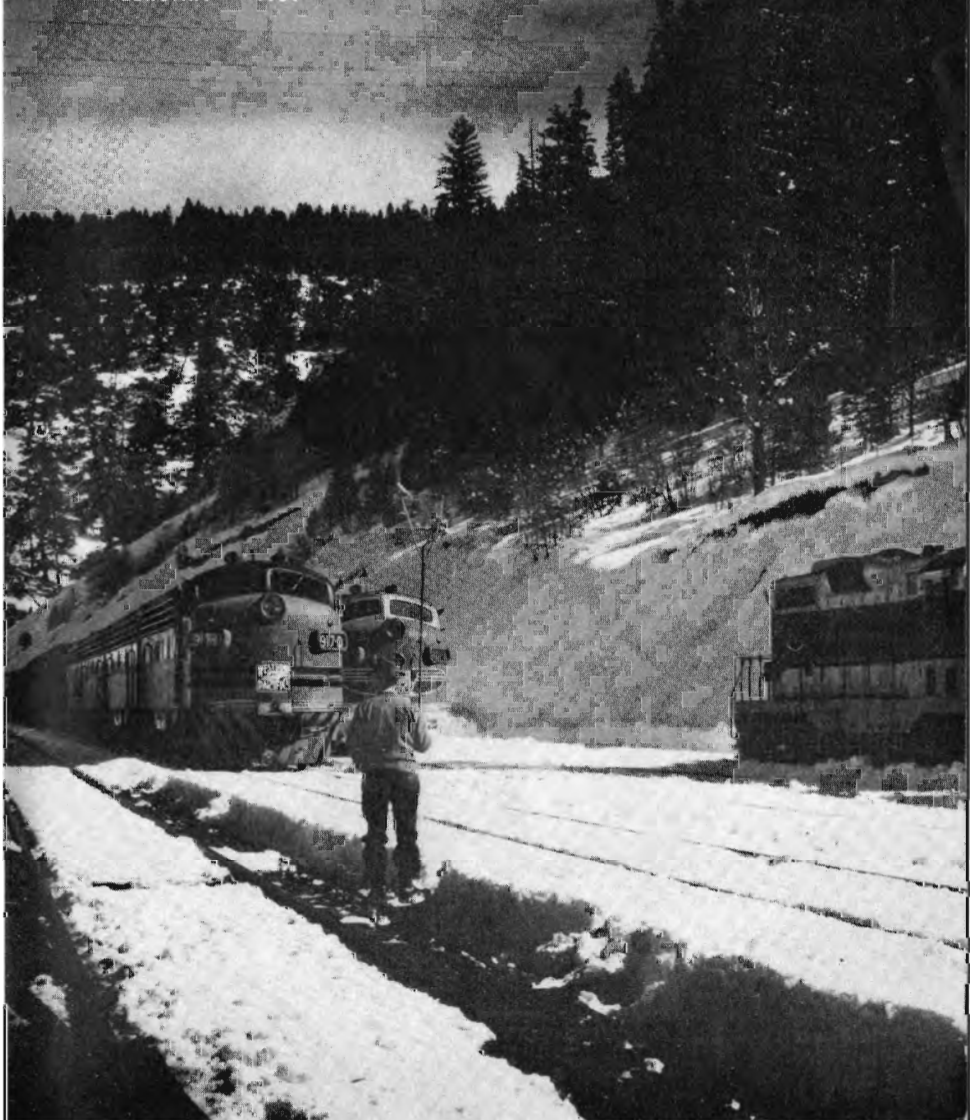


WESTERN PACIFIC  
*Mileposts*

FEBRUARY 1959



# Mileposts

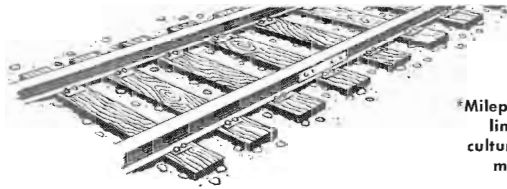
WESTERN PACIFIC

Volume X, No. 7

FEBRUARY, 1959

\*Milepost No. 115

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. 115: Main line bisects rich agriculture area for several miles in this vicinity.

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COVER: Wayne W. Geil holds train order hoop with message for engineer on passing freight at Keddie. With WP since 1927, Wayne was yardmaster when picture was taken. He is now trainmaster at Keddie.

## Western Pacific enters 1959 with a new concept in railroad-shipper relations—named

# Marketing

THE first of several planned phases of reorganization of Western Pacific's traffic department was inaugurated on January 1. Briefly, the initial phase involves:

1. A change from traffic department to Marketing Division.
2. General changes in position designations.
3. Creation of a number of new positions.
4. Modification of the functions of certain existing positions. The switch is far more than merely a change in name, says Malcolm W. Roper, vice president-marketing (formerly vice president-traffic). It reflects a revised concept of service to shippers—one in which the railroad first determines through modern research methods exactly what the customer wants. The product is then tailored to fit, instead of offering service based on what the railroad believes is desired.

Early efforts in this direction validated the belief that customer relations could be greatly enhanced by this approach, and with studies in motivational research, buying habits, and general market research showing the way, more and more industries hopped on the bandwagon.

Similar transition in the selling habits of the railroad industry has been much slower, in fact, practically nonexistent. Probably the most note-

worthy development in this direction by the railroads has been the establishment of two regional research groups, in which Western Pacific has a direct interest. They are the Mountain-Pacific Railroads Research Committee with headquarters in San Francisco, and the Trans-Continental Railroads Research Committee headquartered in Chicago.

With the growth of the revised approach, the term "marketing" is increasingly being used in place of "sales." "This new concept," Roper states, "contemplates that the entire Western Pacific marketing division will interest itself intensely in any problems our customers may have in moving goods from one place to another. It will begin with the initial movement of the raw material, continue through the entire movement of the product, and terminate when the shipment is delivered to the satisfaction of the customer.

As applied to Western Pacific, marketing as a function will coordinate selling, pricing, market research, personnel, advertising, materials handling and packaging, service performance, and equipment and operating facilities.

ROSE, by any other name, smells just as sweet. To insure that the marketing division will be more than just a name, and to take positive steps to substantially increase our revenues

in excess of our present level, it was considered positive that the railroad would have to develop maximum selling efforts with organizational changes required to back up that selling effort, and support it with the maximum possible impact and effectiveness.

