

WESTERN PACIFIC
Mileposts
AUGUST 1960



Mileposts

WESTERN PACIFIC

Volume XII, No. 1

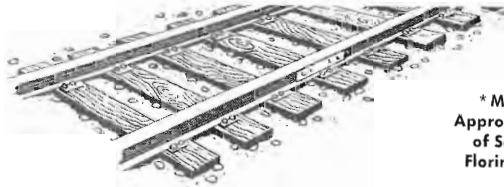
AUGUST, 1960

*Milepost No. 133

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. 133:
Approaching outskirts
of Sacramento near
Florin Road crossing.

FEATURES

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A photographer sets his lens for picture of "press special" on Chandler Creek bridge (Milepost 288.76) heading east to Salt Lake City, August 17, 1910, to become first westbound passenger train over the railroad (see story—Page 3).....	Front Cover
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MILEPOSTS

Half a century of passenger service

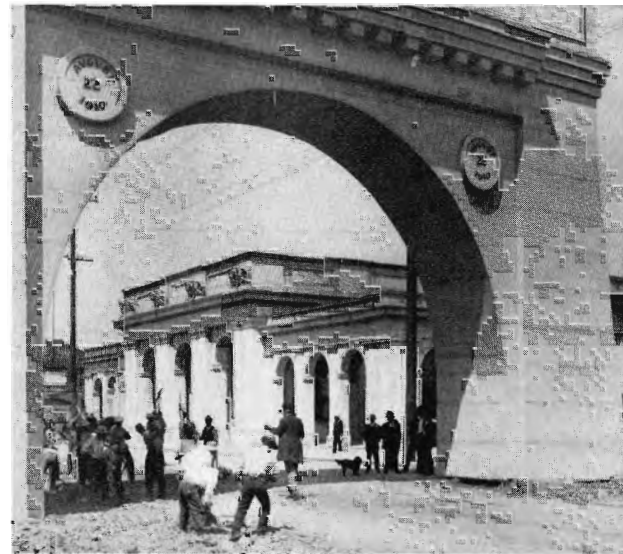
FIFTY years ago this month one of the most immense throngs ever to welcome a passenger train congregated in Oakland. The date was August 22, 1910. The occasion was the on-time arrival at 4:15 p. m. of Western Pacific's first through passenger train, a press special. The welcome which greeted this train is likely to never again be equalled.

One eye witness, Ernest S. Simpson, a staff member of the *San Francisco Call*, captured the excitement and immensity of the occasion in a carefully

worded article about a new era in the transportation industry.

His opening paragraph for the August 23 edition of his paper began:

"At long range there does not seem to be reason or excuse for emotion in the arrival of a dusty passenger train in a community already touched by two big transcontinental lines, but I, who have seen a few things to stir the heart and moisten the eyes, do not expect soon to witness another such thrilling outrush of sentiment as I saw, heard, and felt yesterday all the 200 miles from Oroville to Oakland while



The Oakland Chamber of Commerce built an impressive arch over its main line tracks at Third and Broadway in Oakland as a triumphal monument for the arrival of the new transcontinental railroad's first passenger train. Behind the frock-coated foreman and his gang is WP's Oakland station. The station looks much the same today except for the eight immense concrete eagles which adorned the cornice. They were removed in 1940 as a safety measure.

the Western Pacific dream was coming true—not until our own war eagles are loosed again and our own kith and kin bring back their battle-stained colors in honor and the pride of victory.”

A few paragraphs later Simpson wrote: “With an acclaim, riotous, unrestrained and unrestrainable, Oakland gave welcome yesterday to the first Western Pacific passenger train to enter within its gates. Thousands banked upon thousands of men, and women, and children, filling the streets, crowding the enclosed places, dotting the roofs, screamed and yelled in wild frenzy of delight. From factory and workshop there burst a shrill chorus of raucous whistling. Bands blared, bells pealed, gongs clanged. And across the tracks there wedged and squirmed and stamped and shouted a pack of humanity which, regardless of the hot sun or the clouds of dust flying into their faces, waited with waving arms as the slowly moving engine bore down upon them, coming to a halt within a few feet of the front rank.”

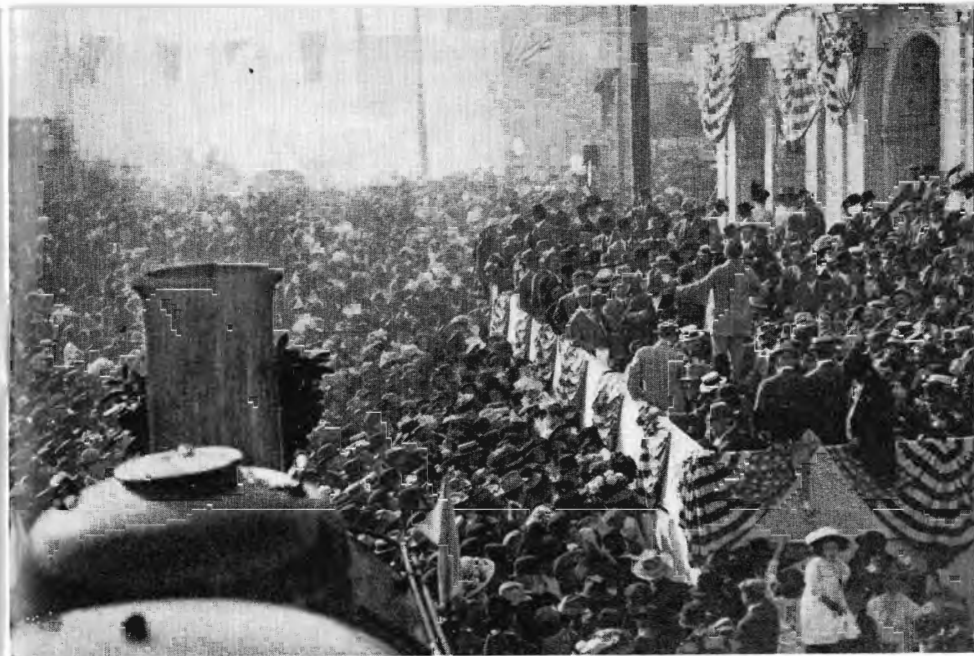
There is no record in the archives of the exact number of people who witnessed this gala occasion. Pictures taken that day give proof of a tremendous crowd, and Simpson did write that “we undergessed crowds by thousands and the spirit and temper of these crowds was by volumes.”

Simpson went on to record that “parade and pageantry there were, and pomp there ought to have been; but program arranged by human mind could not stand against the heaving, pushing and recklessly joyous crowd. Therefore, the pomp vanished. Speeches were lost in the din, eloquence in uproar. The parade which

should have paraded before the grandstand for the edification of the visitors, nosed itself gingerly against the heaving, howling throng, wavered irresolutely and came to a dead halt. The police lines snapped like threads and the thousands threw themselves to the spot under the triumphal arch to pat the iron flanks of the panting engines. They decked its glistening, shining front with garlands. They pitched roses on its hot boilers. They clambered to the coal bunkers, and fathers brought their little ones to its side so that the baby fingers might touch the fore-runner of the new road.”

