

WESTERN PACIFIC
Mileposts

JULY 1960



Mileposts

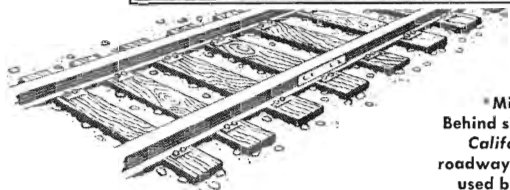
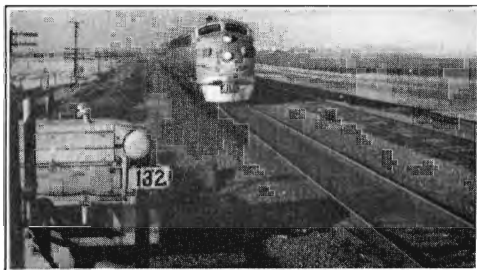
WESTERN PACIFIC

Volume XI, No. 12

JULY, 1960

*Milepost No. 132

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. 132:
 Behind sign, in clear for
California Zephyr, is
 roadway machine being
 used by section forces
 working on tracks.

FEATURES

Page

The Tooele Valley Local Leaves Western Phosphates, Inc., Spur Near Garfield, Utah, with Cut of Cars.....	Front Cover
More Customers	3
New Diesel Facilities to be Built at Stockton	10
How We're Doing.....	11
Railroad Delegation Touring in Russia.....	13
Railroad Exhibit Seen by Many	14
Dear Editor:	16
Mileposts in Gold	18
In Memoriam	19
Caboosing	20
Sports	30
Railroad Lines	Back Cover



Our ID&RE department is bringing us

More Customers

A function vital to the success of any railroad is locating industries on its property. Without industries, a railroad is as helpless as a freight train without an engine.

Fortunately, Western Pacific and its subsidiaries—Sacramento Northern and Tidewater Southern—are ideally located in areas which promise a great industrial growth. To back up this physical advantage, the railroad has a progressive *Industrial Development and Real Estate department*. F. B. Stratton is director, and he is assisted by a capable staff determined to give prospective customers the best possible space for an industrial site. They've developed a reputation for being nice people with whom to do business.

Unlike some other lines, Western

Pacific did not have the advantage of large land grants when its line was laid in the early 1900's. WP has had to acquire its land holdings the hard way. Foresight, cooperation and hard work have paid off. So, too, Stratton admits, has a little luck!

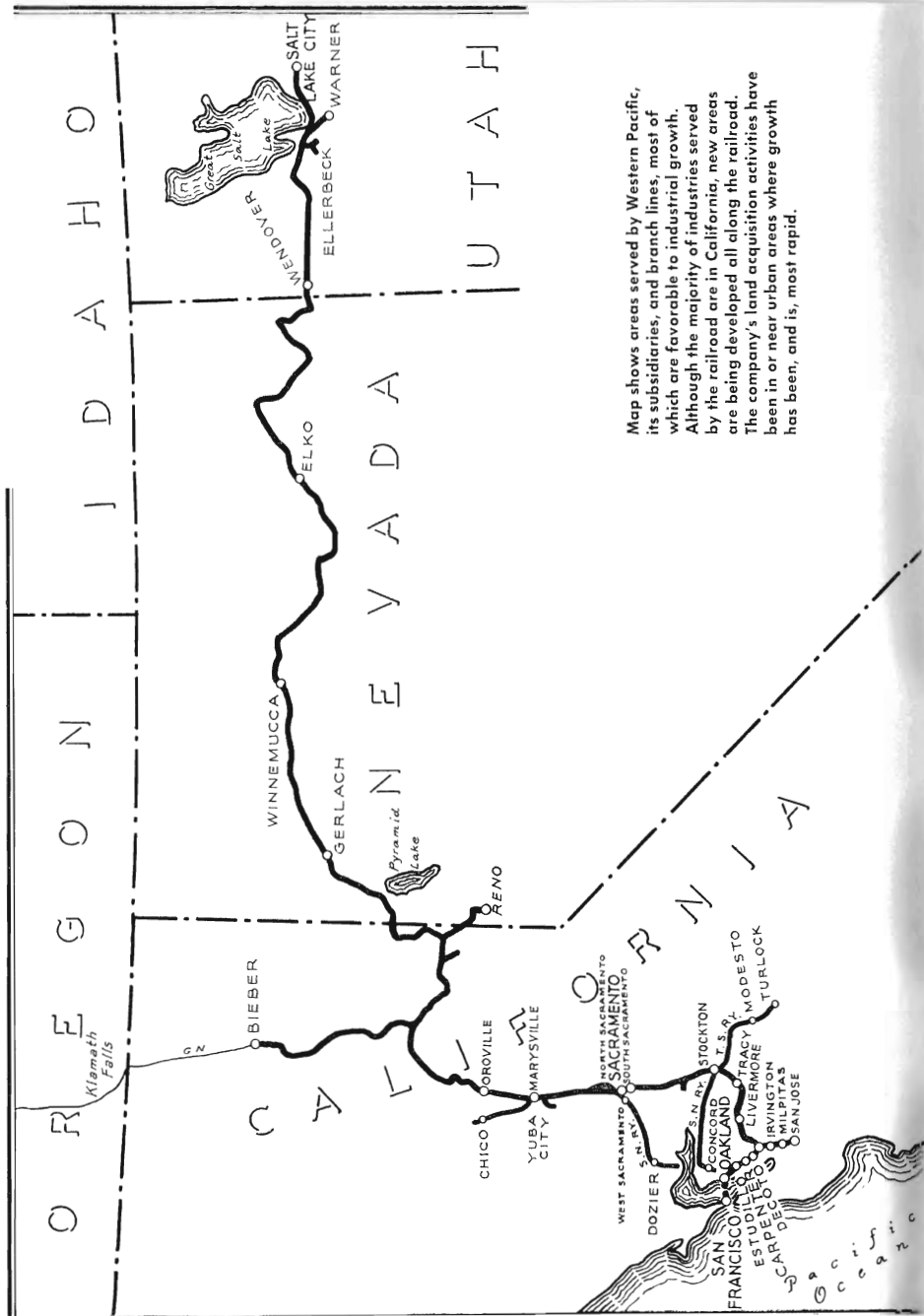
During the past ten years the railroad has invested some \$11.5 million in over 4,500 acres of choice industrial property. Total property purchases last year amounted to \$756,000 for 114 acres of industrial land. Admittedly, some \$334,000 was spent for the development of industrial property and industrial trackage, and \$431,000 was applied to the reduction of outstanding loans.

On the eastern end of our railroad WP is acquiring 143 acres of property about five miles west of Salt Lake City for future development. Already established on our line further west in Utah are, for example, such good customers as Marblehead Lime, Leslie Salt, Utah Calcium, Utah Lime & Stone (subsidiary of Flintkote Co.), Solar Salt, Bonneville, Ltd., and Western Phosphates. Stratton is enthusiastic about the possibilities on the eastern end of the railroad. "As an area becomes developed, firms locating there

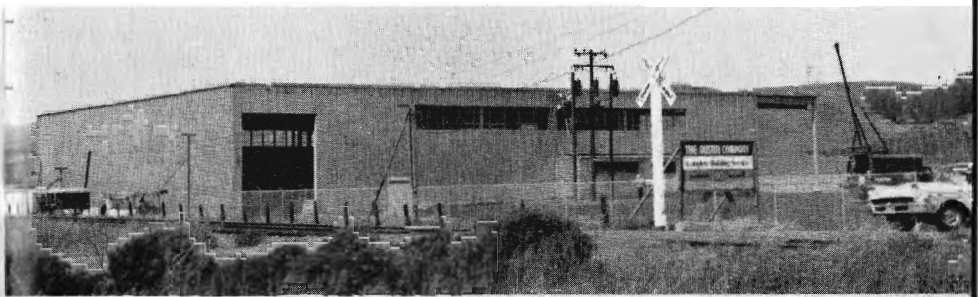
(Continued on Page 5)



F. B. Stratton, who heads the railroad's *Industrial Development & Real Estate department*, is considered by many to be one of the top industrial developers in the nation. He has been locating industries on the railroad for 14 of his 38 years with the company.



Map shows areas served by Western Pacific, its subsidiaries, and branch lines, most of which are favorable to industrial growth. Although the majority of industries served by the railroad are in California, new areas are being developed all along the railroad. The company's land acquisition activities have been in or near urban areas where growth has been, and is, most rapid.