Western Pacific's selling efforts will only be as successful as the quality of the marketing division personnel, the direction they receive from their supervisors, and the company's operating performance will permit them to be. It will require closely related efforts between the marketing division and all other departments of the railroads.

As functions of the reorganized department materialize, it may be necessary to revise to some extent the original proposed plans. For the present, the newly coordinated department will perform four distinct freight services—sales, pricing, industrial, and research. Passenger sales will continue to be a function of the marketing division under Director James J. Hickey.

Roper's immediate supervisory staff will consist of two assistants to vice president, Kenneth A. Rank and Russell J. Cleland. Supervision of national freight sales will be directed by Charles K. Faye, assistant vice president—western sales, and Warren W. Brown, assistant vice president—eastern sales. Mr. Brown, formerly president of the Monon Railroad, joined Western Pacific on January 1, a separate report of which appears on page 5.

M. E. Boyd and F. W. Steel, directors of freight pricing, will respectively divide their territories between Trans-Continental and Mountain-Pacific.

F. B. Stratton will continue to supervise industrial development as director.

**I**N the near future, a position as director of market research will be established to supervise materials handling and packaging, statistical requirements, development of railroad costs, etc.

The various sales offices throughout the country are under the direction of five sales managers who supervise the Metropolitan, Western, Intermountain, Central and Eastern regions, with headquarters at San Francisco, Stockton, Salt Lake City, Chicago, and New York City. Each sales office is supervised by a district sales manager (formerly general agent), who is assisted by sales representatives (formerly traffic representatives).

Although Western Pacific's marketing division is only a little more than a month old, the impact of this new concept in railroad selling is already becoming evident. It is certain to bring the name Western Pacific into more prominence throughout the country and, with the continued cooperation of all Western Pacific railroaders, it will offer added attractions for the shipping and traveling public.

### The lady hit the road

According to the Milpitas Post January 9 edition, a "lady of the road" was the cause of a minor grass fire near Western Pacific tracks just south of Calaveras road.

Mary Nettles, 58, no address, gave Milpitas Police Officer Art Adams the following account of the event:

"I was cookin' up a mess o' greens and lettin' 'em boil whilst I went to the store for a piece a meat. When I done got back, the whole world was on fire."

She was released after questioning and advised to continue on her travels. She picked up her 70-pound pack and left.

\* \* \*

The nation's railroads in 1958 extended their perfect safety record in Pullman car operations to seven consecutive years.

## Warren W. Brown joins WP

Warren W. Brown, formerly president of the Monon Railroad, joined Western Pacific on January 1 as assistant vice president—eastern sales. His headquarters are in Chicago.

Widely respected in the railroad industry, Brown will have charge of all Western Pacific sales activities in the Eastern and Midwestern regions. It marks the first time the railroad has established a resident general sales office in the East.

Brown was born in Chicago on June 8, 1899. Following his education he was employed with Marshall Field & Company from 1917 to 1923, except for two years' duty with the U. S. Marine Corps during World War I.

He entered railroad service in 1924 as freight representative with the Toledo, St. Louis & Western (N.Y.C. & St. L.). He subsequently served that railroad as general agent, assistant general freight agent, general freight agent, and assistant freight traffic manager.

Brown joined the Monon Railroad in October, 1947, as vice president—traffic, and became president for that railroad in January, 1953.

He was vice president of the Junior Traffic Club of Chicago, 1927; president, Omaha Traffic Club, 1930; and chairman, Board of Governors, of the Pittsburgh Traffic Club, 1940-41. He is a member of various other traffic clubs and the A. F. & A. M.



## "Cinerama Specials" run again

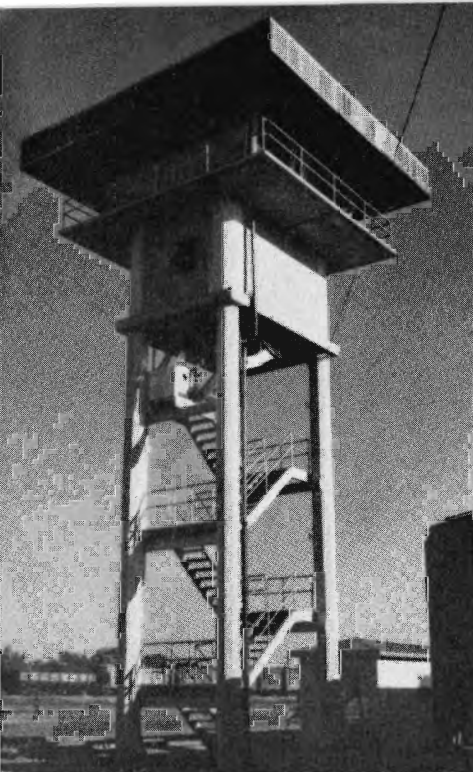
**O**N February 12, some 1,400 Sacramento County school children will board a WP special train for a ride to San Francisco to attend a special showing of "Cinerama South Seas Adventure." It is the 18th such special train operated by Western Pacific for this purpose since 1956.

Schools represented on this special are limited to those in the Sacramento County area under the auspices of the Grant Council Parent Teachers Association. Cinerama Train No. 19 will run on February 14 to accommodate several hundred other Sacramento

County children for whom no space was available on February 12.

As on previous occasions, the children are afforded a special reduced price to include the train ride, milk and doughnuts served as a morning snack, bus transportation between Oakland and San Francisco, and theater admission.

These special trains are part of a continuing program by the Public Relations Department to educate and interest the younger generation in railroad transportation, and to help increase passenger revenues.



Over-all view of tower looking northwest. Office is just below roof.

square control room of his own, located at the top of a 45-foot tower. Located in the approximate center of the yard, the tower's design also permits unrestricted visibility for yard crews watching yard activities.

