a brother.

Retired Machinist WALTER D. FREEMAN, 65, passed away on June 29. A

**WHEN A LOAD
IS TOO HEAVY**



GET HELP!

native of Alabama, Walter was a machinist for many years before his retirement on January 1, this year. Survivors are his wife, Helen, two sons, Walter Jr., of San Leandro, and George, of Montgomery, Ala.

Store Clerk JOE SUDDRETH and his wife were called to Dallas, Texas, July 13, because of the death of Joe's father.

Switchman WESLEY J. TIEHN and Mrs. Ella Cannon were married in Tijuana, Mexico, on July 23.

Communications department employee RUSSEL JAMES MORFORD died from injuries sustained in an auto accident on Highway 40-A near Grizzly Dome Tunnel on July 22. Russel was a veteran of World War II and came to Oroville from his native Westwood 13 years ago. He worked for WP for the past 10 years. He is survived by his wife, Donna Lee; four children, Carol, Ellen, Julie and Larry; his mother Mrs. Vida Morford; a brother, Switchman DON MORFORD; and three sisters.

MILPITAS

Robert J. Mead

Assistant Agent and Mrs. PAUL E. SCOTT welcomed into their home on June 20 a son, James B. Scott, who pushed the scales up to seven pounds, eight ounces.

Chris L. Hazlett, son of PHIL HAZLETT, chief clerk-marketing at San Jose and former MILEPOSTS correspondent, is pounding the horsehide again after time out for an appendectomy. Chris is reported to have considerable baseball talent.

The John Wiley Jones Co. just recently purchased from WP five acres of land along Landis Avenue in San Jose. Construction will begin soon on a plant to distribute a chemical used in purification of water.

Another appendix was yielded at San Jose Hospital by Barbara Dunton in an emergency operation. Barbara is the daughter of Agent and Mrs. K. K. DUNTON, and during vacation from teaching this summer has been a City of Campbell recreation department staffer.

The Overland Wedding Chapel in Reno was the setting for the marriage of HERBERT H. SINGH, bill and demurrage clerk, and Rita Demarbiex on June 13. They honeymooned in Portola and San Francisco and since have established residence in San Jose.

PORTOLA

Louise Wilks

Yardmaster LYLE "RED" WILLIAMS was chosen Post Commander for the Veterans of Foreign Wars, and was installed at their recent State Convention in San Diego.

Attending graduation ceremonies had a special meaning for Trainman

and Mrs. HAROLD YOUNT. Not only did son, Robert, receive his degree in electronics from California Polytechnic Institute at San Luis Obispo, he was also class president, student director of the Glee Club, and is listed in the 1960 Who's Who of U. S. College Students! Robert is now working at the Data Design Laboratories in Ontario, California.

Our 1960 European travelers have all returned. Icing Supervisor and Mrs. RUBE DALTON visited their daughter in Regensburg, Germany, after having met her at La Havre, France. Rube found Innsbruck, Austria, the most interesting of all places visited during their drive through France, Germany, Austria, and Italy. They flew home over the North Pole from London.

Engineer JOE BURT thought the high spot of his family's automobile tour



Line officers, Portola Assembly, Order of Rainbow Girls, are: Delores Schuetter, Marjorie Yount, Carrie Miller, Nanette Van Drielen, Brenda Ross, respective daughters of Track Supervisor A. A. Schuetter, Conductor Harold Yount, Storekeeper Jack Miller, Engineer H. S. Van Drielen, Portola Merchant Roy Ross.
—Miller photo.



through European countries was the small village, Egles, near Innsbruck, where they spent several days.

Holland in the spring time was thought to be the prettiest part of a two-months' trip made by Engineer and Mrs. BILL WISE, although they enjoyed every minute of the AAA guided tour.

Trainman and Mrs. BILL IHLER are being congratulated on the arrival of a daughter, Kimberly Ann.

WINNEMUCCA

Ruth G. Smith

Mrs. Imogene Noble, wife of Water Service Maintainer LESLIE NOBLE, died suddenly at the home of her mother in Homedale, Idaho. The funeral was held in Caldwell, Idaho.

Mr. and Mrs. Stuart L. Pearce have arrived in Winnemucca from Elko to make their home. The son of Engineer and Mrs. L. J. PEARCE, Stuart will open an office as certified public accountant soon.

Nancy Lee Ballantyne of Winnemucca, and Brakeman WILLIAM LEE RANKIN were married in the Oval

Room of the Sonoma Inn on July 2. The bride is a junior at Brigham Young University in Provo, Utah. She plans to resume her studies in the fall. Bill is working out of Salt Lake City.

