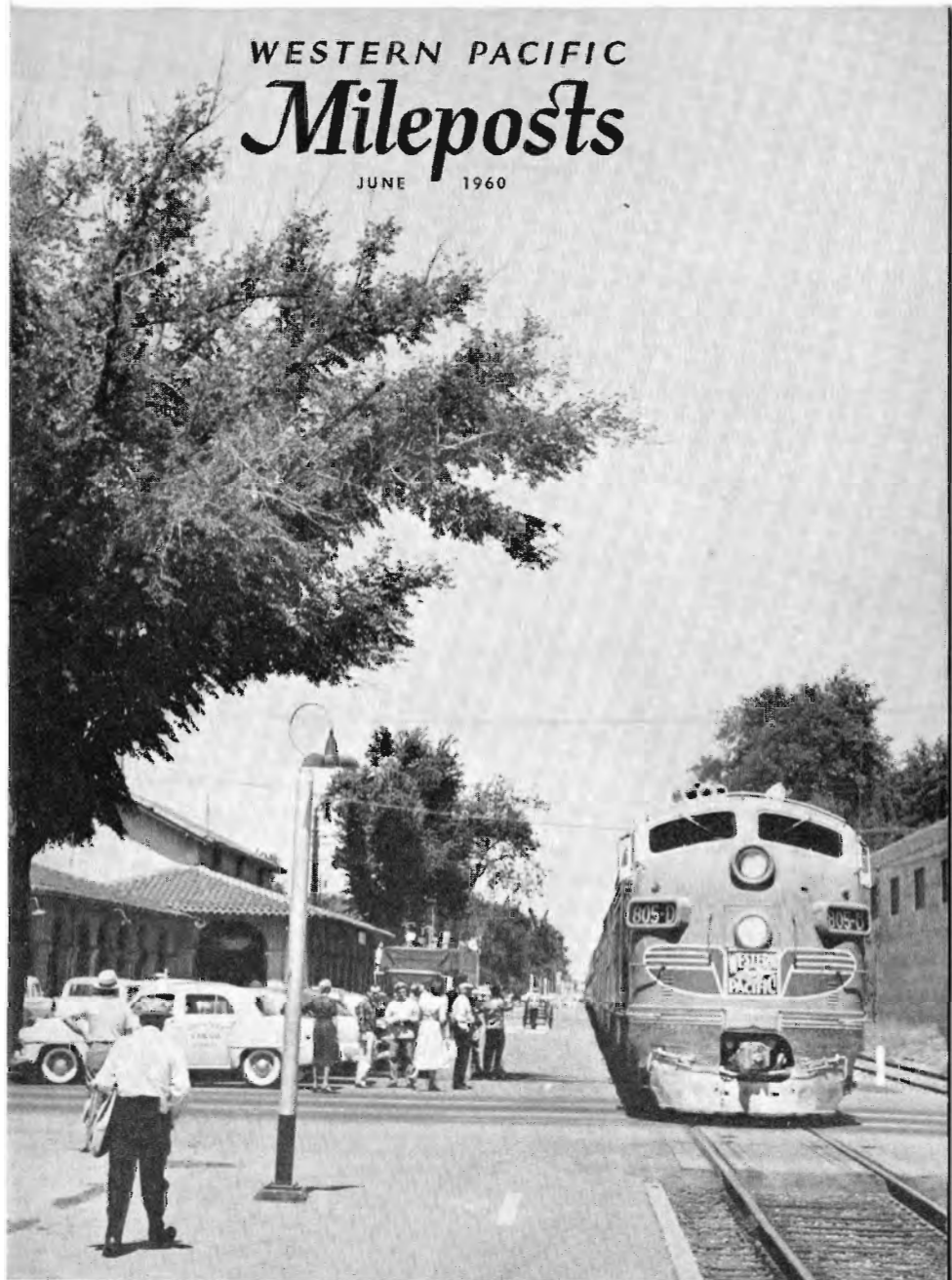


WESTERN PACIFIC

Mileposts

JUNE 1960



Mileposts

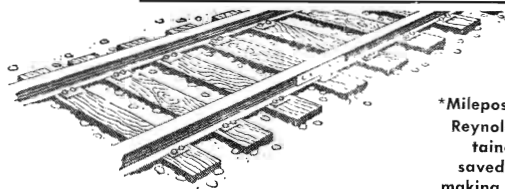
WESTERN PACIFIC

Volume XI, No. 11

JUNE, 1960

*Milepost No. 131

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. 131: E. M. Reynolds, signal maintainer, in motor car, saved the Editor from making a two-mile hike to get this picture.

FEATURES

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One of
 Sacramento
 Northern's
 important
 customers

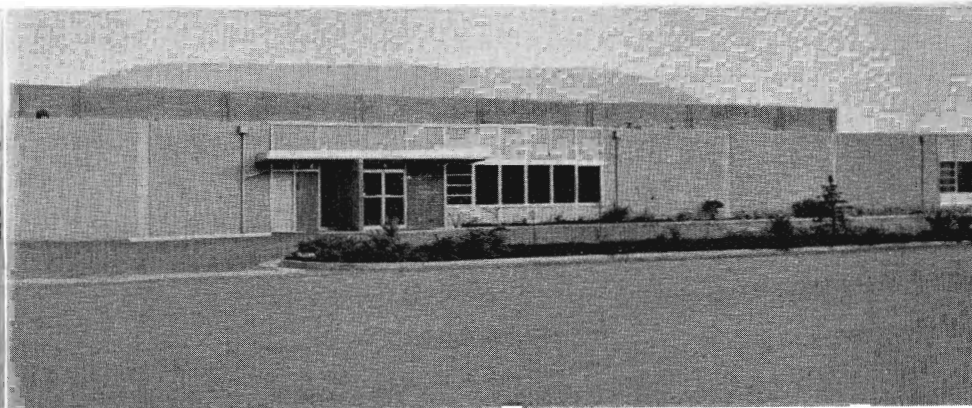
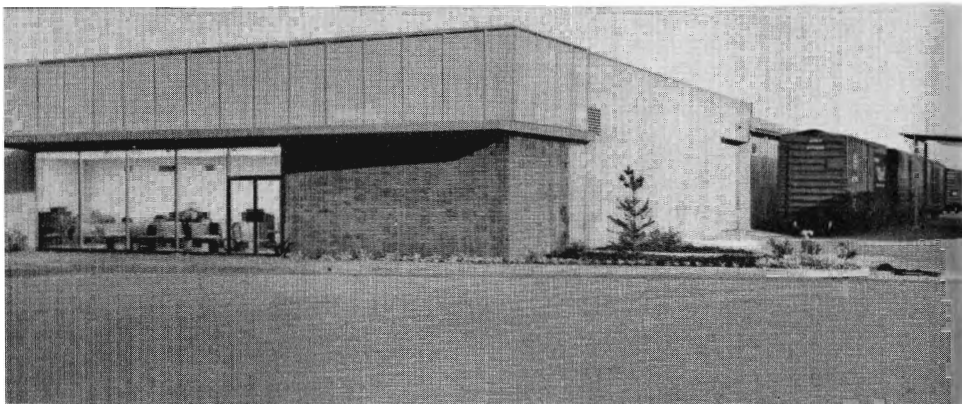
THIS morning, when you squeezed out a supply of tooth paste or shaving cream, the odds are pretty good that it came out of an aluminum tube made in Chico, California. The odds are favorable, too, that some of the cosmetics used by the Mrs. also came out of Chico-manufactured tubes. Other products, contained in tubes of various sizes, range from caulking compounds and paints to adhesives, and lubricants for servicing your car.