One of the newest industries to locate on the railroad is the Inland Steel Company plant located on the San Jose branch near Irvington.

will attract others, and growth is only a matter of time. A good example, he mentioned, is the growth which developed after the Ford Motor Company located on our San Jose branch. This was also true in other industrial areas along the railroad," he added.

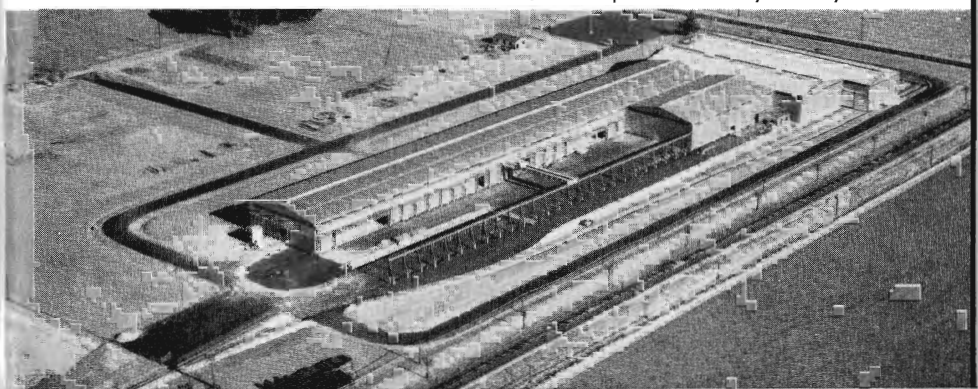
A new development is under way on the Sacramento Northern near Dozier, in Solano County, where the railroad recently acquired 613 acres. About one mile south of this area Champion Paper Company has purchased 1,400 acres for location of a \$30 million pulp and paper plant. Trojan Powder Company has also bought land further south. Both are adjacent to SN rails.

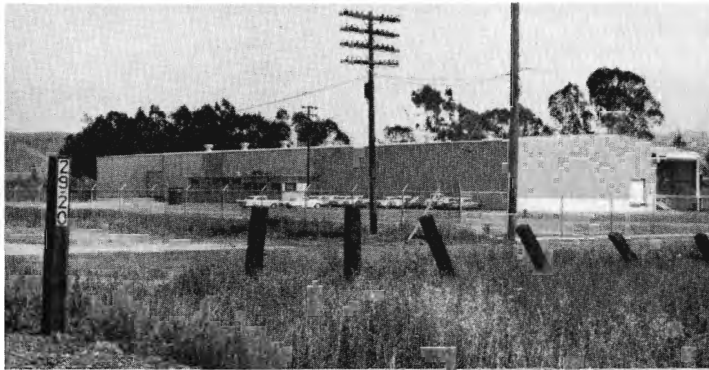
In April, the railroad bought 35 acres on Whipple Road, Union City, just below Hayward.

"All of the railroad's land acquisition activities have been in or near urban areas," explained Stratton. "There, growth has been most rapid. Tract 1, for example, is in San Francisco. The other 17 tracts and developments are located along the main line between Oakland and Sacramento, on our San Jose and Reno branch lines, and on the Sacramento Northern and Tidewater Southern Lines."

During 1959 Western Pacific and its subsidiaries sold to industries locating on our rails some 212 acres of land

Western Pacific has been serving this new Armco Drainage & Metal Products plant near Livermore since it first opened in February of this year.





Another new industry served by the railroad is this U. S. Gypsum Company warehouse on property just behind WP's Fremont station.

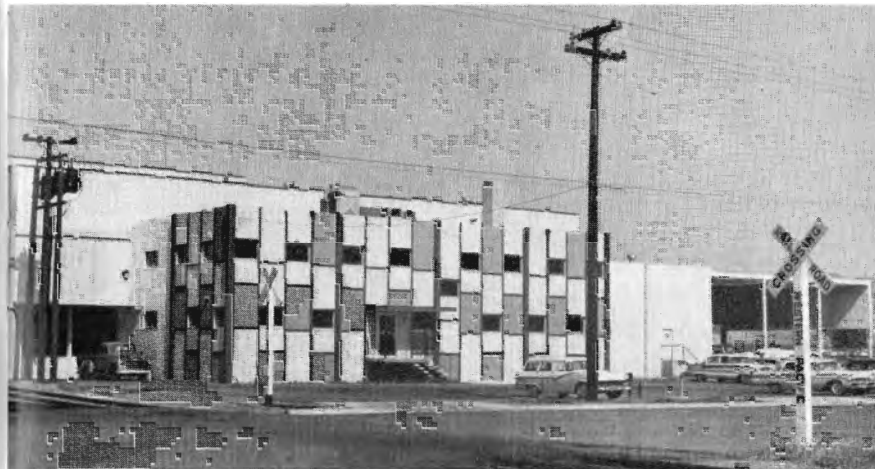
amounting to about \$1,690,000. During the year 33 new industries were located on our railroad, and 22 others expanded their existing operations. To mention a few—Sun Garden Packing, U. S. Products, and Economics Laboratory at San Jose; Armco Drainage & Metal Products at Livermore; C. A. Rolley (Sea & Ski) and Zellerbach at Reno; Atlas Propane & Gas at Panther, Nevada; American Forge at

Pabrico; Baker Steel & Tube at San Francisco; Mohawk Rubber at Stockton; Cheney Lumber at Greenville; National Biscuit at Oakland; and others. WP also added a new team track at Elverta (near North Sacramento), and improved four other teams, one at Hayward, one at San Jose, and two at suburban Sacramento, to better serve our customers.

Western Pacific was one of the first



This modern building was just completed at West Sacramento by Van Waters & Rogers, Inc., Braun-Knecht-Heiman Co. Division. Tank in background is that of Standard Box Company. Both industries are served by Sacramento Northern.



Economics Laboratory built this modern structure last year on property in the Lenfest Tract near San Jose. Our San Jose Branch serves the area.

railroads to invest substantially in industrial research. A series of studies were sponsored at Stanford Research Institute to develop comprehensive data on areas served by our line. This resulted in a series of industrial plant location data sheets which contained analyses of growth factors pertaining to each.

A railroader isn't often up in the air, but "Bert" Stratton has made good use of a helicopter on occasion to give prospective buyers a bird's-eye-view of what the railroad has to offer. Followed up by an on-the-ground inspection, this modern approach has paid off.

It is for these and other sound reasons that *Industrial Development*, leading industrial trade magazine, chose Western Pacific for the subject of its first comprehensive report on a railroad land development department. The report appeared in the February, 1960, issue of that national magazine, and it was the opinion of *I.D.*'s editor that "several of the areas served by

Western Pacific are going to 'explode' in the next few years." This could well be, for when Sam W. Fordyce, assistant to the director of WP's ID&RE department, called on some 50 executives of large eastern firms, all but four said that they would eventually expand into the West.

"Bert" Stratton is considered by many as one of the top industrial developers in the nation. He served in 1959 as president of the American Railway Development Association. In 1956 he was selected by the government as chairman of a three-man committee to study the industrial policies of the Alaska Railroad. He has 38 years of service with the company, and has headed WP's industrial activities since 1946.

The department has two assistants to the director—Sam W. Fordyce and Spencer S. Gilman. Fordyce has an extensive background in development



Assistants to the Director of Industrial Development & Real Estate, Sam W. Fordyce, left, and Spencer S. Gilman, know the importance of a strong, progressive development program as is applied by W.P.



activities including service with two other railroads, Kansas City Southern and the Louisiana and Arkansas, and with the Arkansas Power & Light Company. Gilman, formerly assistant transportation engineer in the railroad's research and planning section, joined the department in May of this year. His background in economic forecasting will fit in with the department's program of wide-range activities.

Stratton's staff also includes Robert W. Harlan, industrial agent, who has been with Western Pacific since 1940. He entered the department in 1948 after about seven years in the sales department. Bob is ably assisted by O. L. "Dick" Hocker, assistant industrial agent, who joined the department in 1957 after six years in the railroad's sales organization.

William A. Linehan, also experienced in railroad sales, is chief clerk for the department, and the staff is

supplemented by Helen Kuntz, industrial clerk, Ronald H. Short, secretary, and Bill Nix, stenographer-clerk.

Stratton is also president of the Standard Realty & Development Company, a Western Pacific subsidiary which works closely with but independently of the ID&RE department. Edward P. Jagels is general manager of SR&D and Arthur Bugni assists him as chief clerk.