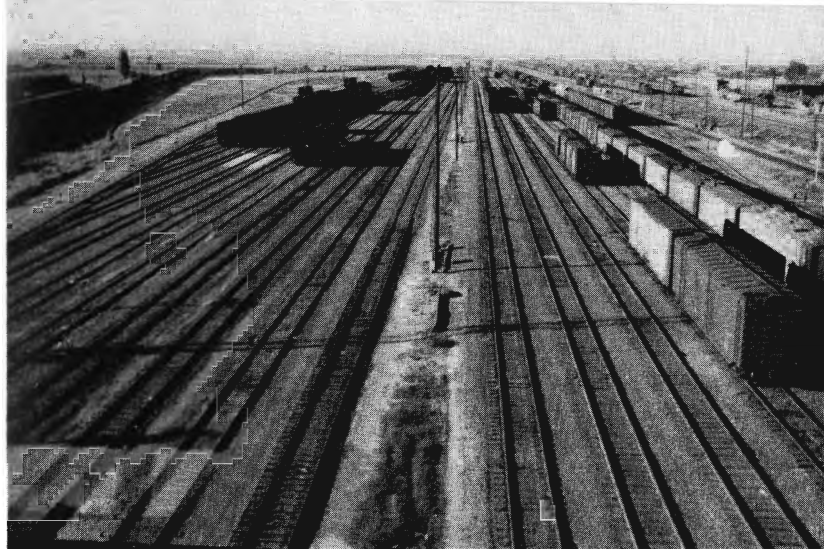
The open-type supporting structure consists of four 20-inch octagonal, pre-stressed, precast concrete piles, accurately placed in over-sized holes drilled down to where adequate point bearing was afforded. Concrete was poured into the holes around the piles to fill the voids and to furnish lateral support.

The control room is of prefabricated, welded, steel-frame construction, with a metal roof. Outward-sloping walls combine steel-channel frame members with metal lath and plaster for both inside and outside finish. Studs are staggered with roll insulation woven between. Steel channels forming the base plates are anchored into the precast concrete floor slab. The roof is framed with wide-flange beam, and has a built-up gravel cover over an insulated steel deck. Full visibility for the yardmaster is provided by enclosing the entire perimeter of the control room with double-glazed window sash, five feet high. The suspended ceiling is finished with acoustical board for sound-proofing. The floor slab, asphalt tile surfaced inside, extends beyond the exterior of the control room to provide a walkway on all sides, protected by welded-pipe railings. Contact with yard crews from the air-conditioned control room is maintained

(Continued on Page 8)

## Yardmasters at Stockton have a bird's-eye view

PRIOR to last May about the only view a yardmaster had of Stockton yard was from the ground. And, that was after he had left his desk in a corner of the general yard office and walked far out into the multi-track yard. Today, he can look out over the yard in any direction from a 14-foot



Above: Yardmaster's view looking south out over yard from his desk.

Below: Yardmaster's view looking north. Yard office may be seen directly to the left of the large tank on ground at the right. Building in center at the top is Valley Ice Company's ice house where refrigerator cars are iced.

These two pictures were purposely taken when few cars were in the yard for use in making studies of track layout.





through a talk-back speaker system, as well as radio. Communication is provided by intercom, telephone, and a two-way pneumatic tube system. Space is provided in the event television will be installed for yard operations.

Just below the control room is a 9 x 14-foot equipment room, consisting of four precast concrete wall sections, framed into a poured-in-place concrete pilaster at each corner. The walls also provide support for the control room above. Sanitary facilities are included on this deck, the floor of which is a precast concrete slab.

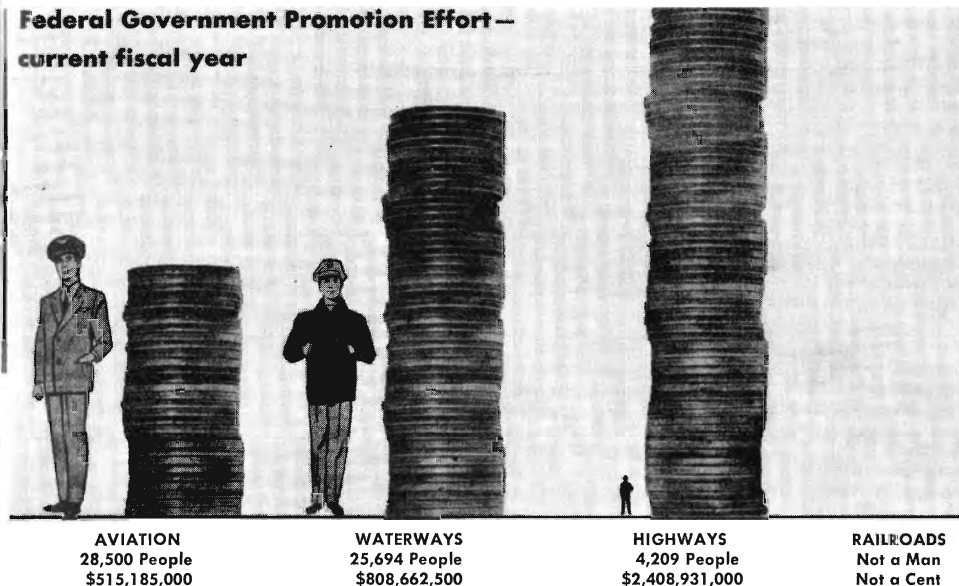
All prestressed and precast segments were made by a contractor and hauled to the project from an off-site casting yard. The prefabricated control room was assembled on the ground adjacent to the tower by Western Pacific welders.

With the aid of a 25-ton rubber-tired crane, the \$36,900 tower was erected in 14 working days. Temporary track crossings were utilized to provide maximum maneuverability with a minimum of interference to yard operations. There was no interruption in yard operations when the yardmaster moved from the old to the new location.

View looking west from inside tower shows E. B. Hamilton, relief yardmaster, sitting before desk with telephone and intercom control box. Pneumatic tube system is at his left; large extra desk at right. Other WP railroaders who work in the tower are L. P. Hamilton, general yardmaster; B. C. Brown and George Henyan, yardmasters; R. L. Meyer, T. M. Cutter, and S. G. Nichols, relief yardmasters. All report the new office a big improvement over former space in the yard office. Pictures were taken by Kenneth W. Browning, training coordinator.



### Federal Government Promotion Effort — current fiscal year



## Loading the dice with men and money

Reprinted from  
"The Continuing Outrage," *Railway Age*

"THE diagram above portrays the basic cause of the railroads' competitive difficulties. It also points to the obvious means for correcting them. The federal government is engaged in large-scale promotional activities in behalf of air, inland waterway and highway transportation. Over a period of years, this federal promotional effort has been spectacularly successful in increasing the size and prosperity of the three kinds of transportation thus assisted. State and local govern-

ments have, likewise, engaged in promoting them.