A family reunion was held recently in Winnemucca at the home of Mrs. C. Malis and her son, Fireman CHARLIE MALIS. Charlie's three sisters were also present, making it the first time in 33 years that the four children had been together with their mother.

Retired Carman Helper CESARE MATTEONI died July 17 after a long illness. He is survived by two sons and a daughter. His daughter is the wife of Yard Clerk VALENTINO MARTIN, and one of the sons is Fireman LINO MATTEONI.

Captain and Mrs. W. E. Kinnikin and four daughters recently arrived in Winnemucca to visit with Mrs. Kinnikin's parents, Engineer and Mrs. RAY MOORE. Captain Kinnikin and family have been living in Luzon, Philippine Islands where he has been stationed with the U. S. Air Force. They continued on to Langley Field, Virginia, where Captain Kinnikin has been reassigned.

STOCKTON

Elaine Obenshain

Assistant Superintendent HENRY E. STAPP has been absent because of illness and we hope he will soon be back on the job.

Congratulations to Clerk and Mrs. W. L. MOORE on the birth of their first child, daughter Bettina, born July 14.

Also, belated congratulations to Switchman and Mrs. K. E. NIEMEYER, whose second daughter, Paula Sue, was born May 8. This young lady is the sixth grandchild of Engineer and Mrs. H. D. ATKINSON.

Patricia Adams, daughter of Engineer and Mrs. JESS ADAMS, received her Bachelor of Arts degree from College of the Pacific in June, graduating with high honors. She will begin her teaching career at Garfield School, Stockton, in September, after having spent her summer vacation attending summer session at the University of Hawaii.

Airman 3/c James F. Cox, son of Switchman and Mrs. C. W. LAWLESS, Manteca, was selected as one of the three top students of the Morse Intercept Operators School at Keesler Air Force Base in Mississippi. The selection was based on his excellent military bearing as well as on his outstanding academic ability. Upon completion of the 26-week school, James will be transferred overseas for duty with the Air Force Security Service.

A wealthy Texas oilman cashed a huge personal check which came back from the bank marked "Insufficient Funds." Beneath the stamped words was the handwritten notation—"not you—us."

* * *

There's at least one ineligible football star at every college. Same old story—he can run and kick, but he can't pass.

SACRAMENTO STORE

Irene Burton

LEE WILLIS, personnel and payroll clerk, believes that fish must have a way of getting even. Lee did pull in some nice ones while on a weekend deep sea fishing excursion at Monterey with husband, Mickey, and a party of friends, but the fun was slightly dampened by Lee's sickness from the rolling, rocking boat.

LAVON ROBINSON, billing and receiving clerk, worked on GEORGIA CHINDAHL's desk during Georgia's vacation. KENNY WATERSTREET took over Lavon's desk. Lavon and her daughter, Flavia, are planning a vacation to be spent at Missoula, Montana.

Anyone have any old coins? LEE WILLIS, CHARLES REID, and JASPER GUARENO have become numismatists and are in need of dimes and pennies for their collections—the older vintages are desired.

With inventory time here again, MARY LOU STOCKARD has returned to work on the comptometer desk to lend a valuable hand.

KEDDIE

Elsie Hagen

Roadmaster WALTER CHAPMAN, from Winnemucca, spent several days in Keddie. While there his mother, Mrs. Virginia Chapman from Alameda, met him and returned with Walter to Winnemucca.

Mrs. Nuzman, wife of Signal Maintainer ART NUZMAN, has recovered from a tonsilectomy and we are glad to see her home from the hospital and about again.

Dan Krause, now working in Minneapolis, Minn., spent a three-week vacation here with his father, Trainman

JACK KRAUSE, and also visited with his brother Gilbert and his wife in San Francisco.

Sadness was also experienced by Jack and his wife, who are mourning the loss of Chris, the oldest dog in Keddie. Chris was hit by a hit-run driver on the highway above their home. We all will miss this lovable and faithful animal.

With the change in name to Keddie Lodge, the hotel now is artistically decorated with a beautiful sign, made by "SWEDE" ANDERSON of Portola. Signs also appear on the store and at the entrance into Keddie.