"Since the main objective of a company is net income and, because as gross income increases net increases at a much faster rate, the importance of a strong, progressive industrial development program becomes clearly evident to all of us," President F. B. Whitman said recently. "It is a well-established fact that the carrier directly serving an industrial plant has a definite advantage in opportunity of handling competitive freight moving in and out of that plant. Therefore, it is of utmost

(Continued on Page 10)



Industrial Agent R. W. Harlan points out on map for O. L. Hocker, assistant industrial agent, proposed location for a new industrial site. Part of their duties requires working closely with other departments on the railroad, such as engineering, law, and marketing division.



Edward P. Jagels, general manager of Standard Realty & Development Company, gives careful thought to a matter brought to his attention by Arthur Bugni, chief clerk of the department.



A considerable amount of correspondence flows in and out of the department, and Secretary Ronald H. Short knows the value of well written letters and files carefully kept up to date.



Bill Nix, stenographer-clerk, and Helen Kuntz, industrial clerk, assist Chief Clerk William A. Linehan in efficient handling of office details.

More Customers . . .

(Continued from Page 8)

importance that our industrial properties—present and future—be filled with industries which will return attractive freight revenues to our railroad,” Whitman added.

Employees can often contribute to our industrial program. Helpful tips which might help to locate an industry on our rails can be obtained during conversations with neighbors, banking and business acquaintances, fellow members of social and fraternal organizations, improvement clubs,

Chambers of Commerce, and other gatherings. Any information concerning proposed expansion, relocation, or formation of industries should be given promptly to Stratton or to one of his staff. “We’ll put such information to immediate good use to the benefit of everyone concerned with our railroad,” Stratton stressed.

A roster of industries located on our railroad would read like a “Who’s Who” in American business. Several other big and small industries are now in negotiation with the ID&RE department and the prospects look favorable.

\$000,000,000,000 (No \$)
\$161,975,906,200 (Billions)

Take a good, hard, long look at the figures above!

They are figures on government expenditures for domestic transportation—subsidies, if you please!

Note, not a cent has been expended on the railroads, as indicated by the figures on the top line above.

The massive figures on the second line above represent the amount which, at the close of 1960, will be the minimum amount expended by federal, state and local governments to assist the trucking, airline and waterway industries down through the years.

The figures do not include money apportioned by state and local governments for waterways. Nor do they include much of state and local appropriations for airports and waterways. Those complete figures are not available.

This huge sum of more than \$161 billion aided all three of the railroads’ forms of competition by being allo-

cated for airways, airports, domestic mail subsidies, highway construction and waterways.

Breaking it down, the figures disclose that \$35 billion plus has been expended by the federal government and \$126 billion plus by state and local governments.

They describe very, very graphically, one of the handicaps under which the railroads operate and have operated for a great many years.

Reliable figures? They’re all from government sources, according to *Texas RAIL-Ways*, Texas Railroad Association publication.

Screws

A recent Air Force purchase of 272,710 screws at \$1 each suggests the peculiarities of some armed forces procurement practices.

According to Tax Foundation, Inc., the contractor paid only 5½ cents for each of the screws—even after negotiations began. The “screw” \$1 price was based on a previous emergency purchase of 116 screws which were shipped from Cleveland to New York by air special delivery.

New diesel facilities to be built at Stockton

ABOUT three years ago the railroad announced plans to build a new diesel engine maintenance facility in Oroville. At that time, Oroville was selected as the natural site for two reasons:

1. The flat country between Oroville and Stockton made it possible to handle with two or three units trains which required four or more units in the Canyon.

2. Oroville had been selected as the location for a large classification yard where westbound freight trains would be switched into groups for various destinations, with the process reversed on eastbound trains.

The facilities were planned for construction in 1958, but due to a period of low earnings the railroad deferred its plans.

A re-examination of the plans made three years ago now indicates that there has been a complete change in the railroad’s needs due to conditions existing today. For example—much faster freight schedules have become a necessity to maintain our competitive position. This makes it necessary to use as much power on trains west of Oroville as is used in the Canyon area. Therefore, there seldom will be occasion to change engines at Oroville.

It has become mandatory to expedite the running time of freight trains by raising speed restrictions over the road, as well as minimizing time spent by trains at intermediate terminals by keeping them on the main line and running engines and cabooses through such terminals.

At Stockton, all westbound trains are broken up into cars destined for other railroads, to local concerns, to the Bay area, or to San Jose. The reverse is true eastbound. Freight train engines do not run through Stockton, and it thus becomes the natural location for locomotive maintenance facilities.

THE new Stockton diesel facilities will be located just north of the present roundhouse. The 135 x 327-foot structure, which will include complete machine shop facilities, will be of steel frame with concrete and metal covering, similar to diesel facilities at Elko and Portola. Original plans are for a 14-unit capacity, with provision for an additional eight units if required.

The facilities will also include a store building to be located in the area now occupied by a machine shop.

To complete the facilities, a train washer, modern sanding plant, and

(Continued on Page 13)

How We're Doing

In an effort to share in substantial movement of new automobiles now moving from eastern factories via highway carrier between Salt Lake City and Northern California, reduced piggyback rates were published, effective June 1, between Salt Lake City and Milpitas and Oakland. Highway haulers filed for suspension of the rates. ICC denied such requests but, on appeal, suspended the rates until December 31, 1960. Petition for reconsideration was filed by the railroads on June 10 and it is expected that the Commission's decision will be made in mid-July.

The ICC set July 25 for commencement of hearings at Reno on the Company's proposal to discontinue Trains 1 and 2. After company evidence and protestants have been heard, hearings will adjourn to San Francisco for re-

convening on July 28 to hear additional protestants' evidence.

The ratio of *California Zephyr* occupancy to capacity in May, 1960, was 70.3% compared with 63.2% in May, 1959.

The ICC has authorized Sacramento Northern to abandon some 9 miles of the terminal end of its Colusa Branch which is expected to be made effective July 20. After abandonment approximately 15 miles of the Branch will remain in service.

The railroad's total traffic volume for May, 1960, compared with May, 1959, declined 1,291 cars, mostly in commercial traffic. Government traffic showed little decline.

(Continued on Page 13)

	May 1960	May 1959
RECEIPTS:		
From our customers.....	\$4,426,223	\$4,654,638
Other income	48,341	52,072
EXPENSES:		
Wages, payroll taxes, fringe benefits.....	2,421,654	2,347,566
Materials, fuels, other operating expenses.....	1,187,476	1,183,550
Other taxes	285,955	438,553
Net rentals, equipment and joint facilities.....	70,351	117,719
Interest and fixed charges.....	181,586	177,120
Miscellaneous	36,470	36,809
LEAVING:		
For improvements to property, purchase of new equipment, payments on debts, dividends, etc.....	\$ 291,072	\$ 405,393

Railroad delegation touring in Russia

For the first time since 1930, a group of American railroad observers is touring Russia, inaugurating a new industrial exchange program signed by the State Department with the Soviet Union last November.

Frank R. Woolford, chief engineer for the Western Pacific, was selected as one of the 10-man delegation headed by Curtis D. Buford, vice president of the Operations and Maintenance Department of the Association of American Railroads, of Washington, D. C. Others in the group include William M. Keller, A.A.R., Chicago; John F. Nash, NYC; Paul V. Garin, SP; Sergei G. Guins, C&O; John W. Horine, Pennsylvania; Lowell B. Yarbrough, Wabash; and two State Department interpreters.



F. R. Woolford gets word of his assignment.

The group departed for Russia on May 25 to spend 30 days inspecting rail operations and maintenance methods in such important railroad centers as Kiev, Kharkov, Rostov, Baku, Stalin-grad, Kursk, and Leningrad.

The American delegation will return to Paris on July 1 to begin a tour of European railroads which will take them to Berne, Zurich, Bologna, Frankfurt, Munich, Brussels, Amsterdam and London. They will arrive back in New York on July 26.

New diesel facilities . . .

(Continued from Page 11)

high-speed fueling station will be provided adjacent to the main diesel building, with trackage required for quick servicing and turnaround of engines.

Part of the over-all plan includes modernization also, and some expansion, in care repair facilities at Sacramento, which will be WP's principal repair point for freight cars as it appears now.

Meetings are contemplated with the General Chairmen in the near future to discuss details in connection with the new locomotive maintenance facilities at Stockton.

Construction of the \$1,600,000 Stockton project is expected to begin about the end of this year.

How We're Doing . . .