The manufacturer of these tubes is Victor Industries of California, served by Sacramento Northern. It's a good-

sized business and an interesting one, involving several especially designed machines and some closely guarded patents.

In one operation, a tube open at each end is extruded from an aluminum slug about one-eighth of an inch in thickness with a hole in the center. For a medium-sized tooth-paste tube the slug is about the size of a five-cent piece. Other slugs vary in size.

Passing along an assembly line, designed something like a roller coaster, other machines thread one end of the tube for the plastic cap, enamel and print the tube according to the cus-

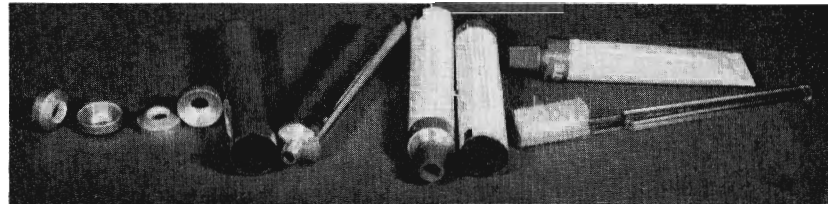


tomers' specifications, and screw on the cap.

Since the very thin-walled tubes are easily dented by light pressure between the fingers, packaging is done by experienced women who have acquired considerable dexterity in handling the tubes. Specially designed cartons are used to prevent damage in shipment, and being quite expensive, they are used again and again.

When Victor first established itself in Chico in 1948, the company operated in one leased building and employed ten people. By 1956 annual production reached 37 million tubes,

Closeup view of production steps from slug to finished product. Four slugs at left will each produce by extrusion method a tube like first one shown, open at each end. Next tube has been closed at end and threaded for cap. Next tube with cap has been enameled with customer's colors and printing. At the customer's



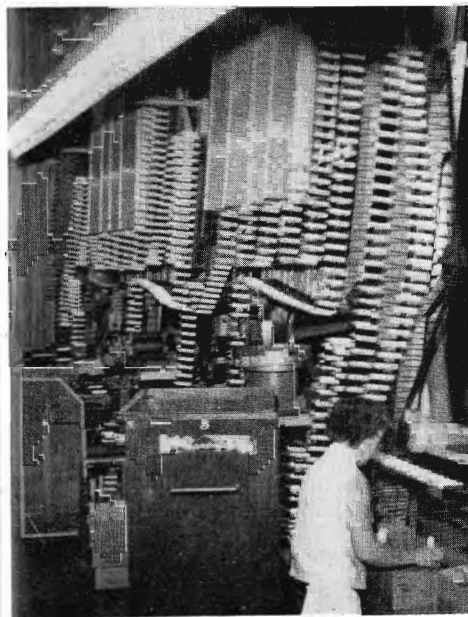
Victor's furniture division, display room and sales office is in modern building at the left.

and employment rose accordingly. But, like most growing industries, Victor had its problems. Instead of a profit commensurate with the production output, the company was just breaking even. This, in turn, resulted in too high labor costs per production unit, vast maintenance charges, poorer quality, low employee morale, high insurance rates and, of course, no profits.

plant, the small black square at bottom of fourth tube will indicate to electronically controlled filling machine when filling should cease, then seal and crimp the end. Completed product as used in your home is shown just above the toothbrush included to indicate size. Tubes of many other sizes are also produced.

Victor - Chico

Tube plant and offices are in the building at the right. SN spur track serves both buildings.



But the company decided to stay in business.

A mutual five-year labor agreement was negotiated in 1956 between the company and the International Association of Machinists, Local No. 1853. A new management team was built around the appointment of Clay McGowan, a Chico native, successful rice farmer and businessman, who became vice president and general manager.

By January, 1958, confidence had been restored and Victor moved into its own modern 45,000 sq. ft. tube manufacturing plant and warehouse on East 20th Street. During the following year more than 45 million tubes were produced by an average of 170 employees.

Competition

Victor has competition. In order to retain its share of the market it was necessary for the company to lower unit costs and increase production. Automated machinery displaced some

View of "roller coaster" assembly line, designed to control flow of tubes so they reach various production stages at speeds necessary for satisfactory rate of production, high quality, and ease in handling by assembly line personnel. Because of many patented devices, pictures of some production steps were restricted.



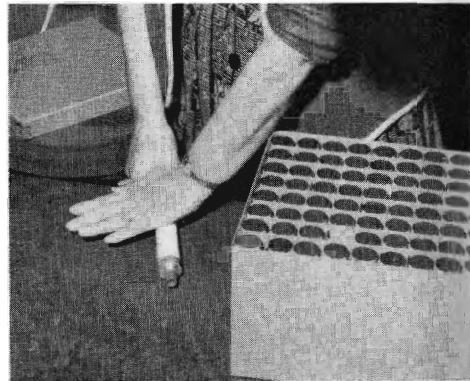
Packing is done at end of each assembly line of which there are a total of 11. This view shows some of the lines in one room of the two-room plant.

employees on the assembly lines which provided improved products, lower unit costs, stepped-up production, and increased sales. As a result, it was necessary to add new assembly lines, and employees who had been displaced by automated machinery were transferred to other positions on the new lines with no hardships of a major nature.

ONE new source of revenue (undreamed of 12 years earlier) was production of some 32 million tubes for mid-west tube users in 1959. This new business, in addition to accounts already established, boosted production for all users in 1959 to 71 million tubes. Additional employees were added to the payroll.