"At no level of government—federal, state or local—is anything whatever being done to promote the development, improvement and growth of railroad service. This is the principal reason why other forms of transportation are thriving and growing, while most railroads are not.

"The figures shown for the average number of employees on the federal payroll—and current appropriations,

to promote and develop air, waterway and highway transportation—are estimates by Dr. Burton Behling, AAR economist, who is as well informed on comparative transportation performance as anyone in the country. The federal employees shown in the waterways category include those engaged in flood control, as well as waterways. The figures do not, however, include employees of contractors who are doing federal work on transportation facilities. Hence the totals greatly understate, rather than overstate, the number of people the federal government is employing to advance the interests of inland transportation, other than that by rail.

“FOR almost a decade a proposal that the federal government should establish a department of transportation, headed by a member of the President’s cabinet, has been under discussion. The department would assess all forms of transportation from the standpoint of the national interest, and not promote one or more forms in disregard of the others. Such a department is sorely needed—to correct the lopsided and anti-railroad shape of current transportation development in the United States.

“If such a department of transportation is not speedily established, then, at the very least, there should be formed a railroad bureau in the Department of Commerce—manned by people who are just as enthusiastic for railroad progress as the Army Engineers are for waterways and the Bureau of Public Roads is for highways.

“The federal government, as things are now, is not even concerning itself with protecting its own minimal requirements for railroad transportation

in the event of a defense emergency. The Defense Department has ‘stock-piled’ some 1,200 sleeping cars for troop movement. In the event of war it would need six times that number for troop movement alone—to say nothing of civilian travel needs.

“Government is in many ways acting to bring about a reduction in railroad capacity and service. This policy is improvident, and suicidal from a defense standpoint. There’s not likely to be a change until people in government are assigned to the job of changing it.”

**EDITOR’S NOTE:** Your Congressman would find the above article of interest. Why not send it to him?

## Abraham Lincoln Sesquicentennial

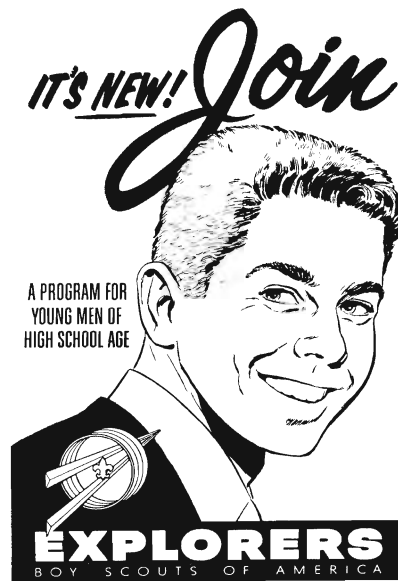
Abraham Lincoln’s keen interest in railway transportation and his important contributions to railway development will come in for a share of public attention on February 12. On that day the nation will celebrate the 150th anniversary of his birth.

Discoveries of hitherto unknown records and documents have given added significance to Lincoln’s interest in railroads and his efforts to promote the extension of railroads through unsettled regions of the West.

A college education, says the contemporary sage, never hurt anyone who was willing to learn something afterwards.

\* \* \*

If at first you don’t succeed, you’re running about average.



Nineteen fifty-nine marks the 49th anniversary of the founding of the Boy Scouts of America, traditionally celebrated during Boy Scout Week in February.

Many of our Western Pacific railroaders who are active in Scouting may be interested in a new program for high school age boys launched by the Boy Scouts of America throughout the nation. The program is known as Explorer.

Its purpose is to provide vocational exploration and study opportunities for boys in any field in which they have a special interest.

The program, for boys between the ages of 14 and 17, was developed as a result of a two-year study made by the Institute for Social Research of the

University of Michigan. Interviews were conducted with a scientifically determined cross section of 2½ million boys throughout the country to determine their current needs, interests and concerns.

The survey showed that while a major concern of high school age boys was how they were going to make a living, few had any concrete ideas as to what fields of interest they wanted to pursue. The new program will attempt to help boys prepare themselves for the future.

WP railroaders and their sons who may be interested in organizing a post may obtain further information from their area Boy Scout Council.



Two options of dress are offered Explorers. Left: dark-blue blazer, grey slacks, maroon tie, and black shoes. Right: traditional dark-green Explorer uniform. Both bear emblem.



# Dear Editor:

## Harry A. Mitchell

Just want you to know how happy I was to receive MILEPOSTS. The picture of Harry and also the article is the best I have, and I am very grateful to you for thinking of me.

Myrtle Mitchell  
San Francisco

\* \* \*

## "Our Thanks to You"

"Our thank you really can't begin to say how very nice you've been. But still here's hoping it conveys, how much we like your (MILEPOSTS) thoughtful ways!"

So read the "Thank You" card on which at the end was written "in sending it to us," and signed by former locomotive engineer

Carl Hellstrom  
4115 6th Avenue  
Tacoma, Washington

\* \* \*

## Railroad bell calls worshippers

I thought you might like to quote this letter I received in the mail:

"The Vestry of Our Merciful Saviour Episcopal Church has instructed me to thank you for the donation of a railroad bell to our church, located at Fruitridge Road and McGlashan Street, Sacramento.

"Arrangements are being made to hang the bell, which will soon call our people to worship with the same clear tones with which it has rung from one of your locomotives.

"Realizing the scarcity of such bells, we appreciate your generous gift all the more. Best wishes for Christmas and the New Year.

(Signed) Terry L. Clark"

R. T. Kearney, President  
Sacramento Northern Railway  
Sacramento

\* \* \*

## Fudenna lettuce

Yesterday morning, while at Fudenna Brothers in Tracy, I noticed a copy of MILEPOSTS (November 1958 issue) in which you carried a wonderful article on the operation of Fudenna, Tracy.

I would like to have two copies of this issue of MILEPOSTS, if possible, because I am sure that the people in my company would also be very interested in reading this article, as we are the corrugated container supplier for Fudenna.

Thank you for your cooperation.