Lin Ruth Barry, daughter of Roadmaster CHET BARRY, and James J. Adams, Jr., son of Mr. and Mrs. James J. Adams, of Louisville, Ky., were married in St. John's Catholic Church in Quincy at noon July 30. Lin is a graduate of Quincy High School and Munson Business College in San Fran-



James J. Adams, Jr. and bride, Lin.

cisco. Her husband is a graduate of Louisville High School and is now S/c Aviation Machinists Mate in the Navy and is stationed at Moffett Field. After a non-destined honeymoon they will make their home in Palo Alto where Lin is employed.

OAKLAND

John V. Leland

Five miles to Oakland and then five shuttle miles back to Alameda has been a daily event for 32 years and eight months for Alameda Belt Line Engineer CLIFF THERIAULT. "I was never bored with my work, and made every day a holiday. Going around in circles may seem dull to some people, but to me it was fun," said Cliff when he stepped down from his engine for the last time on July 29 to begin his retirement. The first thing he planned to do, as you might not think, was making plans for a travel switch. With his wife, Pearl, and two granddaughters, Paula, 20, and Karen, 16, they left August 1 on a two-month motor tour of Mexico. If they find it to their liking, Cliff says they just might settle there for part of their retirement.

About 200 Oakland Traffic Club members enjoyed a barbecue on August 19, after which they took in "The Gypsy Baron" performance at Oakland's Woodminster Amphitheater. One of their members, WP's Sales Representative, JIM DURN, sang the title role in the Strauss musical.

Jim, by the way, was chairman of the first Hospital Charity Award committee sponsored by the San Francisco Bay Area Chapter of the National Defense Transportation Association. Nurses representing six Federal hospitals in the Bay Area received portable television sets for their patients.



Marian O'Laughlin, daughter of Roadmaster and Mrs. Dan J. Laughlin (he doesn't use the "O"), graduated cum laude from University of California School of Nursing as the most outstanding graduate. She will study for master's degree.

ELAINE TROY, former Zephyrette on the *California Zephyr*, and now Mrs. Welby Schrader, wrote Dining Car Inspector Cecil Staley that a son, Charles Welby, Jr., arrived on July 11. Elaine's husband is a conductor for the D&RGW, working on the streamliner, where they first became acquainted. The Schraders live at 2697 "F" Road, Grand Junction, Colo.

ELKO

John I. Murphy

FRANK HARTON, 72-year-old retired engineer, was presented with a 40-year membership pin in the local Brotherhood of Locomotive Engineers. Engineer JACK E. RICE, also a 40-year member, made the presentation. The program was conducted by Engineer GLENN W. MORFON, president of the brotherhood in Elko.

A native of Ireland, Harton worked for about two years on the Eureka & Palisade Railroad before changing over to WP in Elko on April 5, 1910. He was promoted to engineer on September 10, 1917, and retired on December 29, 1954, and has lived in Reno since his retirement.

Retired Engineer GEORGE C. COX passed away on July 26. He retired on April 12, 1941, after a service with WP which began on August 21, 1909. He also had previous service with the Santa Fe.

George was born on December 25, 1872, in St. Joseph, Missouri. Since retirement he had kept himself busy with his yards and rental property. He is survived by his widow and daughter.

SALT LAKE CITY

J. B. Price

Congratulations to CHARLES J. FISCHER on his promotion to position as acting regional sales manager serving the Intermountain Region, during H. RAY COULAM's temporary leave from administrative duties because of health. Ray has been with WP since 1922 as traffic representative, traffic manager and sales manager, and we wish him a quick return to good health and duties.

Following the good news of CHARLES FISCHER's assignment, it was most tragic to learn that his home was saddened by the death of his son, Randall Charles Fischer, on July 1 in a Los Angeles industrial accident.

Mrs. D. C. ANDERSON is well on the road to recovery following major surgery and we hope good health will be with her from now on.

Congratulations to Brakeman and Mrs. DALE F. VINCENT on their recent marriage.

CHICAGO

Gene Hamilton

The stork visited the home of Sales Representative and Mrs. E. P. SCHMITTGEN to bring the household total to four. The newest member is Linda Marie, and our congratulations to Gene and Mary.

Our popular PBX Operator SHIRLEY MICHALEK will be married to Paul T. Stiglic on September 10, according to an engagement and forthcoming wedding announcement by Shirley's parents. The nuptial vows will be recited at 12 o'clock Mass in St. Alphonsus Church in Lemont, Illinois.