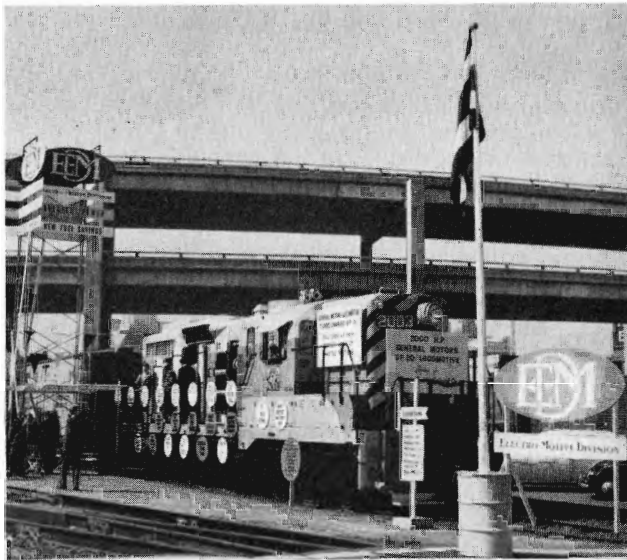
(Continued from Page 12)

At the annual meeting of Western Pacific shareholders, held in San Francisco on June 29, the entire Board of Directors was reelected to serve for the coming fiscal year.

At their regular meeting, following that of the shareholders, the directors declared the regular dividend of 25¢ per share, payable August 15, 1960, to shareholders of record August 1, 1960.

Electro-motive Division's display prominently featured WP's newest motive power.

Circular placards along one side of the engine announce such features as full 2,000-h.p. over complete range of throttle position; new type traction motors; Epoxy insulation material; 48" cooling fan; 26-L brake equipment. Other features include 7-element lube oil filter, new camshafts and lash adjusters, and needle valve, as well as other innovations. WP has six of these locomotives in service.



Railroad exhibit seen by many

Shippers, railroaders, press representatives, and the general public had a good look last month at some of the newest railroad equipment ever designed to transport freight.

Western Pacific was prominently featured in three displays, sponsored jointly by Electro-motive Division, Pacific Car & Foundry, and Sparton Railway Equipment Division. Shown were a 2,000-h.p. EMD turbo-charged general purpose locomotive, a 70-ton insulated box car with Car-Pac loading device, and a 50-foot box car with SEL (Sparton Easy Loader). All of this latest type rolling stock is now in service on our railroad.

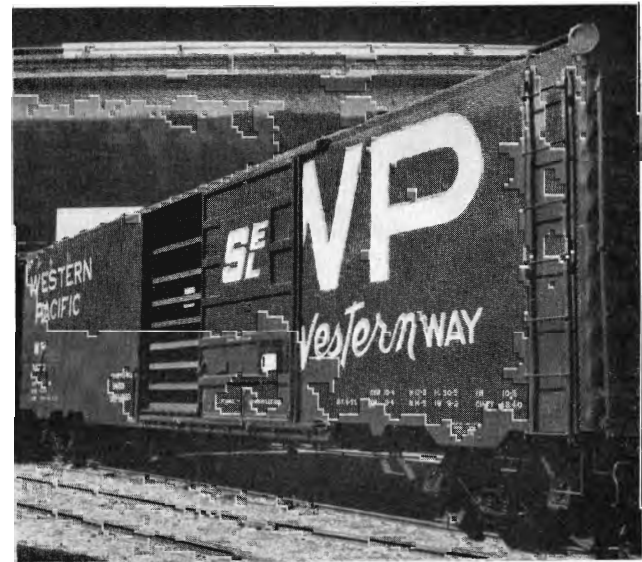
Among those touring the exhibit, conducted by Leo F. Delventhal, Jr., senior transportation engineer, were marketing division employees from Oakland, San Francisco, San Jose and Stockton. What they saw will better enable them to inform our customers of the new services WP can provide.

The 4-day exhibit was shown in conjunction with the annual meeting of the Association of American Railroads' mechanical division and electrical section, and the railway electrician and mechanical supply association. Most of the 2,000 delegates attending the meeting also visited the exhibit. Several hundred came to San Francisco from Chicago on a special train routed over Western Pacific.



Marketing division employees leave WP 70-ton insulated box car following inspection of Car-Pac loading device. Car also has reinforced hickory floor and an underframe considerably stronger than standard box car. Suitable for handling 20,000-lb. coils of tin plate. 50 of these special cars were placed in service by WP this year.

Also on display was this WP 50-foot box car equipped with SEL (Sparton Easy Loader) system. Featured is a new lightweight aluminum crossmember design with easy-to-snap, spring-loaded catch. Manufacturer claims one man can install or remove doorway members, from inside or out, with minimum effort, and that the system should help to reduce loading and unloading costs. Five of these cars are in test service on WP, the first in service on any Western railroad.



Passenger tip

As a railroad buff and an ex-rail, I am writing to express my appreciation for receipt of your very excellent magazine, MILEPOSTS.

It is a very good publication in that it is brief and to the point, but with sufficient explanation to satisfy the average reader. I particularly enjoy reading "Caboose Hops," the outside back page, and your stories of improvement on the line.

Thank you for your kindness in sending your magazine to me.

Gilbert W. Johnston
1340 W. 73rd Street
Los Angeles 44, California

P.S. An organization of which I am a member, Marine Corps League, Department of California, is holding its annual convention at the Leamington Hotel, Oakland, on July 15, 16, 17. You might be able to get in some good public relations there as a few might be going to Grand Rapids, Michigan, for the National Convention in August, and would like to ride the "Scenic Limited" (*California Zephyr*). More power to you—only one way pays all the way . . . the railroads!

* * *

New reader in Florida

I am a former employee of Western Pacific, working at Stockton as a fireman and later as a car inspector. I resigned in 1954 to move to Florida because of my family's health.

I would like to subscribe to MILEPOSTS so I can keep up with my former fellow workers. Harry Kelly, retired roundhouse foreman from Stockton was by here and he suggested that I write you concerning the magazine.

I am, at present, and have been



Dear Editor:

since I moved here, employed as an engineer on the South Georgia Railway, part of the Southern Railway System. It is a 76-mile freight job supplying wood and chemicals to a cellulose plant.

If it is possible for me to subscribe to the magazine, please advise me as to the amount for subscription and mailing cost.

Gale F. Goulding, Sr.,
Rt. 1, Box 227
Perry, Florida

* * *

Most scenic trip

Here's a letter I just received from Ollie Wynn, director of production control for the Ray-O-Vac Company:

"Mr. P. W. Nelson and myself very much enjoyed our trip on the *California Zephyr* from San Francisco to Chicago and I feel that it is the most scenic railroad trip I have ever made.

"I think it is unfortunate that many of our own people are so impressed with flying on their trips that they may never see the 'in-between' country and appreciate the sacrifices and labors that those in the nineteenth century made to expand and settle this country.

"I am sure that this will not be the last railroad trip I make, and I think much is to be gained by seeing the West by train."

I believe this is something for your

column in MILEPOSTS as one of many letters from people that have ridden the *California Zephyr*.

Warren W. Brown
Assistant Vice President
Chicago

* * *

Wants back issues

I am a WP fireman at Portola, at present on military leave serving in the Army's transportation company at Camp Irwin, California. I have a collection of MILEPOSTS from the first issue with the exception of three. They are May, 1950; May, 1952; and February, 1956. I would like to get these three issues to complete my collection.

"Hostile Indians"

On May 10, 1869—91 years ago—transcontinental rails met at Promontory, Utah, and it was a day of national celebration. The first cross-country railroad had been built despite many obstacles, including those provided by hostile Indians. A "Friendly Indian," writing in the *Montgomery (Ala.) Advertiser* recently, said railroads were still harassed by "Indians" of the following tribes:

BUREAUPAHOS—who are armed with tons of obsolete regulations and miles of red tape;

ASSESSIOUX—who constantly

If you have an extra copy or could find me a copy by advertising in your magazine, I would appreciate it very much. I'll be glad to pay the postage and any other expense to anyone who can send these issues to me.

Pvt. Robert R. Larson
US 56319777
53rd Transportation Co.
Camp Irwin, Barstow, Calif.

Unfortunately, the editor has no available copies of the three issues wanted by Pvt. Larson. It would be appreciated if anyone having one or all of these copies to spare would mail same direct to Pvt. Larson.

* * *

Sincere Thanks

Acknowledging with sincere thanks your kind and thoughtful expression of sympathy.

Maec Ooley and Family
P. O. Box 638
Elk Grove, California

Mrs. Ooley is the widow of Clovis V. Ooley, who passed away on May 29.

swarm over railroad installations, seeking to lift the scalp off all taxable assets at double the value of other private property; and

SPENDAKOTAS—who shovel out tax money so collected to subsidize competing motor carriers, waterways and air lines.