Edgar Leo Anderson  
Sales Division  
Kieckhefer-Eddy Division  
Weyerhaeuser Timber Co  
San Francisco

## MILEPOSTS



## IN GOLD

MILEPOSTS congratulates the following railroaders who will be eligible for Service Pin Awards during the month of February, 1959:

40-YEAR PIN		
Gerald W. McCauley.....	Warehouse Foreman.....	Western Division
35-YEAR PIN		
Frank R. Bouleware.....	Conductor.....	Eastern Division
30-YEAR PINS		
George J. Benedict.....	Car Foreman.....	Mechanical Dept.
Edward S. Walshley.....	Machinist.....	Mechanical Dept.
25-YEAR PIN		
Raymond A. Retallic.....	Machinist.....	Mechanical Dept.
20-YEAR PINS		
Leslie H. Clapham.....	Machinist.....	Mechanical Dept.
David D. Davies.....	Blacksmith Helper.....	Mechanical Dept.
Sidney H. Retallic.....	Machinist.....	Mechanical Dept.
15-YEAR PINS		
Edith Bare.....	Government Clerk.....	San Francisco
Louis E. Carson.....	Clerk.....	Western Division
George E. Darling.....	Clerk.....	Western Division
Sheldon F. Doriuz.....	Switchman.....	Western Division
Nettie E. Gilbert.....	Laborer.....	Mechanical Dept.
Lido J. Libro.....	Electrician.....	Mechanical Dept.
Everett C. Schwartz.....	Carman.....	Mechanical Dept.
Herbert H. Singh.....	Clerk.....	Western Division
10-YEAR PINS		
Agnes W. Ash.....	Requisition Clerk.....	Purchase and Stores Dept.
Iby B. Bear.....	Section Laborer.....	Eastern Division
Roland E. Erickson.....	Car Foreman.....	Mechanical Dept.
Richard A. Groves.....	Sales Representative.....	Detroit, Michigan
Robert F. Johnson.....	Sales Representative.....	Milwaukee, Wisconsin
O. C. Lewis.....	CTC Maintainer.....	Signal Dept.
Thomas L. Mooney*.....	Carman.....	Mechanical Dept.
E. L. Wall.....	Assistant Signal Supervisor.....	Signal Dept.
Ida B. Williams.....	Comptometer Operator.....	San Francisco

\* Eligible for 10-year pin in January, but not reported.

## The Printed Word

Traveling southwestward out of Houston, Texas, on U. S. 59, one comes upon the towns of Louise, Comfort and Edna, Texas, respectively. An enterprising motel owner in the middle of this geographic coincidence capitalized on the location by erecting a sign that proved to be a real tourist stopper: "Sleep in Comfort between Edna and Louise."

There aren't any rules for success that work—unless you do.

Nothing puts a family in debt as much as a small raise.

## He'll never have to push

"Hear you've been having car trouble," said one neighbor to another.

"Yes," replied the other. "I bought a new carburetor that saved 30 per cent on gas, a new timer that saved 50 per cent on gas, and a new set of plugs that saved 40 per cent on gas."

"So, what happened?"

"After I'd gone about ten miles, the gas tank overflowed!"

"This has gone too far," said the stern parent, when his son brought home a 3-D report card.



# 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:

*William W. Alexander*, retired Central California Traction Co. brakeman, October 4.

*John W. Beardsley*, retired agent-telegrapher, October 29.

*John Breier*, retired locomotive engineer, December 11.

*Ely Churich*, retired Sacramento Northern roadmaster, December 6.

*Charles P. Connolly*, retired blacksmith, December 3.

*William E. Kennedy*, retired switchman, December 1.

*Charles H. Keys*, retired switchman, December 25.

*Fred H. Krausnick*, retired revising clerk, January 1.

*Eugene Lower*, retired pumper, October 10.

*James G. McKinstry*, retired switchman, December 20.

*John H. Meyers*, retired boilermaker, November 25.

*Wilmer R. Moore*, locomotive engineer, October 17.

*Vivian L. Parks*, Sacramento Northern locomotive engineer, November 27.

*Arthur E. Schamburg*, retired switchman, November 19.

*Van R. Tuttle*, retired laborer, November 3.

*Frederick C. Willig*, retired pumper, November 28.

The cowboy was spinning a yarn for the benefit of a group of eastern "dudes."

"That was that grizzly," he said, "no more'n ten yards away. I figured it was gonna be him or me but he was behind a tree, so the only way I could shoot him was to bounce the bullet off the canyon wall on my right. I calculated the angle and the distance and allowed for windage, then with careful aim, fired."

Here the cowpoke paused to roll another cigarette and one of the tenderfeet asked breathlessly: "Did you hit him?"

"Nope," the old-timer confessed. "I missed the canyon wall!"

Wife (reading husband's fortune card): "You are a leader of men. You're brave, strong-willed and popular with the opposite sex. It has your weight wrong, too!"

Keep smiling. It makes folks wonder what you've been up to.



MILEPOSTS



# Caboosing

## PORTOLA

Gladys Largen

About 50 attended the annual Clerks' Christmas Party in Portola, which featured a turkey dinner followed by dancing. The Relief Society of the Latter Day Saints Church cooked the holiday meal. Special guests of the evening were Trainmaster and Mrs. GEORGE M. LORENZ and Road Foreman of Engines and Mrs. W. S. COPE.

## STOCKTON

Elaine Obenshain

After 28 years' service with Western Pacific, Roundhouse Foreman H. J. KELLY retired on December 31. Starting as machinist at Sacramento Shops on January 8, 1930, he later worked in Elko, Keddie, Oakland, Oroville and San Francisco. He became roundhouse

foreman at Stockton in 1945. Mr. Kelly started railroading as a machinist apprentice in 1907 on the old Pedro Line, SP-SL&LA, and also worked for the D&RGW, the AT&SF, MET and NWP.

His fellow employees and their wives honored Mr. Kelly with a retirement dinner where they presented him with a camera. Mr. and Mrs. Kelly live in Stockton and have one son, Carman JOHN H. KELLY, Elko.

Our deepest sympathy to Conductor R. E. BURKE, JR., and his family, on the death of his father, R. E. Burke, Sr.; and to Fireman L. D. WAKEFIELD and his family on the loss of his father.