A reader of Simpson’s article will visualize that speakers of that day, August 22, 1910, were, in one respect, no different than they are today. They were determined to make the speeches they had prepared—in defiance to the uproar! When the din had somewhat subsided, Western Pacific’s First Vice President C. H. Schlacks was, however, heard to say: “Our trip from east to west has been a continuous celebration. All along the route, even at points where we could not stop, were gathered hundreds who cheered and gave welcome until the sounds of their voices died in the distance. (Editor’s note: at one point near San Leandro one jubilant woman removed her skirt and excitedly waved it in the air!) These celebrations—culminating in this magnificent demonstration in Oakland—have touched all of us. Your reception has been supreme, so far as Western Pacific Railway is concerned. . . . I promise you that it will contribute its full share toward the upbuilding and development of California.”

Today, we can realize how true was that promise made by Mr. Schlacks,



Probably no other event in railroad history, before or since, received as tumultuous an acclamation as did the arrival of the first Western Pacific passenger train to reach Oakland.

In comparison, a much more dignified crowd gathered on a rainy March 20, 1949, to witness the christening by Hollywood’s Eleanor Parker of WP’s first California Zephyr at San Francisco.





On August 21, 1910, No. 94 pulled the seven-car press special over Clio Viaduct under full steam.

The silver dome-car California Zephyr crosses the same viaduct today with a 3-unit diesel.



and during a period of only 50 years. Yet, a half century of railroading is considered little today. John Stevens, called in the United States "the father of the railroads," and his associates received from the State of New Jersey the first American railroad charter. That was on February 6, 1816!

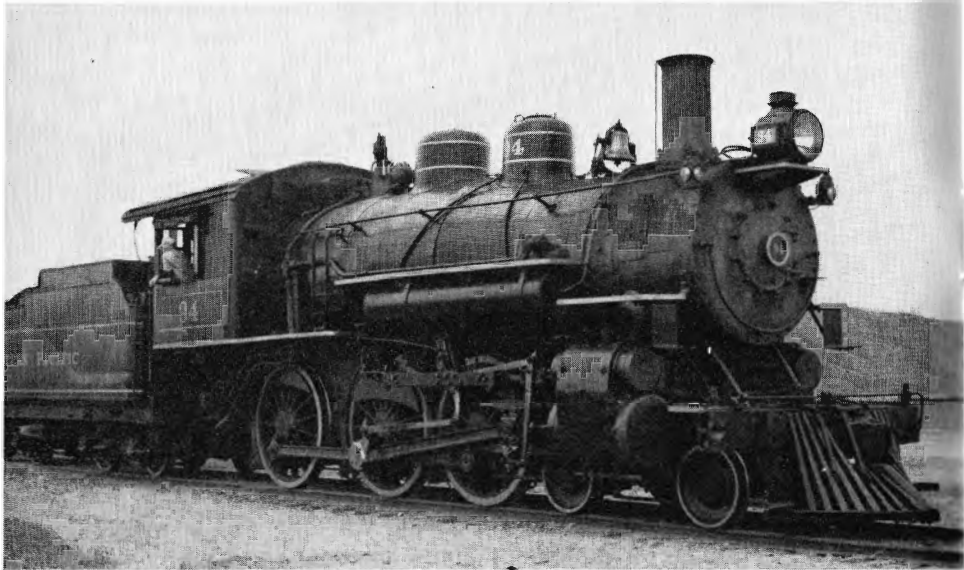
The Baltimore and Ohio, the first railroad built in the United States for general transportation of passengers and freight, was chartered by the State of Maryland on February 28, 1827. Construction commenced on July 4, 1828. On December 25, 1830, the "Best Friend of Charleston," built in New York, pulled on the railroad's first six-mile stretch of completed track the first train of cars ever drawn by a steam engine upon a track on the American continent.

Consider, too, that in 1830 the total length of railway lines in the United States was less than 40 miles. By 1835, mileage had increased to 1,089, slightly



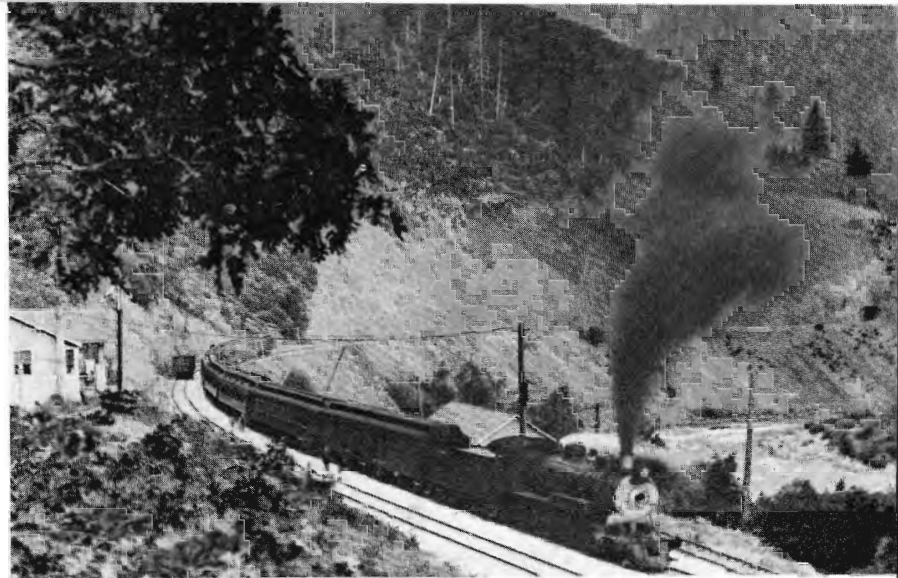
Photographers were busy in 1910. At Intake, the passengers posed for a group photo, and at Sacramento, Engineer Mike Boyle and Fireman C. E. Putnam posed on the footboard of No. 92.





The old and the new in similar poses. Above, No. 94, which pulled the first passenger train through the Feather River Canyon, is preserved for historical purposes and occasionally still per-

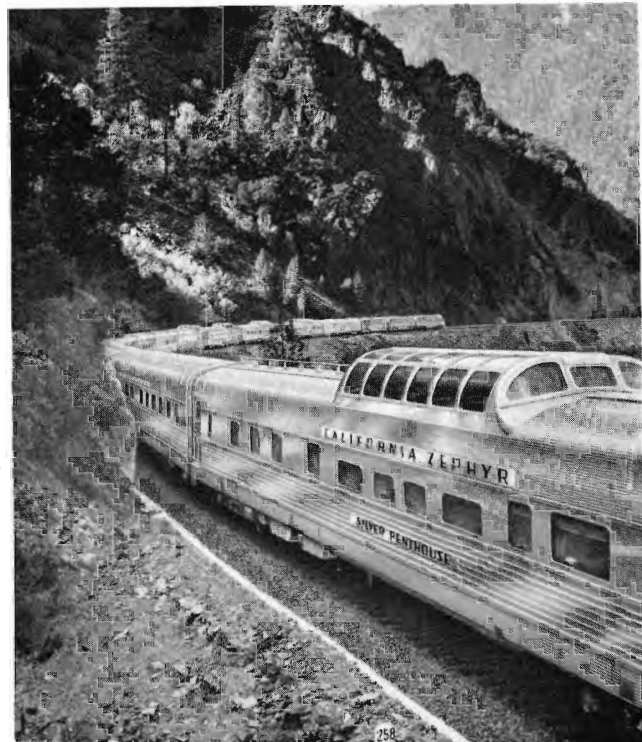
forms nobly when the occasion demands. In contrast, powerful diesel locomotives, such as the three-unit passenger engine shown below, haul our trains today better than ever before.