—*L&N Employees' Magazine*

Now they're investigating the TV fans. They caught a fellow the other night eating his TV dinner in front of a radio.

* * *

A rich man is one who isn't afraid to ask the clerk to show him something cheaper.

MILEPOSTS



IN GOLD

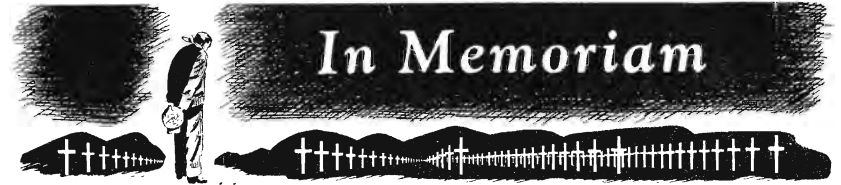
MILEPOSTS congratulates the following railroaders who will be eligible for Service Pin Awards during the month of July, 1960:

45-YEAR PIN		
V. V. Scott	Agent	Sacramento*
40-YEAR PIN		
Roger J. Collins	Locomotive Engineer	Oakland
35-YEAR PINS		
Ronald E. Bishop	Locomotive Engineer	Keddie
Peter J. Calcaterra	Warehouse Foreman	Stockton
Eugene Hansen	Locomotive Engineer	Oakland
Jose Hernandez	Hostler Helper	Wendover
Gunnar Johnson	Bargeman	San Francisco
Frank S. Murphy	Sales Representative	San Francisco
Austin J. Smith	Conductor	Stockton
William E. Tout	Locomotive Engineer	Portola
30-YEAR PIN		
Roy Butler	Conductor	Elko
25-YEAR PINS		
Frank Allain	Tavern Car Attendant	Oakland
Sam Baker	Track Laborer	Oakland Yard
Marion T. Clark	Assistant Chief Clerk	Elko
Mariano J. Latino	Painter	Sacramento Shops
David W. Lee	Car Clerk	Sacramento Freight
Dudley W. Thickens	Division Analyst	San Francisco
20-YEAR PINS		
Albert L. Gonsalves	Carman	Sacramento Shops
Robert D. Monahan	Conductor	Portola
John F. Weber	Carman	Stockton
15-YEAR PINS		
Liga G. Crunk	Machinist Helper	Oroville
Phillip A. Drake	Brakeman	Winnemucca
Norman W. Holmes	Fireman	San Jose
Boyd O. Kent	Carman	Oroville
LeRoy Ligons	Clerk	San Francisco
Dora Meyer	File and Mail Clerk	San Francisco
James McBride	Chair Car Porter	Oakland
George M. Nall	Carman	Oroville
Walter G. Swasey	Brakeman	Stockton
Pieter Van Arden	Marine Fireman	San Francisco
10-YEAR PINS		
Isaiah H. Crawford	Switchman	Sacramento
Frank L. Garcia	Tamper Operator	Extra Gang No. 77
Henry P. McGee	Stenographer-Clerk	San Francisco
Frank P. Moreno	Section Laborer	Sacramento
Robert J. Mead	Bill and Demurrage Clerk	San Jose
Marcella G. Schultze	Shop Clerk, MILEPOSTS Correspondent	Sacramento Shops

*Eligible for Service Pin in February, 1960, but was not reported.

You're getting old when the gleam in your eye is the sun hitting your bifocals.

Life is an eternal struggle to keep one's earning capacity up to one's yearning capacity.



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:

Joseph Barmettler, retired boiler-maker helper, April 20.

Manuel M. Bettencourt, retired chief rate analyst, May 26.

Lester L. Bowers, retired car inspector, June 7.

Arthur G. Burke, retired switchman, March 5.

Charles K. Caviness, retired Alameda Belt Line brakeman, April 11.

Glenn S. Coleman, Alameda Belt Line car inspector, May 19.

Theodore N. Deuel, retired supervising agent, June 2.

Frank C. Freeman, retired machinist helper, December 21, 1959.

James B. Gleason, retired Sacramento Northern conductor, May 5.

Beryl Hays, switchman, June 9.

Albert Johnson, retired pumper, April 18.

Ben Johnson, retired section laborer, April 2.

Oscar W. Johnson, retired track laborer, date not known.

George W. Jones, retired machinist, April 18.

Rikichi Kami, retired section foreman, April 4.

Jose Landeros, retired section laborer, March 20.

Ralph H. Lott, retired switchman, March 22.

James F. McCormick, retired car repairman, March 30.

Harry G. Meals, retired hostler helper, March 3.

Clovis V. Ooley, retired agent, May 29.

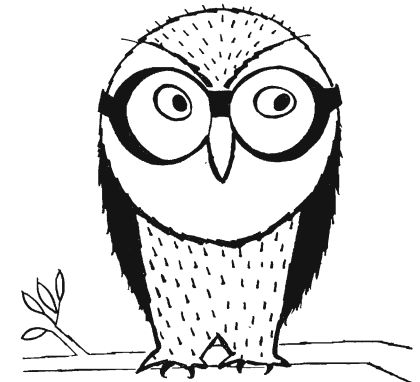
Louis M. Osteen, retired car repairman, April 23.

Orson P. Stoddard, retired carman, May 22.

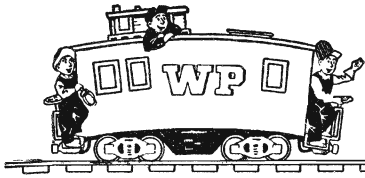
John A. Webb, retired brakeman, April 9.

John E. Wilson, retired telegrapher, March 19.

PROTECT YOUR EYES



BE GOGGLE-WISE



Caboosing

OAKLAND

Betty J. Hill
John V. Leland

JIM DUYN, sales representative, was one of the stars appearing June 8 at the San Francisco Press Club's "Kemper Klambake" in a musical performance given by the Oakland Light Opera Association. Program included selections from several light operas taken from the 1960 program of the Oakland Light Opera Association presented during the year at Oakland's Woodminster Amphitheater, under the sponsorship of the Oakland Park Commission. Jim has been an active star with the Association for several years.

Ann Wuelfing, daughter of Chief Yard Clerk and Mrs. EDWARD L. WUELFING, won a scholarship to Holy Names College, Oakland, where she will major in music. The talented young miss also won a \$100 scholarship in music, and gave a concert at Palo Alto during May. "Eddie" was appointed to his present position September 1, 1959, succeeding A. B. DAY on his retirement. When a youngster he worked as a florist, raising and selling flowers around Bound Brook, New Jersey. He joined the Navy in 1930 and visited many ports before his discharge as yeoman third class on January 6, 1934. His first work with WP was as a trucker in September, 1936, and since then has held various positions at the Oakland yard office. He married Made-



Proud of his daughter, Ann Wuelfing

line Freuler while in the Navy and they have four children, ages 23, 20, 14, and 6.

Fifty years ago, on June 1, 1910, WILLIAM A. BENJAMIN opened the door of WP's San Leandro station for the first time. He was 21 years of age. "There was no fanfare when I opened the station," he recalls, "but we certainly had a celebration when the first passenger train pulled in there about two months later." Benjamin now resides at 2634 Charleston Street, Oakland, and has been retired since March, 1954. Remembering the 50th anniversary of the station, Benjamin paid it a visit last month, on which he com-

mented: "It's the same building but the area has certainly changed."

"Everyone is always talking about the ones that got away. We're talking about the ones that didn't get away," say Storekeeper R. E. DANIELSON and Painter ROD DAVIS, "and we took a picture to prove our point." Danielson



Danielson and Davis prove their skill

and Davis got their nice catch on the East and West Walker Rivers, near Bridgeport, California, over the weekend of May 21 and 22. Night crawlers and spinners were used for bait. "The spinners were put out by Gillette Razor Co. a couple of years ago as a suggestion for Father's Day gifts," claims Danielson.

WINNEMUCCA

Ruth G. Smith

John Jenista, brother of Brakeman JIM JENISTA, was seriously injured in an automobile accident near Rye Patch Dam, 50 miles west of Winnemucca, on May 7. He was taken to Washoe Medical Center in Reno, and recently returned home where he is said to be improving.

Margaret May Quigley, daughter of Engineer and Mrs. ACE QUIGLEY, was

married to Gerald Arthur Willard on May 21 at St. Mary's Episcopal Church. The couple will make their home here.

Retired Diesel Foreman and Mrs. HENRY QUIGLEY, of Paradise, California, attended the wedding of their niece, Margaret Quigley. Henry was formerly a machinist and roundhouse foreman here before being transferred to Oakland from where he retired.