A reception will follow that evening in Laborer's Union Hall in Westmont. Shirley is a graduate of Lemont Township High School and Paul is an alumnus of St. Benedict's High School,

CHICAGO STAFF

Seated, L-R: W. W. Brown, assist. vice-president; M. A. Tunney, file clerk; J. H. Ephraim, sales rep.; Rose Lupe, passenger clerk; Shirley Michalek, PBX; A. H. Lund, Sales mgr. Standing: R. D. Hagen, G. A. Schroeder, sales reps; J. M. Boquist, export clerk; L. Pauksta, chief rate clerk; S. A. Durban, steno-clerk; G. T. Coffey, chief clerk; W. B. Cook, asst. to sales mgr; Gene Hamilton, secy.



Chicago, and is now employed with Victor Adding Machine Company in this city. All of us and Shirley's many other friends wish this couple the very best.

WENDOVER

Esther Witt

Extra Gang Foreman EARL C. MILLER and two of his machine operators were injured in an automobile accident at Timpie Point as they were returning to work after the July 4 holiday spent in their respective homes. They were forced off the highway when a car swung into their lane of traffic. Earl is still in Tooele Valley Hospital; TONY MARQUIS is recovering at his home in Wells; FERNANDO MILANO has returned to his duties. We wish Earl and Tony a speedy recovery.

Shirley Ann, daughter of Telegrapher SHIRLEY F. LEE, was injured in an auto accident on a dirt road 15 miles south of Wendover. Shirley and a friend were en route to Blue Lake for a swim. Shirley received head and



"Why? Oh, why? do you wear that hat?" asks John Hay Whitney, right, United States ambassador to Great Britain, of the stationmaster at British Railways' Euston Station in London. The reason is, explained the stationmaster, that stationmasters have worn top hats since the first train left Euston for Birmingham on September 17, 1838. Out of a loyal sense of tradition and continuity with the past the hat is retained as part of our dress for formal occasions. To go with the "topper," stationmasters wear "chalk-striped" trousers and tails.

facial cuts and was confined for nearly two weeks in Tooele Valley Hospital.

Motor Car Maintainer and Mrs. LIND HUTCHINSON are proud grandparents, Van Robert having been welcomed into the home of their son, Robert, and his wife on June 7. Brother Blake and sister Debbie are helping with the care of their 8¼-pound brother.

Also grandparents are Section Foreman and Mrs. BRENT L. PETERSON. Tracy D. Peterson arrived July 6, weighing 6 pounds, 12½ ounces, the son of Darrel and Mrs. Peterson.

Signal Maintainer THEAS GARFIELD and his wife, ESSIE MAE, waitress, had as July visitors several members of their family from Okmulgee and Claremore, Oklahoma, Burbank, California, and Tooele, Utah.

Retired Section Foreman TRACY BINGHAM has been released from Tooele Valley Hospital and is making satisfactory recovery at his home from a heart attack on July 16 and we hope he is well again soon.

They might be old in years but they're young in heart and as agile as a youngster. Retired Engineer PERCY T. HEWITT was 79 on July 24, and retired Boilermaker JAMES A. MONAHAN was 76 on August 5. We wish them many more Happy Birthdays.

SAN FRANCISCO

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

FRANK W. AHLERT, assistant auditor of miscellaneous accounts, was elected treasurer for the 1960-1961 term at the annual meeting of the Northern California Chapter of the American Society of Insurance Management, Inc.

"Tux" P. WADSWORTH, assistant director of pricing, was appointed as one of ten top authorities on transportation and industrial traffic management to judge nominations for the second annual "Outstanding Traffic Manager of the Year" award sponsored by the North American Van Lines, Inc.

A surprise retirement party was given on July 29 by members of their department and other WP friends for PEARL M. CUNHA, per-diem clerk, and JEAN E. McCULLOCH, assistant chief clerk manifest department. Pearl was first employed by the railroad on Janu-

ary 16, 1929, and Jean's seniority date is March 1, 1925. All of their friends wish them both the very best of luck and happy days always in their well-deserved retirement.

A third daughter arrived at the home of Standard Realty's Chief Clerk and Mrs. ARTHUR BUGNI on August 4. Kelly Anne is her name, and her sisters are Linda Anne, 4, and Christine Claire, 8.

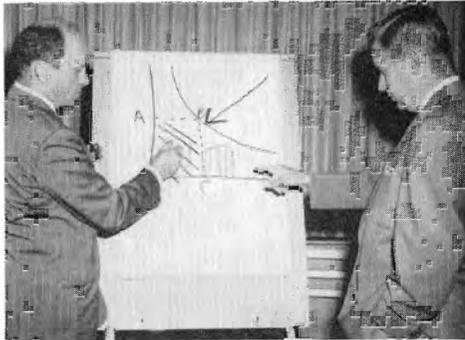
AURILLA TROY, car distributor, is enjoying a three weeks' vacation in the Hawaiian Islands.