The "Panama-Pacific Express," as it swept around a Feather River Canyon curve at Belden sometime during 1914.

Photo Vernon J. Sappers Collection.

Just below Belden a California Zephyr is shown sweeping around a similar curve.





About the only similarity between Western Pacific dining cars then and now is the waiters' clean, white, starched uniforms. Today's *California Zephyr* diner offers a selection of meals

better prepared and served, comfortable seats, modern lighting, air-conditioned cars, pleasant surroundings. Advance dinner reservations make it unnecessary for passengers to wait in line.



There's a striking difference, too, in Pullman accommodations. The couple in the old car, above, is oblivious to the hard, straight-backed, cane covered seats, but in a dim light a pretty face can make a man's thoughts wander. Pullman travelers today have room to move around in their own private accommodations, comfortable seats, ample lighting, and proper ventilation.

less than Western Pacific's total mileage today. By 1910, when Western Pacific's first through train arrived in Oakland, there were 240,203 miles of railway lines in this country. The maximum length of railway lines, 252,845 miles, was reached in 1920, and it now totals slightly less. Today, Western Pacific remains as the youngest link in any transcontinental railroad in this country.

PROGRESS has played an important role in the history of the passenger train, even during the half century of Western Pacific's existence. There is little comparison, for example, in our *California Zephyr* and this railroad's first passenger train, the *Atlantic Coast Mail*. The latter was extensively advertised as being completely electrically lighted and fanned, and traversing the scenic beauties and wonders of the "Grand Canyon of the Feather." Comparison ends, too, between the *California Zephyr* and other Western Pacific "name" trains, such as the *Panama-Pacific Express* (named for the Panama Pacific Exposition),





California

Pack up some light-weight clothes, leave your cold-medicine and hot water bottle at home, and away to California

Without Change in

Thru Tourist Sleeping Car

To San Francisco

via the

Chicago & Alton

Missouri Pacific, Rio Grande and Western Pacific Route

Leaving Chicago at 6:30 p. m. every Monday and Wednesday until and including Sunday, October 15th

This low rate in effect every day from Sept. 15 to Oct. 15th, inclusive

Write or Call for Beautiful Free California Booklets

Ask us all about climate, cost of living, etc. Let our ticket-selling force attend to the details of travel for you. Address, phone or write.

ALTON TICKET OFFICES

Rector Building, Clark and Monroe Streets—Phone Harrison 4470

Union Passenger Station—Phone Main 5300

M. K. McEVoy, General Agent Passenger Department, Chicago.

ELLIS FARNSWORTH, District Passenger Agent Missouri Pacific Ry., 110 South Clark Street, Chicago.

(508)

CHICAGO & ALTON
"The Only Way"

**EVEN IF
your wife
is more
than
12 years
old...**

In years gone by all long distance traveling was done by train, and advertising plugged the advantages of some far-off destination. In the ad at the left, the Chicago & Alton plugged California, and the Missouri Pacific, Rio Grande, Western Pacific route out west.

With traveling more competitive today, Western Pacific's ads extoll the advantages to be enjoyed by traveling on the California Zephyr.



... she can ride for HALF FARE the next time you go East. Take advantage of Family Fares and take your wife along to share the fun and excitement of traveling aboard the glamorous, much-talked-about, Vista-Dome California Zephyr.

WESTERN PACIFIC

Route of the Vista-Dome

California Zephyr

Western Pacific Ticket Office in San Francisco, 526 Mission St., (YU 2-2100); in Oakland, 1920 Broadway, (TE 2-2604)

Scenic Limited, Exposition Flyer (named for the San Francisco International Exposition), and the *Feather River Express*,

Those old trains—new for their time—did have, however, some marvelous features. Many an old-timer can recall the opportunity to become acquainted with the bustling, high-top shoed, and frilly-hatted young woman across the aisle by offering to open or close her window. If that feat could be accomplished, you were sure to win her acclaim. If the window refused to budge, another neat little trick was to offer a clean white handkerchief to remove a cinder from a pretty eye!

There were "wolves" in those days, too, waiting to view a well-turned ankle when some "fresh" engineer ejected a blast of steam as his engine pulled up to a stop. Mid raucous laughter and blushing cheeks the pretty young things gathered in their flowing dresses and screened their faces with their wide-brimmed hats.

You're not too old if you can recall the accordion-type tickets which were a puzzle to all except the well-informed and long-coated conductor as they unfolded from his hands. And remember what fun youngsters had when the "news butcher" came through the train with his tray full of wares? Salty foods were sold on the first trip through, and he was sure to return with sweetened drinks to quench your created thirst. Cracker-Jack and candy chews were sure to make a sale, and many a morning a dapper male was in need of a collar button for his celluloid collar.

One highlight of train travel in those days, just as it is today, was eating a meal in the diner. That is, after you

had stood in the narrow aisle for many miles waiting for your turn. When finally seated there still wasn't much relief even though the hard-backed dining car chairs had leather on the seats. And the cane-covered seats in the sleeper-coach were a far cry from the well-upholstered foam rubber cushions found in Pullman cars today.

Air conditioning in these old trains was a question of a lot or a little. It depended upon the number of opened windows and the weather outside. More hardy souls, who didn't mind getting soot on their clothes, stood on the platform of the rear observation car. Derby hats were kept in place by means of a long, stout cord affixed to a button on a coat.

However bad those passenger trains would seem to us today, they were good then for a simple reason. Nothing better had yet been devised. Fifty years from now the same will probably hold true. What train travelers know today as de luxe accommodations will be as outmoded in 2010 as now is that press

special which arrived at Oakland on August 22, 1910.

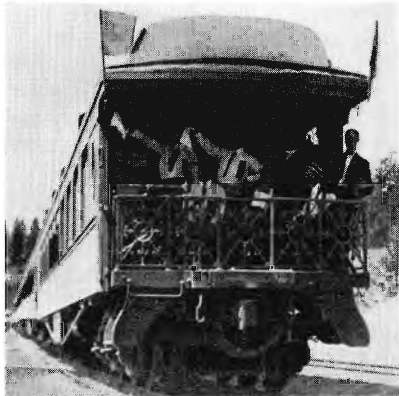
Western Pacific intends to honor its fifty years of passenger service with a celebration at Oakland on the twenty-second of this month. Missing will be the thousands and thousands of men, and women, and children such as acclaimed the first passenger train. Progress has seen to that, too. People no longer have the time for such gala affairs, and the competition of many other events divides their attention.

Gone will be the dimly lighted cars, the hard-to-open-and-close windows, the "news butchers," the uncomfortable seats and berths. Gone, too, are the bustles, the high-buttoned shoes, the frilly hats and derbys. And, yes, the unexposed ankles.