Fireman and Mrs. SAMUEL A. SEALS are the parents of a son born at Humboldt General Hospital on May 27. The boy is the second son in the family and has been named Allen Mathew. His grandfather is Brakeman SAMUEL F. SEALS.

CHICAGO

Gene Hamilton

It was a girl for the GEORGE A. SCHROEDER family. That makes a total of three girls and one boy for our sales representative. The new member's name is Victoria Lynn.

Welcome back to LEON L. PAUKSTA, chief rate clerk, who just returned after spending two years serving in Uncle Sam's army. Leon says Army life was okay, but he's happy to be back at Western Pacific.

Welcome back, also to WILLIAM B. Cook, assistant to sales manager-Central Region, after having recovered from a minor operation. His speedy recovery is good news to all of us.

We were all sorry that RAYMOND A. KLEBBA had to leave the company due to circumstances beyond his control. He was our export clerk, and that position is now in the hands of a very capable person, FLORENCE T. DUDLEY.

File Clerk MARGARET "MARGE" TUNNEY is now the owner of contact lenses and highly recommends them to any-

one who doesn't care for regular glasses. "Marge" says she had no trouble adjusting to the lenses and has experienced no pains or other suffering.

SACRAMENTO SHOPS

Marcella G. Schultze

En route to his new assignment in Fairbanks, Alaska, Airman First-Class Alvin Drummond spent a furlough with his parents, Machinist and Mrs. A. E. DRUMMOND. Before leaving Ft. Lee, Virginia, Alvin received a medal for winning the pistol matches.

After a very successful dinner meeting May 2, the WP Amusement Club decided that the first Monday each May shall become a special annual meeting to honor retired members. Retirees attending the dinner were W. C. SPANN, E. E. GLEASON, M. D. CACIC, H. H. MERCER, J. E. BODEN, T. ALERICH. Also, A. SANTOS, M. SILVA, H. P. WEATHERSBY, R. A. WILLIAMS, J. F. DEPANCHER, M. D. COUGHLIN, and B. W. JONES. MANUEL SILVA, former boilermaker foreman, had the oldest retirement date, November 30, 1951!

Carman C. A. MOORE received a cash gift from his co-workers upon his retirement May 31. Clarence's service with the WP had been continuous since 1946, although he had had previous service just prior and after the First World War.

D. DARRELL DAVIES, Master of Elk Grove Lodge 173, Free & Accepted Masons, was presented with an inscribed gavel from his Masonic brothers at Sacramento Shops, 15 of whom surprised him with a Lodge visit May 14. Among those attending were TRUMAN N. FASSETT, Past Master, Kit Carson Lodge 734, who presented the gavel to Darrell; HERMAN F. SCHULTZ, Past



Left to right, front row: D. R. Sarbach, F. Bieser, W. B. Wolverton, J. Albers.

Second row: H. Evers, J. L. Strawn.

Third row: R. L. Akeret, L. H. Clapham, F. V. Drake, L. Spratt, T. N. Fassett, D. D. Davies, and M. D. Coughlin.

Back row: H. F. Schultze, W. R. Stowell.

Master, Concord Lodge 117; and FORREST V. DRAKE, Past Patron, Eastern Star, Ada Chapter 301.

Former Carman Helper APOLINOR A. AGUILAR, 57, died May 24 after being beaten and robbed by three men at his Roma Cafe. Aguilar was a member of Legion Post 61, American Federation of Musicians Union Local 12, and bugler for the veterans' burial ceremonies. He was to have been the official bugler at the Sacramento Memorial Day Services.

In planning your vacation, the most important thing to consider is getting you and your family there and back safely!

Then, plan to work safely when back on the job.

KEDDIE

Elsie Hagen

Judith Allen McClure, daughter of Engineer JACK McCLURE of Stockton, recently completed nine weeks of basic training at the U. S. Naval Training Center, Bainbridge, Md., and was graduated during a military review held on May 13. A former Quincy High School student, WAVE McCCLURE spent a 14-day leave visiting with friends before reporting to Norfolk, Va.

Roadmaster VIRGIL KERNS, who underwent surgery at St. Joseph's Hospital in San Francisco, is now recovering at home.

RAY BECKLEY, retired operator, returned to Keddie from his home in East St. Louis for a visit and to do some assessment work on his claim at Belden.

Section Foreman and Mrs. LAUREL FISHER have moved to Sacramento. REX WARREN is now section foreman at Keddie.

We are sorry that we overlooked reporting that Sheila Hale, daughter of Engineer ED HALE, is one of our graduates from Quincy High School.

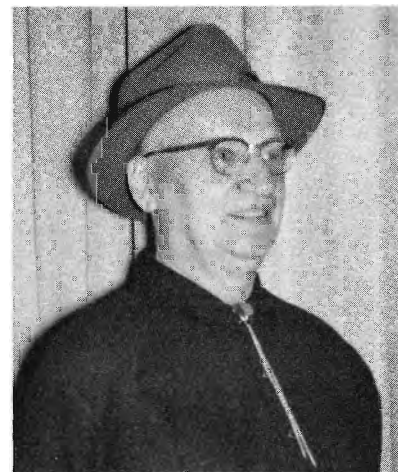
Mrs. Nettie Monroe, mother of Conductor BILL STUBBLEFIELD's wife, fell in her home and broke a hip. She had to undergo surgery at St. Mary's Hospital in Reno, but we hope she will soon be up and around again.

SALT LAKE CITY

J. B. Price

When Engineer FRANK M. NELSON climbed down out of the cab of the *California Zephyr* engine on April 30, he said: "I enjoyed working for the Western Pacific and will miss that part of life, but I hope to keep in touch with the splendid official personnel as well

as the fine group of men with whom I have had the pleasure of working." That was nearly 40 years after Frank began his long railroad career with the Denver & Rio Grande in September, 1917. He first went to work firing a Shay engine. He left the Rio Grande on June 28, 1920, and hired out on the Western Pacific three days later. He was promoted to engineer on October 8, 1927, and his last year of service was on the *California Zephyr* and the *Zephyrette*.



Frank Nelson completes railroad career

Frank and his Mrs. haven't decided as yet just what they will do. Frank is an ardent sports fan and undoubtedly sports will take up much of his time this summer.

We wish Frank and Mrs. Nelson, and their granddaughter, many years of happiness.

Our sincere condolences to Conductor and Mrs. THOMAS E. CROSLY in the death of Tom's father, Evert R. Crosley. Also to Fireman and Mrs.

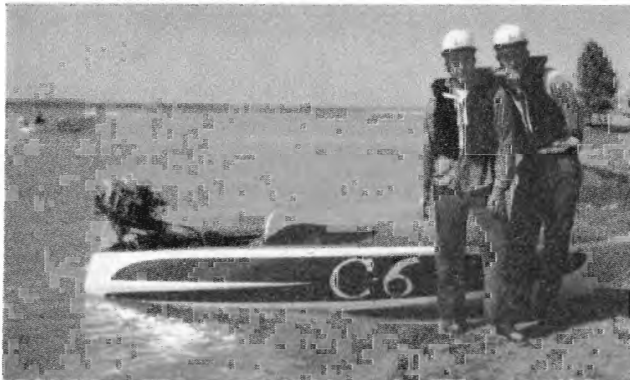
F. R. GRECO whose home was saddened by the sudden death of Fortunato's father.

STOCKTON

Elaine Obenshain

Brakeman DON BERKSTRESSER is making a name for himself with his boat *Miss Fire*. Entered in several Marathon Boat Races this spring, Don has come home with trophies for good showings in the "C" Class Family Runabout competitions. On May 15 he was presented with a trophy for third place in a race run on Folsom Lake, he placed fifth on Turlock Lake and sixth in a race sponsored by the Stockton Port Boaters. These races are 60 to 70 miles. Usually Don's co-pilot is Brakeman D. A. LOVDAL, although Ronnie Trow, son of Fireman and Mrs. J. G. TROW, has also been in the co-pilot's seat.

Another Marathon Boat Race participant is Roundhouse Clerk JIM HIGHTOWER, who took first place in the "D" Class Family Runabout competition at Folsom Lake on May 15, and at the Napa River Marathon on May 22. Jim's co-pilot is Murray Folley, an employee of Stephens Bros.



Don Berkstresser and Delbert Lovdal are counting on winning the Stockton to Colusa to Redding Marathon boat race in August. Don's boat, *Miss Fire*, already has many trophies to her credit.