The new mid-west accounts were

Although tubes are carefully handled by experienced workers, some slight imperfections occur. Dented tubes are slipped over a short wooden stick about the size of a broom handle and dents are quickly rolled out by hand.



acquired because of the tremendous expansion of production facilities and improvement in methods. Another reason was because of better packaging and shipping methods. In this Sacramento Northern plays an important role with its exclusive rail service right into the plant. Working closely with Victor personnel to provide good service are Agent C. E. Brown and



Tubes are produced in many styles and sizes to meet requirements of Victor's customers.

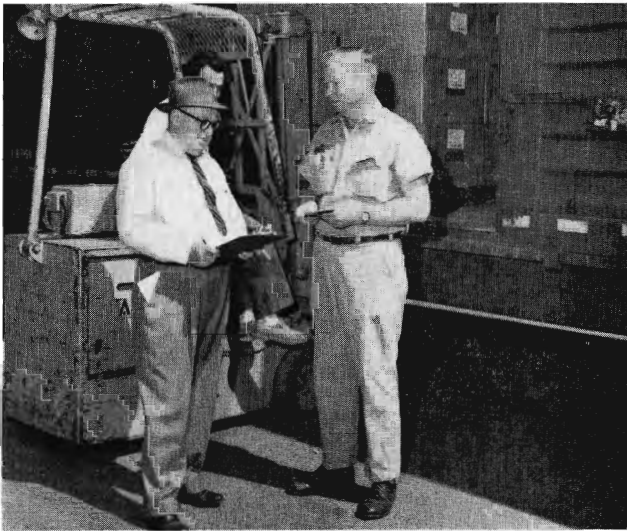


James Cobb, shipping foreman, checks shipment of outbound tubes delivered to freight car by Harold Waters, shipping clerk.



In addition to good service provided by SN train and engine crews, good customer relations are established by Fred Brandes, senior sales representative for the railroad. During this visit he called on Clay McGowan, Victor's vice president and general manager (behind desk), and V. S. Barger, Victor's assistant general manager and chief operating official, standing.

SN Agent C. E. Brown knows from experience that "personal contact" with a customer means much to the railroad. "Brownie" (in hat), jumped in his car and took care of this matter in a hurry with shipping foreman Cobb.



L. R. Ramsey, SN cashier at Chico knows Victor people well and helps to keep shipments moving.

Cashier L. R. Ramsey, both long-time SN railroaders. Good relationship between Victor and the Sacramento Northern is also retained through regular personal contact by Fred W. Brandes, senior sales representative in WP's marketing division office in Sacramento.

Diversification

Victor Muscat, a young industrialist who operates similar plants in Brooklyn, New York, and in Newport, Arkansas, selected Chico as a plant site. Primary reasons were—proximity to West Coast tube users; good transportation facilities; good labor market. Under his direction, Victor is diversifying and expanding. A furniture division was organized, specializing in church, school, institutional, and industrial furniture. Operations began in the Fall of 1958. By the end of 1959

the division was housed in a new building adjacent to the tube plant, where Victor has pioneered a new concept in contoured seating, scientifically planned. Early in 1960, to augment the Division's manufacturing needs, the company purchased D-N-D Enterprises, a local Chico firm. The division is active in the 11 Western states, and also acts as sole distributor for several nationally known allied products.

Victor entered the radio broadcasting field in August, 1959. Its Red Bluff station KBLF serves 80,000 listeners in four counties as an experiment for possible expansion.

Victor has also entered the plastic tube field, and expects to be in production soon. It is anticipated that announcements of further new ventures will be made during 1960.

Victor-Chico presently employs 200 people in all divisions. The 1959 payroll, which exceeded \$765,000, is expected to rise above \$800,000 in 1960.

Tube customers include Colgate Palmolive Co., Avon Products, Inc., National Lead, W. P. Fuller Co., California Ink Co., Standard Oil, Minnesota Mining & Mfg. Co., Goodyear, Coast Pro-Seal, Seal-Rite Caulking, Rinsed Mason, and other leading West Coast companies.

This morning, when you squeezed out that supply of tooth paste, shaving cream, cosmetics, or other products, you probably had no idea just how important the aluminum tube can be to a city the size of Chico. Or, to the Sacramento Northern!

One thought might be added. Those tubes are extremely fragile, and Victor will appreciate receiving the best of care by Sacramento Northern.

How We're Doing

The average load of the *California Zephyr* in April, 1960, amounted to 71.1% of the train's capacity, as compared with April, 1959 when it amounted to 52.6%.

* * *

Western Pacific paid out \$191,266 for loss and damage to freight during the first three months of 1960, compared with \$203,136 for the same period in 1959.

* * *

Order has been placed for the 25 double-door, 50-foot box cars with 9'4" interiors, the purchase of which was authorized by the Board on May 23, at a total estimated cost of \$375,000.

* * *

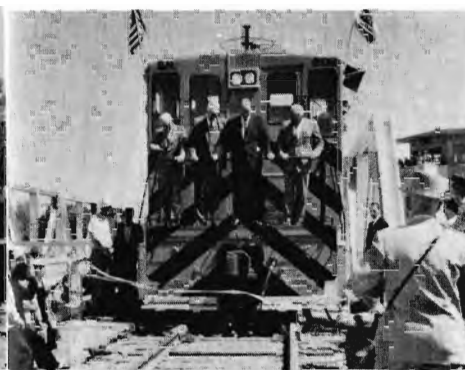
The Company is preparing to exercise prior to expiration on June 3 its



President F. B. Whitman is shown speaking at the dedication on April 20 of the Barge Canal Bridge of Sacramento Deep Water Channel Project, constructed as part of a \$6.5 million contract which also includes the barge canal lock.

option to purchase the 143 acres of potential industrial land just west of the city limits of Salt Lake City, as authorized by the Board.

(Continued on Page 11)



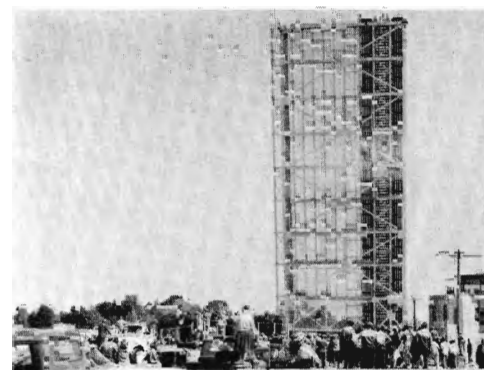
A highlight of the dedication ceremonies was the breaking of the ribbon by a Sacramento Northern freight train. On the engine, over the bridge for the first time, were Chief Engineer F. R. Woolford; President Whitman; Alan Crans-ton, State of California controller; and R. T. Kearney, Sacramento Northern president. SN crew were Conductor J. A. Lundey; Engineer P. O. Abraham; Fireman J. A. Lynch; Brakemen Ted Porter and Otto Muenich. Superintendent Harold Mulford assisted with train operations.