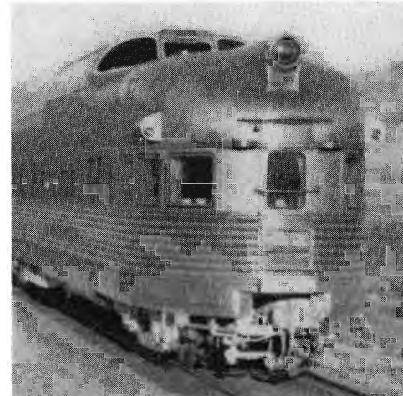
When the *California Zephyr* pulls out of Oakland on August 22 it will be just a routine run to Chicago. And, it will represent the finest possible passenger service in railroading today.

Progress, you see, continues to make history!

The press had their "fling" on the rear of the first passenger train. The rear end of a *California*



Zephyr shows that just as there's an end to every story, there's an end to every train.



Profitable passenger trains have a future

Our on-line railroaders have seen more passenger trains on Western Pacific this year and last than for a long time. Most of them have been profitable to the railroad, and all have improved our public relations. Whenever trains can be so operated, your railroad is interested in more of this business.

Western Pacific's passenger business consists of the *California Zephyr*, the *Zephyrette*, and special trains, many arranged by the Department of Public Relations. The *California Zephyr* operates at a better than break-even point as far as year-around earnings are concerned. This train is, of course, highly valuable from the public relations point of view.

The specials include "Cinerama" trains, "tour" trains operated for rail fans, historical societies, fraternal organizations, the "Cariboo Country Special" and, this last month, nine trains moving Boy Scouts to and from the Boy Scout Jamboree in Colorado Springs. Most have been successful in helping to increase our revenues, and all have created additional work for our employees.

One train which has not been profitable is our *Zephyrette* operation (Trains 1 and 2), for which Western Pacific has asked authority for discontinuance because of the lack of patronage and considerable financial loss to the railroad.

One thing should be emphasized. Western Pacific is interested in running any passenger train on which it

can make money. It must discontinue any train which goes seriously in the red.

London-Moscow through service

British Railways have arranged with the Continental Administrations for the issue of through tickets from London to Moscow, and return. The inaugural service left London on May 29 and arrived in Moscow the night of May 31.

An interesting aspect of the journey is that at Brest-Litovsk a change is made from the four-foot eight-and-one-half-inch gauge rails (standard for West European and British Railways) to the five-foot-gauge rails used by Russian railways.

Only first class bookings are available for the service. Round-trip fare is \$135.08; one way, \$71.49. Sleeping accommodations and food are extra. Special party fares are available for a minimum of ten passengers. However, since authority for the party fares must be obtained from Moscow, the longest possible notice should be given.

After railway workers in Hultsfred, Sweden, had torn up two miles of track, they had to re-lay it. Someone found out a locomotive had been left stranded in an abandoned station yard.

Thirty-two Class I railroads failed to earn fixed charges in the first four months of 1960.

For the first quarter of 1960, total payroll, federal income and all other taxes paid by the Class I railroads were 7.2% more than those paid in the corresponding period in 1959.

Personnel changes

Two Western Pacific officers were elected to new positions by the board of directors at their regular meeting on June 29.

Malcolm W. Roper was made vice president-assistant to the president. In this position he will handle special departmental assignments as delegated by President Whitman.

Walter C. Brunberg became vice president-marketing, a position formerly held by Roper. Brunberg will have jurisdiction over all marketing department activities.

Bernard E. Pedersen was appointed on July 11 to the position of administrative assistant to the vice president-marketing. The position will involve sales training and development of marketing department personnel. Pedersen's former position, supervisor of personnel planning, has been abolished.

H. Ray Coulam, present regional sales manager-intermountain region, because of his health has requested to be relieved of the administrative responsibilities of that position.

Charles J. Fischer, former district sales manager at Los Angeles, has been made acting regional sales manager-intermountain region, with headquarters in Salt Lake City.

Succeeding Fischer as district sales manager at Los Angeles is Joseph F. Hamer, formerly sales representative in the Southern California office.

Spencer S. Gilman, formerly assistant transportation engineer-research planning section, was appointed assistant to the director of industrial

development and real estate, effective May 1.

Gilman's former position has been filled by George M. Jones with his appointment as economic analyst, effective July 5. Prior to his present appointment, and since 1957, Jones has been with the office of the Legislative Analyst, the staff arm of the joint budget committee of the California Legislature.

On April 29 Robert L. Bell was appointed assistant general auditor-data processing, with headquarters in San Francisco. He formerly was assistant general auditor-methods and procedures.

The superintendent of communications has appointed, effective June 1, Robert E. Enger as general communications supervisor with headquarters at San Francisco, and Bill G. Rumsey as communications supervisor with headquarters at Sacramento. Their former positions, general T&T supervisor and foreman, respectively, have been abolished.

James H. Brown was appointed assistant trainmaster beginning May 1 and will be headquartered at Sacramento.

Al A. Schuetter has been appointed track supervisor (temporary) on the western division, with headquarters at Keddie. The appointment was effective May 2.

One chief clerk to another: "Joe, there's a guy who is going places."

Joe: "You don't say. Is he ambitious?"

First Chief Clerk: "No, he isn't, but his wife's out of town!"



Dear Editor:

Letter of Thanks

I wish to take this means to express my appreciation and thanks to my fellow signal employees for the wonderful retirement gift, and to the management for the Certificate of Service awarded me upon my retirement.

Jens H. Jensen
Carlin, Nevada

Mr. Jensen retired as a signal maintainer on May 31. He first came to work for Western Pacific on July 2, 1945.



The Van Nattas on their 57th anniversary

Still Young

The enclosed picture was taken on our 57th Wedding Anniversary.

I am writing to let my old pals know I am still alive and feeling fine for an 82-year-old man.

Fred C. Van Natta
2285 Wilcox Avenue
Oroville, Calif.

Mr. Van Natta was born in Donovan, Illinois, on March 15, 1879. He went to work for Western Pacific on June 17, 1927, and retired as conductor in August, 1942.



"We have some excellent sight-seeing tours!"