Both Don and Jim are looking forward to the Stockton to Colusa to Redding Marathon Race in August, and we're pulling for them to come in first!

Congratulations to Brakeman and Mrs. B. G. WHEATON on the birth of a daughter, Katherine Deann, on May 29. The 6-lb. 15-oz. girl has a brother, David, age 2.

David Grubbs, 16, son of Engineer J. A. Grubbs, will board a WP special train July 18 to attend the Boy Scouts' National Jamboree in Colorado Springs. David, an Explorer Scout, is Patrol Leader of Soloco Patrol, Troop 15, Stockton. He is also Chief of the Sumi Lodge, Order of the Arrow, a national society of Scout honor campers in the Forty-Niner Council. This is David's third convention, having attended the National Jamboree at Valley Forge, Pa., in 1957, and the Order of the Arrow National Convention at the University of Kansas in 1958.



SAN FRANCISCO

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

All of his many friends on the railroad were saddened to learn of the sudden passing of WILLIAM G. LEVY's wife, Helen, on June 4. Mrs. Levy died of a heart attack while attending a birthday party at a friend's home. Helen, 56, is survived by her husband, general auditor for WP, and a sister, Mrs. Thelma R. Lanzit of Alameda.

An activity established by the San Francisco Bay Area chapter in 1956 has been adopted on a nationwide scale by the National Defense Transportation Association. This activity is a defense transportation essay contest among senior high school students for six major prizes. RICHARD R. REYNOLDS, just appointed district passenger sales manager for WP, is one of a committee selected to conduct the contest this fall. A board of distinguished military and commercial transportation leaders will determine the winners.

Retired Auditor of Miscellaneous Accounts and Mrs. HENRY C. WENDT are back from a six-week trip via Waterman Steamship Lines through Panama Canal to Puerto Rico. Stops of interest were San Juan, from where they flew to New York, Washington, D. C., and Chicago, returning to San Francisco by *California Zephyr*.

Just after Henry's return, he was seen returning from lunch with some of his former co-workers, and AL PINE, who retired as assistant supervising clerk-payrolls, in June, 1959. Both Henry and Al appear to be enjoying their retirement.

Friends in the accounting department were surprised to hear of the

recent announcement by NATALIE PAOLONI that she had become the bride of Irvin King of Reno.

LEO J. GOSNEY, vice president and comptroller, is convalescing at home after a recent emergency operation at St. Joseph's Hospital. Latest word is that he is doing fine.

Other recent patients at St. Joseph's Hospital are ELEANOR GOWEN, secretary to vice president and comptroller, and FRANK P. FERGUSON, assistant auditor of disbursements, both of whom are now back at their desks.

A sneak attack by hoodlums on May 28 left BOB HULLMAN, secretary to Vice President H. C. MUNSON, lying unconscious on the street with severe injuries. Struck on the head from behind, Bob never saw his assailants who stole his wallet and left him with two blackened eyes, and a swollen face and jaw. X-rays showed negative and



FILCHUCK

"Is this the boss who gets credit for all your work?"

Bob was back at his desk a few days later, sore and poorer, but happy that his injuries were not more severe.

Several changes have been made in the passenger department office. RICHARD R. REYNOLDS, former passenger sales representative, has been appointed district passenger sales manager. He succeeds G. S. COEN who has gone to San Jose as ticket clerk. ERNIE MACKEY, formerly with Southern Pacific, is now ticket clerk, and JACK STREKENFINGER, formerly relief clerk, is now handling Reynolds' former position as passenger sales representative. FRANK WILLIAMS, formerly steno-ticket clerk at San Jose, is now chief baggage and ticket stock clerk, succeeding A. L. ROUNTREE who retired on May 31. SHIRLEY SWALM became general secretary when LANA THOMPSON was promoted to secretary to J. J. HICKEY, director of passenger sales.



"It doesn't seem as though I've been with WP for 40 years," said Carl Rath, wire chief at San Francisco, when presented with a Service Pin honoring those years by Norman W. Menzies, his boss and superintendent of communications.

PORTOLA

Louise Wilks

Trainman and Mrs. JACK REED visited her three sisters in Little Rock, Arkansas; Leesville, Louisiana; and Hawkins, Texas during vacation.

Telegrapher JOHN DIETZ drove through the Pacific Northwest to North Dakota, and visited in Washington and Montana.

The Western Pacific Hospital Auxiliary held their third annual Fashion Tea in the Memorial Hall at Portola. Colorful decorations, entertainment, and fashions carried out the theme, "South of the Border." The Auxiliary project for this year is a new bathroom in the women's ward.

FRANK J. PARKER, freight conductor, made his last trip on May 15 between Winnemucca and Portola, completing 50 years of railroading which began on the Louisville & Nashville. He had 36 years with Western Pacific. Frank and Mrs. Parker expect to spend the



Sheri Lee Schurkamp, attractive daughter of T&T Maintainer Louie Schurkamp, graduated June 13 from De Anza High School in Richmond. She is taking IBM training to supplement her income while attending Contra Costa Junior College. Sheri intends to be—1. a pediatrician; 2. a veterinarian; or 3. a registered nurse.



A gift from Eastern Division friends was presented to Frank J. Parker, freight conductor, after completing his last trip. Trainmaster Ed Thomas, left, and Superintendent James F. Lynch, right, made the presentation at Portola.

summer in the Sequoia National Park and will make their future home in Woodlake, California, located about midway between the park and Visalia.

SACRAMENTO NORTHERN

Milton Ziehn

We enjoyed the feature on Victor Industries of California in MILEPOSTS last month, and reading about our two Chico railroaders, Agent C. E. BROWN and Cashier LARRY RAMSEY, Sr.

"Brownie" started working for the SN on August 16, 1948, as agent-telegrapher. He was later car distributor, and then served as agent at Colusa, Sutter, Sacramento, Woodland, Cordeiro, and Pittsburg. He was also WP-SN joint agent at Marysville-Yuba City before going to Chico. Prior to railroading with the SN, "Brownie" worked in 1912 for the SP's Stockton division, and as a telegrapher on the Santa Fe and Great Northern. He and his wife own their home in Chico, where they are well known.

Larry went to work for the SN as an office boy at Sacramento on January 27, 1924. He married MARGUERITE RISH on October 30, 1944, who at the time was secretary to GEORGE TURNER, superintendent of the SN shops located at Mulberry. They have two



Car Foreman Steve Erickson and his bride, the former Dorothy Bailey Sweat, following their recent marriage by Judge Bertram Jones at the home of the bride's parents, Mr. and Mrs. Stan Bailey. Photo was taken by Bertha Miller.



Agent Brown and Cashier Ramsey

married daughters and one married son, and five grandchildren. Larry is a past president and trustee of the Fraternal Order of Eagles, and father of the Ladies Auxiliary of that organization. The Ramseys enjoy mobile home living, with one trailer permanently in Chico, and another which is kept in the mountains east of Chico for the summer. This permits them to escape the warm summer weather and enjoy fishing and camping. Larry has been cashier at the Chico station since July 13, 1935.

As a team, "Brownie" and Larry have made many friends in and around Chico, and they do a fine job for Sacramento Northern.

ELKO

John L. Murphy

Superintendent and Mrs. JAMES F. LYNCH are very proud of the promotion of their son, Robert, to the rank of Lieutenant Commander on the U.S.S. *Salisbury Sound*, now in the Pacific.

Engineer JEAN ECHEGON is in circu-

lation again after a siege in the Elko General Hospital and is looking none the worse for his experience.

Personal Record Clerk ERNIE MUELLER underwent an appendectomy in the Elko General Hospital and is also now back in circulation.

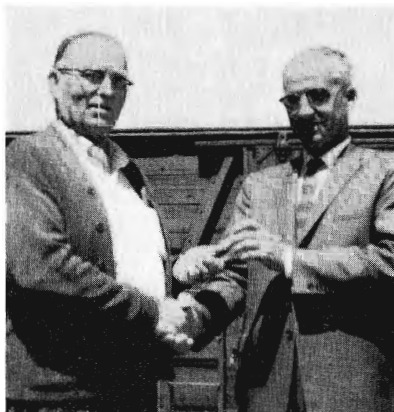
SACRAMENTO STORE

Irene Burton

GEORGIA CHINDAHL, purchase bill clerk, is very busy having her home remodeled, adding a bedroom and a family room. After the job is over," says Georgia, "Fred and I are planning a trip to Spokane, Wash., our old home town."