(Continued from Page 10)

Western Pacific will participate, some time between June through November, in the United States Air Force Minuteman Intercontinental Missile Test Train program, designed to prevent pinpointing of launch sites by an enemy.

* * *

Having received protests from "certain" unnamed individuals, associations, communities, and railroad employees, the Interstate Commerce Commission has suspended for a period of four months beyond June 1 the Company's proposal to discontinue Trains 1 and 2.



Immediately after the train broke the ribbon, electric motors lifted the bridge to its maximum height at an 81-degree angle for viewers.



Recent Western Pacific visitors were officials of the Iranian State Railways, Teheran, Iran. Shown with WP accounting officers, L-R, are: Hassan Malekjah, deputy chief of personnel; W. G. Levy, general auditor; G. H. Ashtiani, director of statistics; C. E. Warner, assistant general auditor; Abass Poorhassem, chief of Iranian Railway Transportation; I. J. Gosney, vice president-comptroller; and S. Amjadi, chief of secretariat, Iranian State Railways.

	April 1960	April 1959
RECEIPTS:		
From our customers	\$4,422,217	\$4,649,882
Other income	29,040	32,341
EXPENSES:		
Wages, payroll taxes, fringe benefits.....	2,331,928	2,287,335
Materials, fuels, other operating expenses.....	1,370,572	1,093,676
Other taxes	284,180	484,812
Net rentals for equipment and joint facilities.....	62,995	62,685
Interest and fixed charges.....	182,696	178,343
Miscellaneous	31,121	50,578
LEAVING:		
For improvements to property, purchase of new equipment, payments on debts, dividends, etc.....	\$ 187,765	\$ 524,794



We like the kids— and the kids like us

During the first five months of this year the public relations department has arranged for short rides on the *California Zephyr*, and on five special trains, for more than 7,000 children (including about 400 adult escorts).

Mostly, groups riding the *California Zephyr* are Cub Scouts, Brownies, Bluebirds and Campfire Girls. Others are small groups celebrating birthdays or other special occasions. The special trains bring school and church classes from as far as Sacramento to San Francisco to see the latest *Cinerama* picture or *Ben Hur*. All rides are made on Saturdays, Sundays, or school holidays, and they have been especially popular since an article about the reduced-fare rides appeared in the February issue of *Sunset Magazine*. Many rides have been arranged through the public relations department by Agents A. I. Reichenbach, Sr., Fremont; H. A. Sullivan, Pleasanton; H. K. Reese, Stockton; C. E. Brown, Marysville; and A. I. Reichenbach, Jr., Oroville.

The majority of the groups travel *California Zephyr* round trip between Oakland and Stockton. Others ride

round trip between Oroville and Marysville, or one way between Oakland and Fremont.

In most instances, children riding the *California Zephyr* are met at Oakland yard, given a tour through the train, placed in dome car seats, and presented with kits of railroad literature by Arthur L. Lloyd, Jr., public relations representative, who also escorts the special trains.

The kids have a wonderful time and they're well behaved. Not once has a regular passenger made a complaint. Group rides are not booked during summer months because space is not available.

Some bring along lunches and birthday cakes; others have snacks in the dome car buffet, and Assistant Cashier Barbara Moffitt keeps plenty of nickels and "Coke" on hand at Stockton.

Many of the children have written to thank the railroad for the good times they've had, and to tell us how much they like Western Pacific. The feeling is mutual—we like the kids!

A doctor received a call from a frantic father that his small son had swallowed a fountain pen. "I'll be right over," said the doctor. "What are you doing in the meantime?"
"Using a pencil!"

Medical rules amended

The board of directors of Western Pacific's medical department, at its annual meeting in San Francisco on April 19, approved amendments to three medical department rules.

The rules, as amended, now read as follows:

Rule 4—second paragraph: "If an employee absent from the payroll under this Rule fails to pay dues as herein required by the last day of any month, he shall be considered delinquent and will not be entitled to benefits for the succeeding month or thereafter as long as he is in a delinquent status. He may be reinstated, upon payment of the delinquent dues plus a penalty charge of one extra month's dues. Such privilege of reinstatement with penalty shall be permitted only within a 30-day grace period of the initial delinquency, and shall not in any event entitle the member to any benefits during the period of actual delinquency. A member delinquent under this Rule will be automatically reinstated to benefits on the first day of the calendar month following his return to active service. Such delinquent members cannot be reinstated by having dues deducted from vacation pay allowance."

Rule 7-C: "If a retired contributor becomes in arrears more than 15 days for payment of dues he shall be considered delinquent and will be excluded from all further benefits. He may be reinstated, only within the first 60 days following such delinquency upon payment of the delinquent dues plus a penalty of one month's additional dues for each month or portion of a month of delinquency. Thereafter,

reinstatement will not be permitted under any conditions.

"The reinstating member shall not be entitled in any event to benefits during the period of delinquency commencing with the first day of the calendar month in which delinquency occurred."

Rule 19: "The medical department will not be responsible for the care of any condition existing prior to membership in the medical department. (The fact that a given condition was not noted on record of entrance physical examination, shall not be accepted as proof that such condition did not exist.)

"Such restriction of benefits shall be waived following the completion of at least five years' membership in the medical department, to the extent that the medical department will allow 65 per cent of the costs that would have been incurred by the medical department had the condition treated not been pre-existent. Following completion of 10 years' continuous membership in the medical department, such restriction shall be completely waived."

HO-gauge pike at Alameda County Fair

The Alameda County Central Railroad Society, Inc., Pleasanton, will operate a scale model HO-gauge pike at the Alameda County Fair, July 3 through July 17. The admission-free exhibit in the old 4H building at the Pleasanton fairgrounds will be open between one and eight p. m. daily.

Richard L. Durham, Society president, has invited all WP employees and their families to visit the layout.

Support for railroads

Being both a railroad enthusiast and an employee of an industrial traffic department, I found a recent copy of MILEPOSTS very interesting. Would you please add my name to your mailing list?

You mentioned in your March, 1960, issue that an article, "Land Grants More Than Repaid," was published in your January, 1958, issue. I shall greatly appreciate your sending me a copy of that issue, as it will be of great assistance to me when talking to pro-airline people, most of whom take refuge in the argument that "railroads pioneered the pork barrel." Airline arguments justifying their own case are something less than convincing.

A lot of us railfans are doing everything we can to help the railroads win a fair deal in relation to other forms of transportation. Let's hope the various levels of government in this country wake up soon. Many of us are writing letters to various publications in an effort to speed the awakening process.