MILEPOSTS



IN GOLD

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

40-YEAR PINS		
Glen B. Gorham	Locomotive Engineer	Salt Lake City
Earl B. Jones	Locomotive Engineer	Oakland
Charley Perry	Locomotive Engineer	Elko
Shelby J. Perry	Locomotive Engineer	Elko
Cecil G. Trumbo	Locomotive Engineer	Salt Lake City
35-YEAR PINS		
John P. Hamilton	Locomotive Engineer	Stockton
Clarence C. Kennedy	Locomotive Engineer	Portola
Juan G. Pedroza	Hostler Helper	Winnemucca
Raymond W. Pierce	Locomotive Engineer	Stockton
Mario Ragusa, Sr.	Locomotive Engineer	Oakland
30-YEAR PINS		
Gerald E. Butler	Conductor	Oroville
Clarence W. Crawford	Machinist	Portola
Reuben G. Dalton	General Foreman, Ice Dept.	Portola
Murdock F. Manning	Yardmaster	Portola
Charley P. Rolfe	Boilermaker	Sacramento Shops
Boyd C. Sells	General Secretary-Marketing	San Francisco
25-YEAR PINS		
Pedro V. Amparan	Carman	Sacramento Shops
Leo Servia	Water Service Maintainer	Portola
Charles D. Woods	Waiter	Oakland
20-YEAR PINS		
James R. Clevenger	Dispatcher	Sacramento
Vincent Dycus	Check Clerk	San Francisco
Frank W. Fritz	Switchman	San Francisco
Harvey O. Hansen	Clerk	Sacramento
Murray E. Lindley	Baggageman-Janitor	Sacramento
Norman G. Owens	Sheet Metal Worker	Oroville
Howard A. Yetter	Claim and Industry Clerk	Oakland
15-YEAR PINS		
Julian M. Baylor	Carman	Sacramento Shops
Frank A. Burdett	Fireman	Salt Lake City
Nick Cabitto	Machinist	Oroville
Mary Cobb	Coach Cleaner	Oakland
Donnal A. Davis	Night Diesel Foreman	Oroville
Henry E. Davis	Brakeman	Oroville
Mary Eng	Rate and Division Clerk, Jr.	San Francisco
Jimmie Grayson	Janitor	San Francisco
Helen R. Kuntz	Industrial Clerk	San Francisco
Leslie D. McClintock	Test Foreman	Signal Gang No. 4
Phillip L. Oels	Relief Clerk No. 1	Portola
Genevieve C. Phillips	Laborer	Oroville
George Ponzio	Train Desk Clerk	Sacramento
Roscoe Powers	B&B Foreman	Tunnel Gang No. 1
Edward Sears	Carman	Oroville
Ira Sessions	Fourth Cook	Oakland
Klaus Sievers	Machinist	Oakland
Leona Sypher	Second Cook	Portola Hospital
10-YEAR PINS		
George E. Balsbaugh	Coach Yard Clerk	Oakland
Richard W. Baptist	Switchman	San Jose

Jerry D. Bass	Brakeman	Elko
Gerald A. Baumert	Fireman	Winnemucca
Ursul F. Bohne	District Sales Manager	Washington, D. C.
Allen L. Christensen	Conductor	Portola
Percival K. Cook	Carman	Oakland
Urdon D. Cruzan	Conductor	Stockton
Albert B. DeCiero	Car Foreman	Stockton
Serafin G. Equinoa	Carman	Stockton
Glenn W. Fischer, Jr.	Rate Clerk-Marketing	San Francisco
Thomas R. Green	Conductor	Portola†
Amon Hayes	Carpenter	B&B Gang No. 3
Charles J. Hebert	Lead Carpenter	B&B Gang No. 1
Lawrence W. Johnson	Brakeman	Portola
Raymond F. Leeper	Carman	Stockton
William L. Liley	Electrician's Helper	Oroville
Horace W. Lohmeyer	Sales and Service Clerk	San Francisco
Oliver C. Lovelady	Brakeman	Salt Lake City
Richard O. Mattson	Fireman	Winnemucca
Kathleen M. Murphy	Secretary-Medical Dept.	San Francisco
Kelly C. Nesi	Fireman	Salt Lake City
Charles D. Perry	Fireman	Elko
Isaac Polite	Laborer	Sacramento
Norman E. Potter	Machinist Helper	Oroville
Floyd E. Robinson	Welder	System*
Manuel G. Rodriguez	Section Laborer	Oakland
George M. Shattuck	Switchman	Oakland
Wilbur R. Seeber	Machinist	Sacramento
Glenn A. Silva	Electrician Helper	Oroville
Kenneth R. Stevens	Brakeman	Portola
Walter L. Swope	Car Foreman	Stockton
Ray L. White	Carman	Stockton
Walter J. Williams	Fireman	Portola
Leon J. Wilson	Carman	Oakland

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

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

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:

William E. Brown, extra gang foreman, Extra Gang No. 22.

Roberto G. Cruz, Central California Traction section laborer, Stockton.

Boyd R. Davis, locomotive engineer, Portola.

Stephen J. Fahey, locomotive engineer, Elko.

Ellis D. Gulling, brakeman, Portola.

James E. Hurley, patrolman, Sacramento.

Jens H. Jensen, signal maintainer, Carlin, Nevada.

Gilbert A. Lathrop, switchman, San Jose.

Oscar W. Lind, conductor, Stockton.
Clarence A. Moore, carman, Sacramento.

Edward P. Murphy, telegrapher, Sacramento.

Franklin M. Nelson, locomotive engineer, Salt Lake City.

Foster J. Parker, conductor, Portola.

Almus L. Rountree, chief baggage and ticket stock clerk, San Francisco.

A railroader's young daughter realizes the horror of a



Photo
by
Bertha
Miller

A BUSY teen-ager has taken it upon herself to campaign against the cause, destruction, and fighting of forest fires. She is Carrie Lynn Miller, youngest daughter of Storekeeper and Mrs. Jack W. Miller.

Living in Portola, an area susceptible to the dangers of one of the nation's most dreaded calamities, Carrie chose the subject for her yearly school project. Her well-illustrated and descriptive 36-page report brought her a deserving "A" for her outstanding effort.

The cover of the report includes a thought-provoking reproduction of a familiar "Smokey the Bear" poster, on which appear the words: "Thou Shalt Not Destroy Thy Forests . . ." The remainder of the report is filled with pictures illustrating the causes of forest fires, action photos taken on the fire lines during last year's burns, pictures

of tree planting activities by the local 4-H Club youngsters, and newspaper clippings. All have been carefully captioned to supplement the picture story. The report is a most timely one, since last winter was exceptionally dry and all indications this year point to a serious situation in all California forests.

WP railroaders can contribute to the cause by keeping watch for signs of fire and by reporting them promptly; by careful handling of fusees, matches, smokes; by keeping the rights of way clear of trash and underbrush; and by taking every precaution to prevent fires when camping or touring.



Break matches . . .



Cover trash burners . . .



Crush cigarettes . . .



Drown campfires thoroughly . . .

—Above photos by Carrie Lynn Miller

Getting back to Carrie. This 17-year-old miss will return to high school this September as a senior. She is setting her education goal toward a career in art, and she has considerable talent. Proficient with a camera, as are her parents who operate Miller's Photos in Portola, she is presently concerned with sketching,

cartooning and illustration. As a sophomore, Carrie drew the inner pages for the school's Annual, and was awarded two second prizes—one for an oil portrait and another for a water color—of the Plumas County Fair. She also illustrated chapters in the biology book at school. This was so original and simple that it was used as a teacher's

aid manual. Carrie revamped a design for her school's rooster pennants, and applied cartoon illustrations for chapters in Practical Science. Her comic strip, "Wally," appeared in the *Sierra Booster* until pressure of school work forced her to drop the strip.

Carrie has been chosen as student of the month, and has been active in class projects. She was decorating chairman of the Junior Prom.

Her father told MILEPOSTS that this summer will be a little easier for Carrie. "Her only duties are secretary to the Methodist Youth Fellowship and Worthy Advisor of Rainbows. Our only problem is that sometimes Carrie takes on so much activity that it is a chore to keep her from overdoing."