JOSE CHAVEZ, Krane Kar operator, has just returned from a trip to see his son, Jose, Jr., who has been in a hospital at Biloxi, Miss. Jose also visited his sister in Chihuahua, Mexico. Upon returning home, Jose found that his wife had been ill requiring her entering a hospital.

GEORGE LUTJEMEIER, store helper, is



R. J. Danielson, left, storekeeper at Oakland, was presented with a 40-year Service Pin in May by A. S. Kasper, manager, purchases and stores.



In April, Check Clerk Richard V. Wolf, right, received 20-year Service Pin from Storekeeper Nino Poncioni. H. J. Madison took both pictures.

back from three weeks' vacation spent in Missouri and Kansas.

BILL PRAY, store laborer, is on a month's leave of absence.

FRANCISCO PEDROZZA, store laborer, spent part of his vacation visiting with his daughter and her family in Marysville.

WENDOVER

Esther A. Witt

We were glad to have retired Conductor GUY PARRY come out from Salt Lake City and spend a few days with us. Guy made the rounds greeting those of his fellow workers who have retired and are residing in Wendover. He also brought us up to date on the doings of other employees since their retirement.

Passing through on the *Zephyrette* recently were retired Engineer OTTO J. KELLY and ELMER J. CAMPBELL. Both are looking better every time we see them and they seem to be enjoying life to its fullest.

NEW YORK CITY

Jim Hansen

On the occasion of his retirement, PERL E. WHITE, sales manager-eastern region, was honored with a small dinner party by some of his Western Pacific friends, including MALCOLM W. ROPER from San Francisco, and WARREN W. BROWN from Chicago. Perl was presented with a portable television set, made possible through contributions by a number of his many friends in the marketing division.

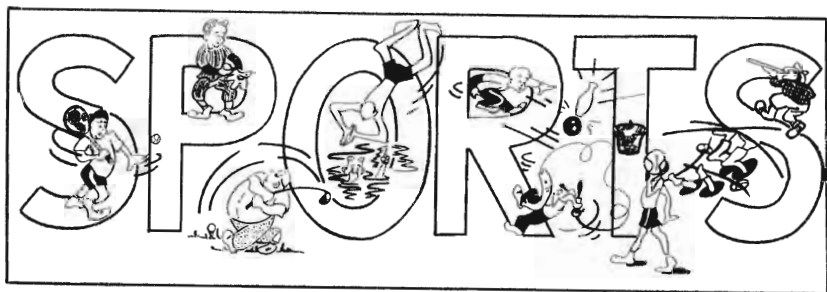


Co-workers in the New York office honored Perl E. White with a transistor radio on his retirement. Bob Ritchie, left, made presentation.

Welcome back to JOE MASON, senior sales representative, who was ill for a brief time in May with an undisclosed illness.

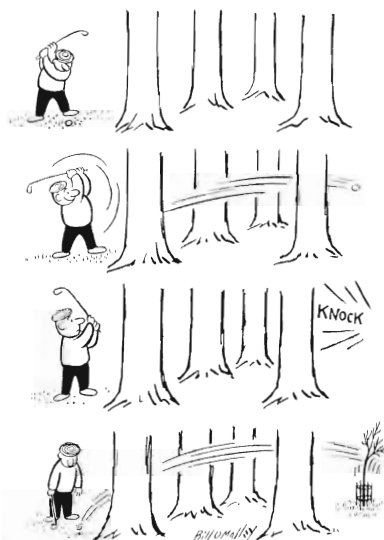
Friends who may wish to correspond with, or drop in on him when in the New York area, might like to know that KEN RANK, who succeeds PERL WHITE, is living at Rural Drive, New Canaan, Connecticut.

(Continued on Page 31)



Golf Tournament

Ralph Dinkel, sales representative at San Francisco, fired a 78 to take low gross honors at Crystal Springs Golf Course on June 18. His 40-38 card read two strokes better than the 80's scored by Kip Lindee, a guest, and R. Randall, Jr., who tied for second. Another guest, D. Russell, carded 81. J. Markley turned in 82, and Dick Hocker and Larry Shaughnessy tied for fifth with 83's.



In the low net scores, Dick Hocker picked up a 12-stroke handicap for a 71. Dinkel, Lindee and Russell tied for second with 76's, and Shaughnessy and F. Spiva, a guest, tied for third, each carding a 78. A three-way tie for fourth, with 79's, went to Markley, Randall, and Ken Stony.

In the Calcutta Sweeps, a blind partner draw, Hocker and Randall each won \$10 with their combined net 154. Dinkel and Ed O'Neil took \$7.50 each for their 159. Three \$10 awards were split among Frank Lindee and partner Spiva with 166; Ed Dobbins and Maurie Crespo, and Jim Pearce and guest, H. McGraw, who tied with 171. Randall and By Larson netted 172 for \$3 each.

Seventy-one players turned out for the tournament.

Bowling

The Freight Agents, after winning the first half, won the championship of the Eastbay Western Pacific Bowling League in the playoffs against the Coca-Cola keglers, winners of the second half.

Tommy Kyle, San Francisco reservation bureau, won individual high score for the match with 628, won the

high series, and the Broadway Bowling Alley's cup for the high series for the season. In all, Tommy won four cups and the sweepstakes.

Team captain Bill Weir, Ed Arnovich, and Frank Martid did some exceptionally fine pin busting all season long to put the team out in front.

Caboosing . . .

(Continued from Page 29)

OROVILLE

Helen R. Small

Newly employed Brakeman H. C. ROUSH and his wife have a new member in the family—Deronda Marie, born June 9. Congratulations!

Congratulations, too, to Brakeman E. W. JAYNE and his wife who celebrated their 37th wedding anniversary on June 6. They were married in Eureka, Kansas. The RALPH LANDONS, of Oakland, came to Oroville to help them celebrate the occasion, as did their son, Leonard, and his family of Oroville.

Anniversary congratulations are also due Conductor O. G. HALL and his wife who celebrated their eleventh on June 9.

Retired Brakeman Ed OWENS has had major surgery and while he has been quite ill, latest reports are that he is showing improvement.

Retired Passenger Conductor O. J. "JIM" CROWE purchased a new car and left in June for an extended trip into his old "stamping ground"—Colorado.

A group of his friends were at the station May 31 to see Engineer BOYD DAVIS board the engine on the California Zephyr for his last trip before retirement. Boyd moved to Portola with his parents in 1907 and went to work as a fireman in 1919. He was promoted to engineer in 1927 and has been



working on the Zephyr since 1949. He plans to spend his time pursuing his hobbies of fishing, boating, and woodcraft. His workshop is equipped with every woodworking tool imaginable. Boyd and his wife will move to Stockton in September.

Our sympathies go to Section Foreman R. H. SCOTT, whose wife passed away on May 5.

HELEN R. SMALL made a trip to the Midwest, highlighted by a visit to University of Indiana where a nephew received his doctor's degree in business education. While away, HAZEL DALLAS performed Hazel's duties as trainmaster's clerk.

It's freely predicted that Western Pacific's going to have a problem one of these days in the Feather River resort region. A spot near Quincy has a big sign that says "Twain Station" and a lot of rail fans have been stopping to find out when the "next twain is coming by." Actually, the place is named after Mark Twain and is one spot where probably the passengers never the Twain shall meet.—San Jose (Calif.) News.

No matter how high a man rises, he will always need something to look up to.

WESTERN PACIFIC MILEPOSTS

526 Mission St., San Francisco 5, Calif.

Return Postage Guaranteed

Sec. 34.66. P. L. & R.

U. S. POSTAGE

PAID

San Francisco, Calif.

Permit No. 5371

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

Form 3547 Requested

RAILROAD LINES



Lehigh & Hudson River railroad celebrated its 100th anniversary on June 4. The bridge line connects with the New Haven and six other lines in New Jersey-Pennsylvania points.

. . .

Southern Pacific to set up two radio repeater stations on 9,000-ft. high ridge north of Tucson to provide instant train communication between Maricopa, Ariz. and New Mexico border.

. . .

Pullman-Standard's new "Lo-Dek" flat car for piggybacking all types of trailers has floor only 31 inches from top of rail.

. . .

Illinois Central established direct connection with Pennsylvania at Chicago's Grand Crossing to provide 24-hr. faster through freight service between western, southern and eastern points.

. . .

Santa Fe's "Super Chief" will run as a "decompression special" reserved exclusively for members of the press, radio and TV attending both the Democratic and Republican national conventions.

. . .

The Senate, on June 20, voted to continue the current 10% federal excise tax on the transportation of persons for at least a year beyond July 1, instead of being cut to 5% as had been voted a year ago by Congress.