Malcolm Patterson
79-11 41st Avenue
Apartment C-203
Elmhurst 73, New York

Mr. Patterson's requests have been granted, and his actions, as well as those of other railfans who have a sincere interest in the railroads, are very much appreciated.

* * *

Good salesmen SELL

Since our company has been so conscious of the marketing and selling concepts, you may want to quote the following from Abigail Van Buren's column in the *San Francisco Chronicle*:

"Dear Abbie: My friend and I are



Dear Editor:

both in the ladies' ready-to-wear business. We sell. My friend says that a good salesman sells the customers what they NEED. I say a good salesman sells the customers what they WANT. Who is right? Ray and Jack.

"Dear Ray and Jack: A good salesman sells the customers what HE HAS. Abigail Van Buren."

I suspect Abigail is referring to some other sales concept, which might need further investigation by our marketing research team.

Jim Duyn
Sales Representative
Oakland

* * *

Taping RR sounds

I am taping a collection of train whistles of the various railroads (including Western Pacific) in this area, in case anyone is interested.

I am also trying to round up some railroad songs, etc. Anyone interested, please contact me.

G. W. Woods (Engineer)
927 South Grant
Stockton, California

* * *

TV aids recovery

I would like to use MILEPOSTS as a medium to express my appreciation to

those who donated so generously toward the television set for my husband, John O'Loughlin, section foreman, Sunol, California, who is confined to the hospital.

I know he will derive a great deal of pleasure from the television while he is convalescing.

He is showing a steady but slow progress following his long illness.

Mrs. John O'Loughlin
Box 76
Sunol, California

* * *

Still in transportation

Thank you for putting my name on your mailing list.

As a former freight brakeman in my youth, railroad material always makes interesting reading for me.

W. Lansing Rothschild
President, Yellow Cab Co.
San Francisco

Mr. Rothschild's name was added to MILEPOSTS' mailing list at the request of Engineer H. W. Steinert, of Portola, who once worked for Yellow Cab about 40 years ago.

Father: "If I had 10 oranges and gave you two, how many would I have left?"

Son: "I don't know, Dad. In my class at school we use bananas."

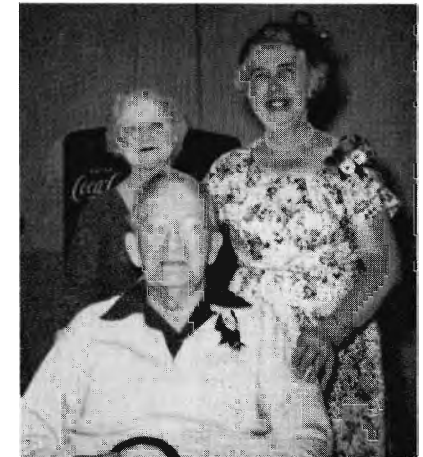
Likes to receive mail

The wife of retired crossing flagman, Knute Johnson, paid a visit to my office last month to bring news of her husband.

The Johnsons now live at 707 Shady Drive, Chattanooga 11, Tennessee, where he is confined at home to a wheelchair, a double amputee due to a diabetic condition.

He is in good spirits, however, but he would like to hear from his WP friends.

John Noah
Chief Pass Clerk



Knute Johnson, Mrs. Johnson, right, and a friend, at Railway Express Xmas party, Chattanooga.

"Hello," said the boyish voice over the telephone. "Is this the Society for the Prevention of Cruelty to Animals?"

"Yes, it is."

"Well, there's a salesman sitting in a tree in our front yard, and he's got my dog so excited he can't eat."

* * *

Handle freight carefully—if may be for you!

MILEPOSTS



IN GOLD

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

40-YEAR PINS

Mason P. Gordon.....	Rate and Bill Clerk.....	Hayward
Frank James.....	General Chairman, Brotherhood of Railway Clerks.....	Sacramento
William L. States.....	Conductor.....	San Jose
Carl H. Rath.....	Manager-Wire Chief.....	San Francisco

35-YEAR PINS

Carlos R. Gonzales.....	Sheet Metal Worker Helper.....	Oakland
Frank M. Rowe.....	District Sales Manager.....	Reno

30-YEAR PINS

Alphonse Green.....	Business Car Porter.....	Oakland
James M. Kilgour.....	Conductor.....	Stockton
William H. Lerner.....	Carman.....	Oroville

20-YEAR PINS

Miro W. Jiral.....	Carman.....	Sacramento Shops
Rollo L. Kimball.....	Chief Timekeeper.....	Sacramento Shops
Edward C. Ryder.....	Carman.....	Sacramento Shops

15-YEAR PINS

Adell Battle.....	Coach Cleaner.....	Oakland
Elizabeth C. Fagan.....	Secretary-Clerk, Engineering; MILEPOSTS Correspondent.....	San Francisco
John H. Haerberle.....	Locomotive Engineer.....	Oakland
Ferris V. Henderson.....	Chief, Retirement & Unemployment Bureau.....	San Francisco
Mildred Hunter.....	Ticket Clerk, Passenger Sales.....	Oakland
Acie Johnson.....	Second Cook.....	Dining Car Dept.
Hugh B. Kell.....	Carman.....	Oroville
William S. Manning.....	Telegrapher.....	San Francisco
Andrew J. Pickens.....	Assistant Chief Yard Clerk.....	Oakland
Juanita Pribyl.....	Secretary to District Sales Mgr.....	Stockton
Julius Pruitt.....	Waiter.....	Dining Car Dept.
Dewey E. Troupe.....	Switchman.....	Elko
James Wherland, Jr.....	Dispatcher.....	Sacramento

10-YEAR PINS

Charles L. Allee.....	Carman.....	Sacramento Shops
Frank B. Dignon.....	Switchman.....	Oakland(*)
Lanny R. Glascock.....	Sales Representative.....	Denver, Colorado
Donald E. Hart.....	Section Laborer.....	Glennvale(*)
William A. Highsmith.....	Switchman.....	San Jose
Felton N. Jones.....	Waiter.....	Dining Car Dept.
Sam J. Latino.....	Carman.....	Sacramento Shops
Abraham Lymas.....	Laborer.....	Sacramento Shops
Levi P. Mitchell.....	Section Laborer.....	Pulga
Pedro Perez.....	Section Laborer.....	Carlin
Albert W. Plas.....	B&B Helper.....	Tunnel Gang No. 1(*)
Scott J. Putnam.....	Fireman.....	Winnemucca
Robert B. Redus.....	Trainmaster.....	Oroville
Herman Ross.....	Shift Boss.....	Tunnel Gang No. 1
Raymond E. Swets.....	Switchman.....	Stockton
Stanford Tankersley.....	Carman.....	Stockton
Monte O. Wade.....	Carman.....	Oroville

* Eligible for Service Pin in May, but were not previously reported.