Congratulations are due three WP families on the birth of new babies. Raymond William was born recently to Fireman and Mrs. J. G. TROW, whose family now includes two sons and a



Special Agent John Sterner's camera caught Harry Kelly holding up his camera for audience to see. Shown at head table are Ray Ronan, E. T. Cuyler, Mrs. Kelly, George Benedict, and Mrs. Benedict.



daughter. A third daughter, Teresa Kay, was born recently to Brakeman and Mrs. D. A. LOVDAL, and Brakeman and Mrs. L. H. PARKER are parents of a baby girl, Joretta, their first daughter.

Retired Switchman AMOS CALHOUN has been visiting his many friends in Stockton. He is here on vacation from his home in Belin, New Mexico.

## SACRAMENTO STORE

Irene Burton

C. E. BROCKETT retired on January 2 following 16 years' service with the company. His WP friends presented him with a wallet—with "greens" enclosed.

Called in recently were LAVON ROBISON and BETTY LATINO, furloughed clerks. Lavon is working on the stock and report clerk's desk, and Betty is on the billing and receiving clerk's desk.

We are sorry to report that JIM LEE has been off work due to illness, spending part of his sick leave in the hospital.

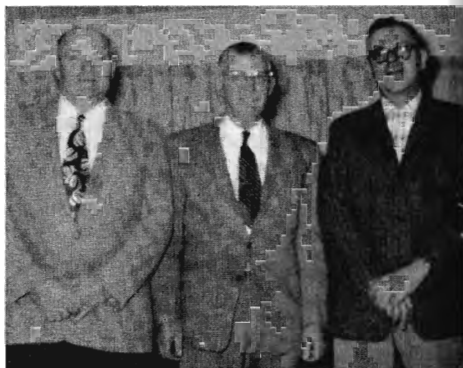
## ELKO

John L. Murphy

We are all glad to see Engineers E. C. LAMBERT and CLINTON RICE back again after their respective sieges in the Elko County Hospital.

Employees here are settled in the new depot and office building and find the new structure a pleasure in which to work.

Each week the Nevada Safety Council sponsors a "Mr. X" radio program for broadcast throughout the state, honoring individuals for exceptional achievement in the cause of safety. Engineer CHESTER BARNES was the honored man of the week of November 16-22, and he chose Electrician JAY KUMP as "Safe Driver of the Week." Kump was singled out after being commended by the chief of police here for



Jay Kump, Chester Barnes, Ed Jensen

being a courteous and safe driver, and for his work with various youth activities. Special guest on the program honoring Chester and Jay was Ed Jensen, principal of the Elko County High School. Mr. Jensen was commended for his work in school safety, carried out in conjunction with Chester and Jay's activities.

## SACRAMENTO SHOPS

Marcella G. Schultze

With a combined total of 69 years of service, FRED J. BOLL and NICK SURJAN retired December 31. Fred had been a machinist here since June, 1923, while Nick had worked as laborer, carman and blacksmith helper after starting in the shops in September, 1924.

The former has no retirement plans and was presented with a monetary gift by his co-workers. Nick was given an electric drill. His plans include a trip to his native Austria.

Recently announced was the engagement of Sandra D. Kirkland and CARL H. HICKS, son of JOHN L. HICKS, accountant, mechanical department. Carl is an electrician apprentice at the

shops and attends Sacramento Junior College in the evening. Sandra, daughter of Mr. and Mrs. Earl R. Kirkland, Sacramento, is also a junior college student.

## OROVILLE

Helen R. Small

BILL FISHER, formerly with a signal gang and the son of Conductor and Mrs. C. E. FISHER, is now employed in air service work in control towers at both San Jose Air Field and Moffett Field. He lives in San Jose.

At the latest report, Retired Agent CHARLIE LONG is slightly improved, although still seriously ill with a heart disease. He is confined in Sutter Hospital.

Brakeman JACK LATHAM has moved back to Oroville after living several years in San Rafael. We're glad to see him back.

Newlyweds are Brakeman ALLEN L. CHRISTENSEN and the former Christine Brown. Living at 1775 Bridge in Oroville, they were married on December 26 in Reno.

Conductor LOREN L. POWELL and his wife have announced the arrival of a granddaughter, Marjorie Lynn, born on December 28 to their daughter Marlene (Mrs. Fred Stouky) of West Peabody, Mass.

Conductor and Mrs. G. E. BUTLER's home was the setting for the wedding of their grandson Ronald Dean Hansen to Wanda May Bernard, daughter of M/Sgt. Odis F. Bernard of Mainz, Germany. Immediately following the reception at the Butler home, the couple left by plane for Mainz for a second wedding ceremony at the Gonsenheim Army Chapel. They will enjoy an extended honeymoon in Germany. Ronald plans to enlist in the U. S. Army for career duty.

Ranchers in this area are rejoicing over intermittent rains benefitting both grass and grain crops recently. Butte County has more than 50,000 acres of wheat, oats and barley. There are 10,-000 field boxes of oranges to harvest, and the harvesting of oil olives is in full swing.

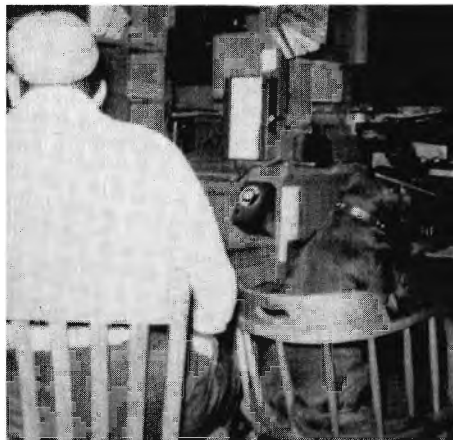
Reports on contributions to the blood bank when it was here recently show that the Western Pacific families are giving consistently and generously. More donors are always welcome!

After 31 years of railroading with Western Pacific, MATTO MATICH has retired from his job as a carman. Born in Dalmatia, Mr. Matich has lived in Oroville for 35 years and came to this



Matto Matich

country in 1910. His retirement, which started November 28, has given him the ample time he has long wanted for taking care of his semi-invalid wife, Alta, and for gardening.



This pooch doesn't believe in a normal "dog's life." His owner, Traveling Carpenter J. W. Brewer, says "Feather River Red" is a confident rail. When things get a little busier than normal around Keddie "Red" likes to lend a helping paw. Above, "Red" assists Paul Ferrell on the PBX switchboard. Below, he puts on headphones to assist Telegrapher Robert Ditmanson.