Scene below, left, looking toward WP's Clio Viaduct, was taken before Clio fire of 1959. Other photo shows how the fire destroyed much of the forest in the right foreground. Jack Miller photo.



Above: 4-H Club members place a damp seedling in hole as part of a tree planting program on three to four acres destroyed last year during the Loyalton burn. Jack Miller photo.



Caboosing

OAKLAND

John V. Leland

PAT EDWARD DILLON, son of our genial Agent "JIMMY" DILLON, has been teaching high school in Eureka for the past two years but resigned at the end of last term to proceed to Washington, D. C. There he will receive indoctrination before accepting an appointment with the U. S. Consular Service. Although his overseas assignment had not been determined at last writing, he will be accompanied by his wife, Gloria, and two children, Jim III, 3½, and Donald, 1½.

Pat worked for the WP on various vacation relief clerical positions at Oakland and San Francisco and received his BA from St. Mary's, and MA from University of San Francisco and University of California. He has been teaching Latin, French, secondary German and Spanish, and history.

Roadmaster DAN J. LAUGHLIN'S daughter, Marian, graduated cum laude from the University of California School of Nursing in early June and is now working for the San Francisco General Hospital, studying for her Master's degree.

June 6 was an eventful day for Trainmaster and Mrs. PAUL E. RUTHERFORD. At ten that morning, son Paul graduated from the University of Nevada with a degree in physical education. In the summer interim he is working for the Carnation Company

and, in the Fall, he will return to school for his master's degree. At 7:30 that evening, daughter Georgina was given in marriage to Petty Officer Joe Cameron at the Park Wedding Chapel in Reno.

OROVILLE

Helen R. Small
Clayton W. D'Arcy

Crew Clerk and Mrs. GILLIS B. DAY are the parents of a daughter, Pamela Jean, born June 6.

Another daughter was born at Portola on June 27 for Brakeman and Mrs. W. H. ILHER.

Agent A. I. REICHENBACH, JR., spent two weeks at Camp Roberts with National Guard unit Company D. "Rick" is a 1st Sgt. The Oroville unit received training in all phases of infantry activity and were awarded a trophy for being the best all-around unit.

Conductor C. M. DUSTIN is in the hospital for treatment to his back.

JOHN H. SMITH, 77, retired time-keeper, passed away at Oroville on June 19 after a brief illness. Born in Norway, John came here from Minneapolis, Minn., 29 years ago. He is survived by one son, John E., and two daughters, Bernice Hart and Doris Miller.

Dorothy Holsclaw, 45, wife of Conductor HAROLD A. HOLSCLAW, met a tragic death in an automobile accident east of Oroville on June 26. A daugh-

ter, Helen Louise, 16, was driving the car when the accident occurred but suffered only minor injuries. She is survived by her husband, a son, William, and two daughters, Helen Louise and Mrs. Barbara Weaver.

Retired Engineer and Mrs. J. V. STAGER called at the office recently, having made their home here since his retirement three years ago. Mrs. Stager is recovering from a crushed right shoulder suffered in a fall at their home.

Trainmaster ROBERT B. REDUS entertained his parents from Centralia, Ill., during his vacation early in July.

Among the June graduates from Oroville Elementary Schools were John Nelson, John Stanten, Tommy Costa, and Vicki Anderson, respective sons and daughter of JOHN C. NELSON, NOLAN STANTEN, DONALD COSTA, and DAIRL ROWLAND. John C. Nelson, school board trustee, issued diplomas to his son and others in the graduating class.

We're glad to see Carman RICHARD S. PATTISON back at work after a five-month absence because of an accident.

Neda Nelson, daughter of the JOHN C. NELSON's, graduated from Utah State University among the top 10 per cent in her class. Neda is a member of Phi Kappa Phi, Phi Alpha Theta (history honor society) and Alpha Lambda Delta. She majored in history and will teach this fall in Mt. Eden, Calif.

We will miss two of our likeable employees, W. B. "BERTIE" LONG, roundhouse clerk, and WILLIAM "BILL" JENKINS, night diesel foreman, both having recently retired. They were serenaded by the night shifts and given suitable remembrances. "Bill" plans to rest up a bit, but "Bertie" is now in Alaska on a fishing trip.



The "midnight" force at Oroville roundhouse presented "Bill" Jenkins, standing, center rear, with fishing gear as a retirement present.

SACRAMENTO SHOPS

Marcella G. Schultze

Our best wishes go to JERRY D. MITTS, boilermaker apprentice, and Arlee Harris, who were married in Reno on June 26.

J. A. ANDERSON, assistant treasurer of the WP Sacramento Employees Federal Credit Union, was injured in an automobile accident while returning home from the late shift at Aerojet on June 26. Medical reports to date indicate Joe may lose the sight of his right eye; and this is just to let him know that we are all pulling for him and hoping for the best.

WINNEMUCCA

Ruth G. Smith

Mrs. Lucy Ambrose of American Fork, Utah, died in Seattle, Wash., on June 5. She was 92 years old and was the mother of Mrs. Miles, wife of General Clerk DON MILES of Gerlach.

A new fireman, DONALD E. MOORE, son of Engineer and Mrs. J. E. MOORE, was recently graduated from the University of Nevada at Reno with a Bachelor of Science degree.

Mrs. Jessie O'Dell Mattson, wife of Engineer OSCAR MATTSON, and mother of Fireman RICHARD O. MATTSON, died June 23 at Humboldt General Hospital where she had been confined since May 30. She is survived also by two other sons and one daughter.

Miss Sandra Sutton and Mr. Eber I. Bailey, Jr., were married June 10 at the Assembly of God Church of Winnemucca. The bride is the youngest daughter of Motor Car Maintainer and Mrs. EDGAR SUTTON. The groom is the son of Mr. and Mrs. Eber I. Bailey of Norristown, Pa. Eber is presently stationed at the Air Force Base at Winnemucca.



Newlyweds Eber and Sandra Bailey, Jr.

PORTOLA

Louise Wilks

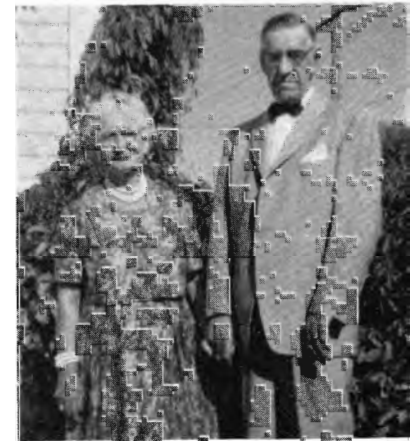
After a railroad career of 51 years, 25 of them with Western Pacific and 26 with the Illinois Central, CHARLES M. BEEM stepped into retirement after an illness of seven months.

Born in Effingham, Ill., Charlie began railroading in 1902 on the IC. Three brothers shared his occupation, all of them on the same division. Only one survives, HARRY J. BEEM, of Reno, Nev., a former WP railroad superintendent.

The Beems were married in Springfield, Ohio, in 1926. In 1935 they moved to Portola, Charlie accepting the position of yardmaster which he has held all these years.