WP Will Remember

"When a man has devoted a career to an industry, he has truly paid that industry the greatest compliment possible."

In behalf of all employees of Western Pacific and its affiliated companies, MILEPOSTS extends sincerest best wishes for future happiness to the following railroaders whose retirements have been reported:

Joe Barton, B&B Miner, Tunnel Gang No. 1.

William F. Dean, switchman, San Jose.

Chester G. Eckenroad, conductor, Portola.

Emmet W. Gilmore, locomotive engineer, Oakland.

Ben F. Hayden, Alameda Belt Line switchman, Alameda.

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

Herman B. Petrick, section foreman, Sacramento.

Charles G. Tryor, ticket clerk, Oakland.

Gertrude E. Verbarg, head clerk for-
eign freight, San Francisco.

Floyd E. Wheeler, carman, Oroville.

Retirement Act booklet

For 35 cents you can obtain from the Government Printing Office a booklet, "Questions and Answers on the Railroad Retirement Act." The booklet is based on the law as amended in 1959.

A wide range of topics is covered in the booklet, including coverage under the Act, eligibility requirements, calculation of benefits, duration and suspension of benefits, service, and compensation. Also discussed are questions on the financial condition of the railroad retirement system, records of service and compensation, how to apply for benefits, and appeals procedures.

For your copy of the booklet, send 35 cents to Superintendent of Documents, U. S. Government Printing Office, Washington 25, D. C.

Railroads spent \$1,312 million of PRIVATE FUNDS to improve and maintain their 219,000 miles of steel roadway during 1959. By contrast, according to the Association of American Railroads, federal and state governments last year spent in PUBLIC FUNDS \$271 million for inland waterways; \$434 million for domestic airways and airports; and \$10,884 million for highways.

A MATCH CAN BE A DEADLY MISSILE



Remember:
ONLY YOU CAN PREVENT FOREST FIRES!



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:

Leslie B. Brown, Sacramento Northern chief clerk, May 13.

Luther H. Bussey, Sacramento Northern retired conductor, April 21.

Ernest L. Drullinger, retired carman, January 15.

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

James W. Grace, retired industrial commissioner, April 27.

Franklin L. Hopkins, retired accountant, March 11.

Johnathan F. Iddings, retired price clerk, May 6.

W. E. Meyers, Sr., retired locomotive engineer, May 13.

Charles P. Russell, retired general auditor, May 6.

William Sauer, retired conductor, May 1.

David S. Valencia, switchman, April 21.

Raymond E. Von Harten, train dispatcher, April 12.

Mike M. Wade, retired section foreman, February 15.

Baseball won't enjoy treatment the railroads get

The head of the New York Central has done considerable appropriate objecting to the high taxes New York City assesses against Grand Central Terminal, charges which the town's publicly provided airports and bus terminals largely escape.

Now he can make room for some company. The same kind of socialistic competition is invading the baseball business. The city is going to build a stadium (tax-exempt, of course) and lease it to the local club of the new baseball league that Branch Rickey is organizing. The chief of the New York Yankees—who provide their own ball

park and pay \$200,000 taxes on it—is quoted as calling the city's invasion of the baseball business "damned unfair."

He is right, of course—but he will get used to it. It's the kind of deal the railroads have been getting on a far larger scale for years, not only in New York, but in practically every big city in the country.

—Jim Lyne, *Railway Age*.

The Army transferred to the State of Illinois as surplus, 589 electric soldering irons that had cost \$1,737. At the same time, the Army awarded a contract for 2,750 new irons for \$2,673, and the Navy contracted for 4,988 of the same, or similar, irons for \$12,345.



Caboosing

SACRAMENTO

Verne D. Wilde

A luncheon was held at the Elbo Room on April 29 to say "goodbye" to Field Engineer JOE RUTHERFORD, who has been promoted to associate engineer on the eastern division. Our congratulations and best of luck, Joe.

GRAYCE JOSSERAND, secretary to District Sales Manager ROBERT RUNGE, was a surgical patient at Mercy Hospital the latter part of April. Now fully recovered she is back at work and making up for lost time.

Exchanging nuptial vows Saturday,

April 9, in First Methodist Church, Sacramento, were Barbara Lee Michelson and Ronald L. Nicholls. Barbara is the daughter of Assistant Superintendent and Mrs. L. D. MICHELSON. "Mike" gave his daughter's hand in marriage, and Georgina Rutherford, daughter of Trainmaster PAUL RUTHERFORD, was maid of honor. Barbara attended Stockton College where she became a member of the California Scholarship Federation. At Sacramento State College, she was a member of Biological Association of Sacramento State and Collegia Medicus. The bridegroom was graduated from Grant Union High School and Sacramento State. At SSC he was a member of Collegia Medicus, Chemistry Club, and Math Club. Off-campus fraternity was Phi Lambda Epsilon. The just-weds will reside in Sacramento.

Head B&B Clerk-Roadway and Mrs. WILMER ANDERSEN enjoyed a May vacation in the Hawaiian Islands.

WINNEMUCCA

Ruth G. Smith

Retired Telegrapher OLIVE GRAUVOGEL, 84, died April 11 at the Humboldt General Hospital, where she had been confined since March 24. She was employed as an operator for the SP for 35 years and retired in 1938. During the war she returned to work as a telegraph operator for Western Pacific and retired again in 1945. She is



Barbara Lee (Michelson) Nicholls

survived by her son, Agent CARL A. GRAUVOGEL, JR., who is now at Shafter.

Mr. and Mrs. Charles Hamilton, of Winnemucca, are the parents of a daughter, born April 21. This makes the eighth grandchild for Yardmaster and Mrs. J. A. HAMILTON!

Switchman and Mrs. WILLIAM ADAIR are the parents of a son, born April 26 at Humboldt General Hospital. The boy has been named William Allen, and is the first child in the family.

STOCKTON

Elaine Obenshain

Linee Ellen, weighing 7 lbs. 7½ ozs., was born April 19 to Mr. and Mrs. Ronald Moore. Mrs. Moore is the former Ellen Burkett, daughter of Conductor and Mrs. C. A. BURKETT, JR., and the granddaughter of retired Conductor and Mrs. C. A. BURKETT, SR.

We wish a speedy recovery to the wives of Clerk R. S. PENDERGRAFT and Assistant Trainmaster R. M. VERHAEGE. Mrs. Pendergraft is in St. Joseph's Hospital here, and Mrs. Verhaege is now recuperating at home.

WILLIAM MOORE, retired chief clerk (freight office) is recuperating at his home from a stroke and would appreciate visits from his friends and employees.