DORA JANETATOS, secretary to superintendent of transportation, boosted her average to the "championship class" by recently bowling a 184 in the WP Bowling League.

ARRETTA ALEXANDER, research secretary, left WP on September 1 after 11 years with the railroad. She accepted a position as secretary to the president, McClenahan Company, San Mateo.



"REFERENCES? OH YES! FROM A DOZEN DIFFERENT WEIGHING MACHINES!"



William F. McGrath (right) assistant freight pricing manager, was among 14 transportation executives who completed an intensive two-week residential seminar on transportation pricing policy at the Transportation Center at Northwestern University on July 1. At left is Eliezer Krumbein, assistant director of education for the university's Transportation Center.



Walter Brunberg, vice president-marketing, pins 35-year Service Pin on lapel of Sales Representative Frank Murphy in July, watched by Charles K. Faye, assistant vice president, western sales. Frank's wife, Kathleen, medical department secretary, received 10-year Service Pin in August.

Don't smoke in bed—the ashes that fall on the floor may be your own!

"A freight car is a package"

Western Pacific's market research department has earned a reputation among shippers for its ability to come up with new ideas and improved equipment for careful and better handling of commodities shipped by rail.

One of our railroaders responsible for part of this success is Leo F. Delventhal, Jr., senior transportation engineer. Not only are his ideas and efforts welcomed by shippers and others in the transportation field, but equally welcomed are his talks on the subject. On September 26 Leo will be a featured speaker at the University of California Conference Center, Lake Arrowhead, California. His subject for the Second Annual Packaging, Plant Layout, and Material Handling Short Course will be "A Freight Car is a Package."

Delventhal was invited to participate as the result of response to his



presentation on June 9 before the Los Angeles Chapter of the American Material Handling Society. In that presentation he covered various phases of special handling of shipments in rail cars, and special cushioning devices for reducing damage to merchandise in rail car transportation.

For the second consecutive term, Delventhal this year is again President and National Director for the Northern California Chapter of the American Material Handling Society. He is assisted by Vice President John E. Sullivan, packing, marking and load coordinator for Columbia-Geneva Steel Division.

Golf Tournament

By popular request, Western Pacific has scheduled another golf tournament this year. The event will be held at the Spring Valley Golf Club, Milpitas, on September 24. A WP tournament was held there in May, 1959.

First tee-off time is 10:30 a.m. The \$5 entrance fee will include green fees, a new ball, and participation in the Calcutta Sweepstakes. Handicaps will be blind-bogey, and partners for the "sweeps" will be drawn after everyone has teed off.

The tournament is open to all WP employees and friends, and starting times are being assigned by Frank Rauwolf, personnel department, on a first come-first served basis.

To reach the course from San Francisco, take Bayshore Boulevard to Sunnyvale, Milpitas-Alviso Road to Main Street, Milpitas, left to Calaveras Road and right direct to course. From Oakland, take Eastshore Freeway to the Milpitas-Alviso Road and follow route outlined above.

WESTERN PACIFIC MILEPOSTS

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Permit No. 5371

THE WESTERN RAILROADER,
P.O. BOX 668.
SAN MATEO, CALIF.

Form 3547 Requested

RAILROAD LINES



Bumbershoots, unclaimed from Lost and Found, are available on a first come, first served basis to commuters holding Chicago & North Western tickets for use between station and office during inclement weather.

Passenger-train piggybacking of milk in tank trailers is planned by Lackawanna to move under Plan IV piggyback tariff.

Shareholders and the ICC willing, Great Northern, Northern Pacific, Chicago, Burlington & Quincy, and Spokane, Portland & Seattle will form over the next five or six years a new 25,000-mile railroad operating in 17 states and two Canadian provinces.

Erie and Lackawanna hope for favorable merger decision this month.

Cash dividend payments by railroads in first six months 1960 were \$17,700 million less than for same period 1959, while first-half 1960 dividends paid by all industry increased \$394 million over same period in 1959.

Signed into law was the 10% tax on passenger fares, and for another year the corporate income tax rate of 52%.

Newest of the 29 railroads and one freight forwarder in membership with Trailer Train Co. are Santa Fe and Toledo, Peoria & Western.

Use of telephones has increased four-fold since Norfolk & Western installed direct distance dialing on its system.