Charlie is the father of PHYLLIS H. LARGAN, trainmaster's clerk, and Mrs. A. J. Heckala, wife of Engineer A. J. HECKALA.

Mr. and Mrs. Beem plan to make their home in Portola and in the near



Mrs. and Mr. Charles M. Beem

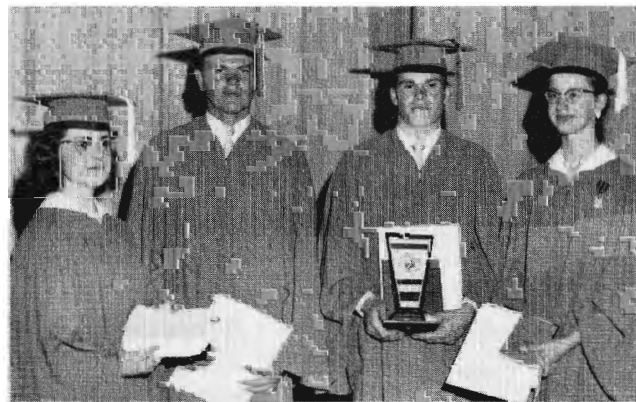
future will visit other members of their families scattered over the Mid-West.

Trainman ELLIS D. GULLING retired on May 31. He has been a railroader since 1916 and worked on the logging train at Graeagle before coming to Western Pacific in 1941.

Marlyn Parrish, daughter of Yardmaster and Mrs. H. C. PARRISH, was married recently to Joe Hathaway of Reno. The ceremony took place at the Park Wedding Chapel in Reno, followed by a reception at the Mapes Hotel. After a honeymoon along the Redwood Highway, the couple will live in Reno.

Tracy Lynn Heckers was born to Fireman and Mrs. "CHUCK" HECKERS. Grandparents are Diesel Clerks JACK and LUCILLE WEDDELL and Engineer and Mrs. E. H. HECKERS.

The home of Storekeeper and Mrs. JACK MILLER was partially destroyed by flying debris from a nearby fire. They were fortunate that none of their photographic equipment was damaged. The house is being repaired and Jack and Bertha hope to be back to normal soon.



Left to right are:
Sandra Powers,
Walter Parks,
Ralph Van Drielen,
Linda Thill.
—Bertha Miller photo

Two daughters and two sons of Western Pacific employees are Portola High School honor students. Sandra Powers, daughter of Car Foreman and Mrs. H. O. POWERS, received a \$50 scholarship from Theta Lambda Chapter, Beta Sigma Phi Sorority. Linda Thill, daughter of Engineer and Mrs. PETER J. THILL, received a \$150 Parent Teachers Association scholarship, an American Legion Citizenship Award, and a Life Membership in the California Scholastic Federation. Walter Parks, son of Carman and Mrs. PAUL PARKS, received a \$100 Portola Rotary Club Scholarship, and a Bank of America certificate in vocational arts. Ralph Van Drielen, son of Engineer HARRY VAN DRIELEN, received a \$1,600 four-year Scholarship from the Plumas County Association of Insurance Agents (one of four from Plumas County high schools) based on scholarship, student leadership, and participation in school activities. Ralph also received a Bank of America trophy for science and mathematics, and a Life Membership in the California Scholastic Federation.



When Engineer Boyd R. Davis completed his last run, on hand to greet him were Engineer Clair Donnenwirth, Road Foreman N. F. Roberts (Davis), Engineers E. I. Phelan and J. C. McCallan, and four of five Davis' grandchildren. Miller photo.

Engineer BOYD R. DAVIS made his last trip on the *California Zephyr* on May 30, completing 40 years' service with Western Pacific. At the depot to greet him were many friends and neighbors, as well as his son, Bob, and family. His daughter, Ila Mae Wilson, and two sons from Stockton, and his wife, made the last trip with him.

Boyd came to the area in 1907 with his parents. His father was the late Conductor ARCHIE DAVIS.

Our sincere sympathy to Engineer BRUCE VANCE, whose wife passed away suddenly on June 6.

Sign in a machine shop: "Girls, if your sweater is too large for you, look out for the machines; if you are too large for the sweater, look out for the machinists."

SACRAMENTO STORE

Irene Burton

DALE ROBINSON and GENE SLACK spent their vacations with the National Guard at Camp Roberts, California.

THURMAN MOZINGO went all the way to Tacoma, Washington, to try his luck there at deep sea fishing but he had no luck during his vacation.

The Service Committee of the Sacramento Chapter, National Association Railway Business Women, are very proud of their record for 1959-1960 under the leadership of Berenice Hall. Of the 532½ hours and \$452.68 given for their projects, the largest amount went to the Sacramento Valley Multiple Sclerosis Society. Multiple Sclerosis is also the project for the National Association.

WENDOVER

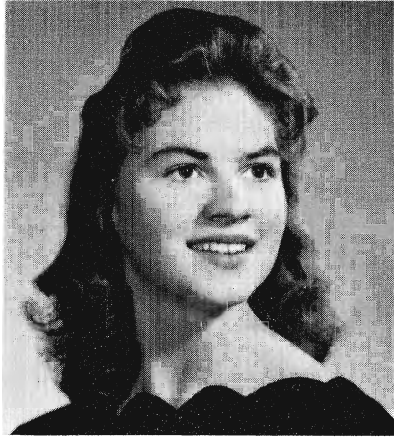
Esther Witt

Lori Kay, a 6-lb. girl, was welcomed into the home of Signalman and Mrs. GEORGE GIEBER on June 16.

Recent graduates were Donna Louise Shea, daughter of T&T Maintainer and Mrs. THOMAS M. SHEA, from St. Mary's of the Wasatch; and Linda Nuffer, daughter of Cashier and Mrs. PRESTON A. NUFFER, from Grantsville High School.

Telegrapher ANNA BELLE ALBRECHT attended the graduation exercises for her granddaughter, Sherry Nicholas, in Sacramento.

June 13 was the beginning of the 14th Annual Utah Girls State at Utah State University. The citizens are high school juniors to be seniors at the beginning of the fall school term, and are selected by women's civic and social clubs throughout the state who sponsor their activities and expenses.



Shirley Ann "Cookie" Lee

Shirley Ann "Cookie" Lee was sponsored by the local American Legion Auxiliary. Shirley Ann is the daughter of Telegrapher SHIRLEY F. LEE. Shirley Ann reports that they had a very busy week, as their goal was to learn civics by participation in government functions in a democracy such as ours. Each day had its recreation period and a talent show was held each evening. Shirley said "each girl came away with a better understanding of citizenship and the operation of government, including running for office and how elections decide the winner."

SALT LAKE CITY

J. B. Price

Miss Arabelle Foy, daughter of Mr. and Mrs. R. Clarence Foy, repeated wedding vows with Thomas J. Brown in the Salt Lake Latter-Day Saints Temple. Thomas is the son of Engineer JOHN J. BROWN. The couple were honored with a reception held at the



Thomas J. Brown and his bride

Crystal Heights Latter-Day Saints Ward following the wedding ceremony. The honeymoon was spent in Las Vegas, and they will make Salt Lake City their home.