Congratulations and best wishes to FRANK G. LINDEE, who was promoted to district sales manager with headquarters at Modesto. Frank succeeds URSUL F. BOHNE, promoted to district sales manager at Washington, D. C.

We also extend to Frank our deepest sympathy in the passing of his father.

We were also sorry to learn that Conductor J. M. WEBB's father, retired Conductor J. A. WEBB, passed away recently.

OROVILLE

HeLen R. Small

Assistant Signal Supervisor I. T. ES-LINGER's daughter, Bonnie, Junior Past Worthy Advisor of Oroville Assembly 205, Order of Rainbow Girls, was appointed Grand Representative from California to attend Nevada Grand Assembly in late June at Reno. The appointment was made at the Grand Assembly held recently in San Jose. Bonnie, a junior in Oroville Union High School, is one of the youngest girls ever to have received this honor. She is Oroville Assembly's first Grand

Officer. During the Grand Assembly at San Jose, Bonnie was also awarded the Grand Cross of Colors, the highest honor that Rainbow can confer upon one of its members. It is given as recognition of "understanding and unselfish service" towards advancement of the Order.

Brakeman and Mrs. K. L. BEDSAUL are rightfully proud of their children, as the youngest son, Robert, was made Chief in submarine duty and is being transferred to Texas as a teacher. Daughter Betty Jean's husband, Alton Rawley, has been selected to serve in the Diplomatic Corps in Indo-China, and is being sent to Washington, D. C., for a two months' briefing in French. Son, James, has accepted a new position as license examiner for the Divi-



sion of Motor Vehicles at Compton, California. He was a university peace officer at Berkeley for four years.

Switchman E. L. HAASE and wife have become grandparents. Their daughter, Joanne (Mrs. Larry Thomas of Colusa), announced a son, Michael, born April 4.

Retired Conductor MARK WINDUS and his wife, from Guadalajara, Mexico, called on old friends in Oroville in April, en route to Idaho to spend the summer. They return to Mexico for the winter months.

Ernest Leroy Hollenbeck, son-in-law of Telegrapher TOM L. BARRY and wife, died of a heart attack at the wheel of his car on April 14. Mr. Hollenbeck, a contractor, was en route home from Grass Valley. He is survived by his widow.

Retired Switchman CLAUDE DRYDEN has entered St. Joseph's Hospital in San Francisco for possible surgery. Claude received a back injury at his home last summer and has since been convalescing, part of the time in a cast.

His many Oroville friends were saddened by the death of JAMES W. GRACE, former prominent resident and retired industrial commissioner for the railroad. Mr. Grace passed away in San Francisco on April 27 at the age of 85. He is survived by a niece, Mrs. June Mitchell of Oroville, and others in San Francisco. Masonic services were held in Sanford's Funeral Home, with burial in the family plot in Oroville Cemetery.

A terribly jealous woman used to submit her husband to a regular inspection every evening. The slightest hair discovered on his coat would lead to the most frightful of scenes.

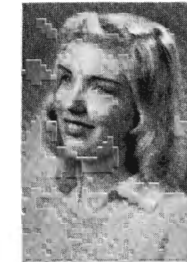
One night, finding nothing at all, she burst into tears and wept: "Even bald women, now!"

Some folks call it hard times when they're unable to borrow the price for a new car.

WENDOVER

Esther Witt

Patricia May, daughter of Cashier and Mrs. PRESTON A. NUFFER, became the bride of Jesse Willard Oakes in the Logan Temple on April 28. The bride is a former Brigham Young University coed. Her husband is a member of the U. S. Air Force.



Following the ceremony the young couple was feted at a wedding breakfast. On Friday evening, April 29, they were honored at a wedding reception held at the Wendover Ward. The newlyweds honeymooned in California, and will make their home in New-foundland, where the bridegroom is stationed. His parents are Mr. and Mrs. Doyle Oakes of Johnson City, Tennessee.

Patricia's sister, Linda Nuffer, won first place in the Seminary Speech contest in Grantsville, for which she received a Missionary Bible. She then went to Granger where in competition with ten schools, she again won and was presented with the triple combination—The Book of Mormon, Pearl of Great Price, and Doctrine and Covenants.

VARIAN ANDERSON's wife, daughter Corrine and son Lowell went to New York to meet Harold Anderson upon his return to the United States after a two-year mission for the L.D.S. Church in England.

Switchman and Mrs. EUGENE T. LAVELLE vacationed with relatives and friends in Arizona.

We're glad to see Waitress PEGGY

SHEA up and about again after foot surgery. We hope to see her back at work soon.

SALT LAKE CITY

J. B. Price

Retired Conductor and Mrs. HARRY W. GIBSON observed their 60th wedding anniversary with a family dinner party at Oakridge Club, Farmington, on April 9. A reception was held in their honor at Fort Douglas Club on the afternoon of April 10.

Mr. Gibson was born May 17, 1876, in Morris, Pa. Mrs. Gibson, the former Lillian Mae Hodder, was born in that city also on May 2, 1878. They were married at Stony Fork, Pa., on April 11, 1900, and came to Salt Lake City in May, 1901.

Harry became a WP employee in 1906 and retired from service in 1946. He has been a member of the Railway Conductors since 1903, is a Mason, a member of Blue Lodge Kaibab No. 25, York Rite Bodies, and El Kalah Tem-

plar Shrine. For the past ten years he has represented the Masonic Service by visiting Veteran Hospitals. Mrs. Gibson is a member of Eastern Star, Mizpah Chapter, and also is a member of the White Shrine.

They are the parents of three sons and three daughters and have 17 grandchildren and one great-grandchild.

Miss LeRae Wagstaff, daughter of Conductor and Mrs. SAMUEL L. WAGSTAFF, became the bride of Robert W. Kendzior, son of Mr. and Mrs. Walter Kendzior of Chicago. For her marriage and reception, which were held at the Hyrum J. Jensen home, the bride wore a silk organza floor-length gown. Her bouquet was an orchid and white carnations. After a honeymoon in Las Vegas, the couple will make their home in Chicago, and our best wishes go with them.

Sales Representative and Mrs. FRANK E. BEDIENT, of H. R. COULAM's marketing division office, are spending their



The Gibson family
Standing, L-R: Mrs. Roy (Margaret Juanita) Ascani, Brig. Gen. Kenneth Gibson, Gerald Gibson, Mrs. York G. (Donna Darlene) Johnson. Seated, L-R: Mrs. T. D. (Lillian Gladys) Caruso, Mr. and Mrs. Harry W. Gibson, and Harry L. Gibson.

vacation with relatives in Atlanta, Ga. It has been four years since they have been there.