## KEDDIE

Elsie Hagen

ALBERT HUGHES, CTC maintainer at Pulga, was featured in a four-page article in a recent issue of *The Signalman's Journal*. According to the article, Hughes has been with Western Pacific since 1947 and had prior service with the SP. The article describes his work along 18 miles of winding railroad through the Feather River Canyon between Poe and Tobin. Six fine pictures of Western Pacific trains, and Hughes with his motorcar highlight the article.

One amusing incident related by Hughes concerned a small opossum and her brood of babies. Not at all swayed by a sputtering motorcar and a glaring headlight, the little creature held its ground on the ties. After Hughes had braked to a stop, the animal, unshaken by man's iron monster, proceeded slowly to marshal her family off the track. Deer often appear before his headlights and they, too, patiently take their time in getting off the roadbed.

Hughes is a member of Local 179 and attends meetings at Sacramento.

## TIDEWATER SOUTHERN

Bob Thomas

Two paroled San Quentin Prison convicts were captured in Livingston, Merced County, in December, less than 15 minutes after stealing nearly \$300 in cash and endorsed checks from the Turlock Sheet Metal Company.

Turlock Police Chief John Viarengo gave most of the credit for the capture and recovery of the loot to LINCOLN HUPP, Tidewater Southern agent, whose office is just across the street from the sheet metal firm.

Viarengo said Hupp noticed a man walk from the office with something under his shirt and leave in an automobile with another man. He noted the license number, then checked with the firm to see if anything was missing. A co-owner of the firm discovered the loss and a report was immediately given to Turlock police who broadcast an immediate alert. A Livingston police officer picked up the call and in less than three minutes was pursuing the fleeing car prior to capture.

## SAN FRANCISCO

George Bowers, Doug Bruce, Kathleen Brunette, Rita Connolly, Elizabeth Fagan, Lawrence Gerring, Carl Rath

The communication center's popular T&T Operator WILLIAM MANNING was married in Reno on January 3 to Angela Butkovich of San Francisco. Congratulations and best wishes to the happy couple.

T&T Operator STEARNE TIGHE, formerly on relief position No. 2, bid in position vacated by Ed Kowske who retired on January 1. ARTHUR JOHNSON, Portola agency, bid in position vacated by Tighe.

VIC SWANMAN, second trick clerk, has been on the sick list for recent weeks and is relieved by ELIZABETH BORGWARDT, furloughed clerk.

HARRY C. MUNSON, vice president and general manager, has been re-elected to the San Francisco Chamber of Commerce Board of Directors for 1959.

VERNE WILDE, secretary to assistant vice president and general manager, returned recently from three weeks in Washington, D. C., assisting FRED TEGELER, budget officer, on the divisions case. Verne enjoyed an opportunity to

see the sights in the nation's capitol on weekends.

PHIL WYCHE, assistant to vice president, and his wife spent the Christmas Holiday on a cruise to Mexico City aboard the *Lurline* and reports a fascinating and most enjoyable trip.

## WINNEMUCCA

Ruth G. Smith

Retired Engineer JOHN BREIER of Winnemucca was found dead in his home on December 11. Seventy six at his death, he had retired in 1947 after working for Western Pacific since 1909. Funeral services were held in Winnemucca. He is survived by a daughter, Mrs. Robert (Marian) Bonfield of Vallejo, Calif., and two grandchildren.

Floyd R. Wirthlin, son of Conductor and Mrs. R. L. WIRTHLIN and brother of Fireman LAWRENCE WIRTHLIN, has been promoted from first lieutenant to captain in the Army Air Force. Captain and Mrs. Wirthlin and their two daughters now live at Enterprise, Ala. He has been in the service since 1950 and recently completed the 17-week primary flight training course.

Mrs. Maria Menicucci, 89, died December 27 at Humboldt General Hospital where she had been a patient since 1955. She was the mother of Fireman PETE MENICUCCI, to whom sympathy is extended.

A drunk asleep in a bar began to show signs of life, so one of the customers smeared a little limburger cheese on his upper lip.

The drunk arose slowly and staggered out of the door. In a few minutes he came back in. Then he went out again, only to return in a few more minutes.

Shaking his head with disgust, he said, "It's no use—the whole world stinks!"

\* \* \*

One thing that will give you more for your money now than ten years ago is the penny scale at the corner drug store.

## SALT LAKE CITY

J. B. Price

Our sympathy to the family of retired Conductor WADE PHILLIP BAKER who died in a Provo hospital on January 5. He left Western Pacific in 1947.

Condolences are also sent to the family of retired Section Foreman SAMUEL A. DAVENPORT who died on January 9 of a heart and lung ailment. He had had 23 years of service with the railroad when he retired five years ago.

## WENDOVER

Esther A. Witt

Agent and Mrs. LEO P. WATERS spent a happy holiday season in Berlin, Oklahoma, visiting their son Michael and their daughter and her family, the Dan Matthews.

Off work with the flu have been both

Telegrapher ANNA BELLE ALBRECHT and Yard Clerk FRANCIS K. BRYNE.

New Year's Eve guests in the home of Agent and Mrs. WILLIAM GRAHAM in Warner were General Clerk and Mrs. HARVEY J. NAYLOR and Car Foreman and Mrs. WILLIAM BOWERS.

## OAKLAND

Betty Hill

Congratulations to W. B. ANDERSON who has been promoted from foreman of the Oakland motor car shop to assistant general supervisor of roadway work equipment. He will be spending most of his time in the field, with direct supervision over track equipment.

H. J. QUIGLEY, relief roundhouse

H. J. Quigley receives retirement gift and farewell cheer from roundhouse and coach yard crews.



foreman, Oakland, retired on December 31 with 30 years of service with WP behind him. He started work in 1928 as a machinist and became roundhouse fireman in 1947. Mr. Quigley's successor is W. GAULT, who formerly held the midnight shift on the same job.

C. Y. ORR succeeds Mr. Gault.

Hosts for a New Year's Day open house at their new home in Santa Clara were LANA and DAVID THOMSEN. Among those present were many signal and engineering department employees. Lana works in the treasurer's department at the general office, and David is a draftsman under the signal engineer.