Retired Engineer and Mrs. ROY B. GORHAM have purchased a new trailer house and have well laid plans for spending the winter months in Florida.

Brakeman MIKE THOMAS, son of Conductor and Mrs. O. S. THOMAS, is home on furlough from the Marine Corps.

Retired Engineer and Mrs. STEVE FAHEY have returned to Salt Lake

from Denver where they were called by the death of Steve's brother.

Mrs. Bédient, wife of Sales Representative FRANK BÉDIENT, was confined to the hospital for medical attention but is now at home recuperating and doing nicely.

Mrs. A. W. Powell underwent major surgery the past month, but has fully recovered and is at home with the family.

Conductor and Mrs. CHARLES W. OWEN have returned from a vacation in Alaska and report having had a wonderful time and a thorough enjoyment of the scenery.



Another son of Engineer John J. Brown, John Warren Brown, was married on December 31, 1959 to Ruby Ann Dorius. This delayed picture was taken at a reception for the young couple in the Sandy Third Ward Hall which immediately followed the wedding ceremony in the Sandy LDS Third Ward. John's brother, Tom, pictured on Page 28, was the best man at the wedding.

Track Supervisor and Mrs. HOWARD A. McMAHON announced the marriage of their son, David, to Sharon Westervelt at the Methodist Church in Reno on June 11. David is employed on a welding gang in Feather River Canyon. Sharon attended Shasta College in Redding, Calif.

Track Supervisor and Mrs. HOWARD A. McMAHON brought their daughter, Coleen, with them from Reno to spend part of her vacation in Salt Lake.

SAN FRANCISCO

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

PETER CITRON, district sales manager, was elected as president of the Railroad General Agents' Association of San Francisco. Pete served as first vice president prior to January 1.

A "This Is Your Life" theme was carried out by 35 guests to honor the 40th Wedding Anniversary of Auditor of Disbursements and Mrs. EUGENE R. NEWGARD. The surprise buffet dinner party was given at San Jose by Mrs. Newgard's sister and brother-in-law, who were assisted in hosting the affair by the Newgards' four children and their respective spouses. Each of the 35 guests entered separately, surprising the Newgards by recalling some incident of their married life.

The couple was married in Alberta, Minnesota, on May 30, 1920. In addition to their four children, they have seven grandchildren.

M. F. "SPIKE" HILL, traveling accountant, headquartered at Denver, sent the details of the Newgards' surprise party to ELEANOR GOWEN, secretary to LEO J. GOSNEY, vice president and comptroller.

ERNEST E. HUESBY, assistant chief clerk-engineering, is on a six months' leave of absence. We will miss Ernie very much and hope to see him at the end of six months refreshed and his old smiling self.

JOHN QUINN, formerly valuation department accountant, has temporarily taken over Ernie's duties.

GEORGE P. PURCHASE, lease clerk-engineering, retired from service on June 30. He will first visit with his sister at Palm Beach for several weeks, then return to San Francisco to permanently reside. George was gifted by his fellow employees with a transistor radio for listening in on his favorite team (rather, was), the Giants. However, George is certain that his "arm-chair rooting" will bring them victory this Fall.

ANDREW CASAZZA, formerly in the valuation department, was the successful bidder for the position of lease clerk, vacated by George.

STOCKTON

Elaine Obenshain

On July 9, 1917, ANGELO D. PRATO became a check clerk at WP's freight warehouse in Stockton to begin a 43-year career with the railroad which ended in retirement on June 30 this year. During this time, Angelo held every position in the freight office and warehouse, either by assignment or by working relief for another employee. Angelo well remembers his first job. For a 10-hour day he received \$65 a month. "My duties were to check the entire yard until about nine a. m., return to the office and go out making collections, return to the office for work there until about 3:30 p. m., and then work the industry job until five o'clock. All of this work, except that in the office, I did on a bicycle," he recalls.

Angelo was promoted to agent on January 15, 1949. On January 1, 1958,

when the freight and yard offices were consolidated, he was appointed assistant station manager. Other positions held by Prato included claim clerk, bill clerk, rate clerk and cashier.

Angelo was honored at a retirement dinner at Risso's on June 24 where his many friends presented him with a tent to complete his camping outfit.



Lyle Cooper

Just ten days after Lyle Cooper, son of Switchman and Mrs. S. W. COOPER, graduated from Franklin High School on June 10, the young man enlisted in the United States Marine Corps. Our best wishes go with Lyle for much success as a member of our Armed Forces.

Congratulations to Switchman and Mrs. D. H. McANULTY, who are the proud parents of their first child, Timothy Marion, born June 9.

Our deepest sympathy goes to the family of Switchman BERYL HAYS who passed away on June 9 after a long illness.

Autumn Tour Announced

A special one-week tour to Aspen, Colorado, in the midst of autumn color and beauty is tentatively planned for the Fall of this year. The all-inclusive tour will include transportation by *California Zephyr* to and from Glenwood Springs, bus transfer to Aspen, lodging at one of the fine resorts at Aspen and many activities such as chair-lift ride, etc. Prices will start at \$140.00, dates to be announced later. Contact Frank Rauwolf at 526 Mission Street if interested.

Coming Events

Elko Picnic

Frank Rauwolf announces that reservations are available on a first-come first-served basis for the gala weekend excursion to Elko on August 19. The all-expense tour to the annual Eastern Division Picnic on August 20 includes transportation, Pullman accommodations, meals, cocktail party, floor show, dancing, and other entertainment. Trail riding, swimming, and a golf tournament on August 21 are also available at extra cost.

The all-inclusive fares begin at \$20 a person, depending upon the type of Pullman space desired. Since reservations are limited, and the excursion has been a sellout each year, it is suggested that you contact Frank at San Francisco immediately.

Golf Tournament

Because of popular demand, Western Pacific has scheduled a second golf tournament this year. The date is September 24; the course is Spring Valley, at Milpitas. Further details will be announced soon.

Fall Dance

The annual Fall Dance, held each year in the Bay Area, will take place on October 22. The location this year will change from San Francisco to Jack London Hall in Oakland. Further details will be announced soon.

No one should try to do two things at once, and this includes women who put on weight and slacks at the same time!

* * *

It isn't what girls know that bothers parents. It's how they found out.



From left: Angelo Prato and wife, Marilyn; Mrs. Angelo Prato; (Angelo); and daughter Mary Prato.

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Canadian National Transportation, Ltd. buys five trucking companies to extend Canadian National's highway services to 15,000 route miles.

. . .

AAR's Purchase & Stores Division forecast piggyback fleet of 65 to 85 thousand cars by 1970.

. . .

AAR tells special Senate group that 41 states are overtaxing railroads at rate of more than \$140 million a year.

. . .

Four presidential candidates, polled by Baltimore & Ohio editors, foresee return to campaign trains this year.

. . .

Reading Railroad announces five additional steam-powered train excursions, three in September, two in October.

. . .

Union Pacific presented \$10,000 grant (its second) to Transportation Center at Northwestern University.

. . .

Specially designed steel ramps added to two Chesapeake & Ohio train-ferries permit top-deck loading of 14 autos.