WP's Oakland station was better decorated this Christmas than ever before, thanks to Rod Davis, lead painter, and a helping crew. Center of attraction for passengers traveling over our railroad was the model train layout shown in the picture above. The pike was complete in every detail and even had a 1/4" Sears Roebuck catalogue hanging on the door of the "Chick Sales" behind the farmhouse in the center of the field. A large community Christmas tree was colorfully lighted with a handful of tiny light bulbs not much larger than a grain of rice. Signals and flashing lights blinked and rang as the little train made its run, and an authentic diesel horn announced its coming. Watching the train's first run are the crew who did the work. From the left: Carl Hunter, Dave Fulton, Bill Jones, C. E. Armstrong, Rod Davis, and Harry Jirousky.

## 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 who recently retired:

*Frederick J. Boll*, machinist, Sacramento.

*Charles E. Brockett*, store laborer, Sacramento.

*Blanche C. Dewey*, passenger department secretary, San Francisco.

*William E. Franks*, clerk, Sacramento.

*Jasper S. Galloway*, section laborer, Trowbridge.

*Clarence J. Hatcher*, Sacramento Northern locomotive engineer, Sacramento.

*Oscar H. Hearing*, locomotive engineer, Portola.

*Jose Hernandez*, Central California

Traction Company track laborer, Sacramento.

*Harry J. Kelly*, roundhouse foreman, Stockton.

*James E. Lynch*, locomotive engineer, Keddie.

*Matto Matich*, carman, Oroville.

*Frank L. Omnes*, switchman, Sacramento.

*Henry J. Quigley*, roundhouse foreman, Oakland.

*Elbert N. Scott*, B&B miner, Stoddard.

*Kay K. Seko*, relief section foreman, Ventosa.

*Nick Surjan*, blacksmith helper, Sacramento.

\* \* \*

The December, 1958 issue reported the retirement of Telegrapher *Edward P. Murphy*. Advice has been received that Mr. Murphy returned to service on December 29 as agent at Portola.

## Bowlers ready for action

A RECORD turnout of about 20 teams is expected to enter the 8th annual Western Pacific bowling tournament, to be held at Elko's Telescope Lanes on February 21 and 22. Entries have been received from the Bay Area, Stockton, Sacramento, Oroville, Winnemucca, Elko, and Salt Lake City. In addition to our own railroaders, several Rio Grande teams from Salt Lake City will also participate.

The tournament will consist of singles, doubles, team and all events. Winners in each event will receive cash prizes. A total of \$328.95 in prize

money went to winners in last year's tournament, held at Oroville.

Repair Track team from Oakland won the team event last year, and they are out to repeat their win. Winners in the other events last year won by narrow margins and the tournament this year is expected to be just as close.

To make the tournament attractive this year, even for those who don't know the difference between a spare and a split, a gala party has been planned for Sunday night. A cocktail party, floor show, and dancing will wind up the weekend's fun.

## FISH never had it so good

Accustomed as they are to swimming, live salt water fish from U.S. coastlines will soon travel to Chicago without hardly wiggling a fin.

To accomplish this feat, the John G. Shedd Aquarium in Chicago called on the Thrall Car Manufacturing Company of Chicago Heights, builder of standard and special railroad cars.

Instead of swimming, rare denizens of the deep will be transported by the world's only railroad car for fish, which looks much like a streamlined passenger car with windows blocked in.

Inside the special Shedd car are living quarters for six men at one end, and for hundreds of fish at the other. Larger fish-like sharks will be carried in sixteen specially constructed wooden tanks with a capacity of 300 gallons. Ranging from eight on each side of the car, each tank weighs nearly a ton when filled with water.

For tiny tropical fish there are 20 smaller cans, or tanks, which ride on shelves placed above the big tanks. Each of these weigh nearly 300 pounds when filled to 30-gallon capacity. The smaller tanks were specially designed by Farrell Manufacturing Company, Joliet, Illinois.

The idea for the car is that of Walter H. Chute, director of the aquarium which has long had the largest collection of salt water fish of any inland aquarium. To replenish the institution's vast collection of 300 to 400 salt water varieties, Chute sends Shedd

personnel on periodic trips to coastal waters and to Hawaii and the Bahamas. There, they collect fish ranging in size from minnow-sized goby fish to 60-pound sharks.

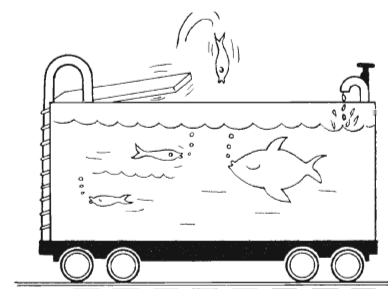
It was found that the only practical way to transport so many fish safely and quickly proved to be a special railroad car capable of traveling with the fastest passenger trains.

The car weighs 179,916 pounds loaded and is equipped with General Steel Castings Company 70-ton capacity passenger car trucks having Timken roller bearings. The car is completely metal lined and metal gutters border the floor area of the tank section of the car and eight drains are provided at intervals. Wood was chosen for the 16 larger tanks because it does not add harmful impurities to the water.

When the car is on the move and laden with fish, water is circulated through both large and small tank systems by two pumps and constantly oxygenated by an air compressor. Five-foot baggage-type doors, located about center of the car, permit entry and exit of the large tanks.

Air-conditioned living quarters are provided for six men.

The car has been dubbed the Nautilus II.



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## RAILROAD LINES



Railroads placed orders for 6,295 freight cars in November, largest volume since April, 1957.

Canadian Cabinet approves \$29 million grant for Canadian National and Canadian Pacific for 1959; described by Ottawa newspapermen as "perilous waters of railway subsidies."

Pennsylvania considers plan to run freights through Hudson River tunnels and Manhattan's Penn Station to Sunnyside Yard, Long Island. Would require non-rush hour passenger runs to terminate at Newark, N. J.

Three newly discovered oil wells in Montana expected to boost oil production on Northern Pacific land.

Atlantic Coast Line's 14,000 employees made over 76,000 calls during recent six-week period resulting in a "large part" of 6.7% increase in November passenger business compared with a year ago.

Louisville & Nashville repaints its diesels solid colors—black for freight units, dark blue for passenger units.

Erie presented the Sea Scouts and American Military Cadets two covered barges for marine training purposes.

Chesapeake & Ohio testing French alumino-thermique process used in continuous rail welding.