SACRAMENTO SHOPS

Marcella G. Schultze

Winning second place in the "Miss Sacramento Pageant" was Jan O'Neill, daughter of Painter J. D. GARRIS. Jan's special talent is dancing, and perhaps many of you remember Jan as a youngster when she entertained at several of our WP social affairs.

Our best wishes to Electrician and Mrs. S. D. BETTANINI, who were married April 10 at Virginia City in the Wedding Chapel of the Silver Queen. Stan is the son of Boilermaker and Mrs. J. J. BETTANINI and the new Mrs.

Bettanini is the former Lucille Archibald of Sacramento.

The team on which HERB KEIL, sheet metal worker, bowls in the El Camino Bowl "535 Scratch League" won both high game and series this past season. The "535 League" is composed of eight teams of three men each. Herb's team's high game was 712, with high series of 1,840.

The following appeared in the *Auburn Record* after our Spring Dance on April 9: "A large number from Foresthill attended the annual Western Pacific Railroad dinner dance in Sacramento last Saturday night. They were guests of C. C. BENNETT of Sacramento, one of the committeemen for the affair. Attending with their wives were Walter Martensen, Harry Plumb, Kenny Lang, Bob Manchester, Clyde Henry, and Howard Hutcherson. The Bill Rase Orchestra played for the dance."

One of the happiest and proudest grandfathers is Electrician Foreman E. W. STEUBEN, for arriving in April (just three days late for Ed's birthday) was granddaughter Lori Louise. Mr. and Mrs. Gene Steuben are the proud parents.

At the April all-crafts safety meeting, put on by the Sheet Metal Workers Craft, H. F. SCHULTZE demonstrated the different types of fire extinguishers in use at the shops, and explained their proper and safe usage. Sheet Metal Foreman H. H. GILLESPIE acted as master of ceremonies.

The cost of operating the Class I railroads of the United States in 1959 averaged \$21 million a day, compared with \$19 million a day in 1949 and \$8 million a day in 1939.

* * *

Make Safety First a daily habit!

**CARELESSNESS
BREEDS
ACCIDENTS**



KEDDIE

Elsie Hagen

RALPH SHEPARD, night roundhouse foreman, has brought to Keddie a huge trailer in which he and his family will make their home. They have been living in Oroville and will move to Keddie as soon as school is out.

Home from school for Easter vacation were Petie Hanley, son of Agent PETE HANLEY, who is attending school in Sacramento, and Johnny Barry, son of Roadmaster CHET BARRY, who is in his second year of seminary school at St. Pius Seminary.

We are sorry to report that Roadmaster VIRGIL KEARNS is in St. Joseph's Hospital in San Francisco.

Army Pvt. Thomas M. Shannon, son of Engineer and Mrs. JACK SHANNON, recently was graduated from the 101st Airborne Division Jump School at Fort Campbell, Ky. Tom received his paratrooper wings after completing three weeks of intensive ground and aerial training which included five jumps. He entered the Army in August, 1959, and received basic combat training at Fort Ord, Calif., after working for a while with Western Pacific.

SACRAMENTO STORE

Irene Burton

MAXINE NAISBETT, president of the Sacramento Chapter, NARBW, and IRENE BURTON attended Bosses Night as guests of the San Francisco Chapter at San Francisco's Mark Hopkins Hotel.

JOSE CHAVEZ, Krane-Kar operator, is in Mississippi near Biloxi, where he is visiting his son, Jose, Jr., who since returning from Korea two months ago has been in the hospital.

Pauline Ensele, 10-year-old daughter of E. E. ENSELE, stock control clerk,

has been chosen to perform in the Annual Spring Musical Festival as one of the 100 piano players performing on 50 pianos. All youngsters participating are ten years old or younger.

Sharon Poncioni, 17-year-old daughter of NINO PONCIONI, storekeeper, will leave in June for Atlantic City as a representative of the Seventh Day Adventist Church Youth Congress. Sharon is one of the 1,600 delegates who will be among the 15,000 youths expected to attend the Congress.

Dolly Guareno, wife of J. J. GUARENO, purchase requisition clerk, is now in a walking cast after having a leg in a straight cast due to a fall last September. Dolly is hoping that the cast can be removed in about a month, and our best wishes are with her.



PORTOLA

Louise Wilks

Trainman GERALD GERVAIS has been elected Mayor of Portola. On the City Council are Division Lineman BARNEY S. GUSENSKI and Telegrapher DON BROWN. City Clerk is Winnafred Smith, wife of Engineer N. L. SMITH.

The Women's Cleanup Committee has presented the city with a heating unit for the Community Swimming Pool to be installed before the summer opening. The new Council created a Recreation Committee to take charge of the pool and surrounding area. Chairman of this committee is Mrs. Donnenthirth, wife of Engineer CLAIR DONNENTHIRTH.



Engineer Bill Wise is congratulated on his 40 years of service by L. E. Thomas and W. S. Cope.

A 40-year Service Pin was presented to Engineer BILL WISE in May, just before he left on his European trip so he might have it to wear. The presentation was made by Road Foreman of Engines W. S. COPE and Trainmaster L. E. THOMAS. Wise began his career in May, 1920, as a fireman working between Gerlach, Nevada, and Oakland.

New grandparents are Storekeeper and Mrs. JACK MILLER upon the arrival of George Johnson Lucus III in Sacramento.



"Hazell . . . not that mirror trick again."

Good to see GEORGE GRAVES back at his old job as yard clerk after nearly two years on sick leave.

Fishing season reports by anglers are "poor," "fair," or "excellent," depending upon the stream fishing catch. Most of the lakes have been frozen due to the early opening this year.

SAN FRANCISCO

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

New members of the marketing division stenographic pool are Mrs. ANNE MARSHALL and CAROLINE PRING. Anne is a petite French girl, and has lived in France, Mexico City, and Central America. Caroline formerly lived in Syracuse, N. Y., and Middlebury, Vt. She spent the winter in Squaw Valley and attended the Winter Olympic Games.

HARRY P. COCHRAN reported to work May 13 as junior engineer Grade 1, in the engineering department.



"It's a fact," claims Muriel Downs, secretary to Budget Control Officer F. A. Tegeler. "My daughter, Diana, 2 years, just won't go to sleep at night unless she has the latest issue of Mileposts by her side! Her brother, Jimmy, 4 years, likes to look at Mileposts, too."

Lynn Joan Murray, daughter of MARTIN MURRAY, sales and service clerk, won first prize in her division (7 to 9-year-olds) in the Hillsdale Flower Show for her artistic flower arrangement.

JACK SHOBLUM, marketing division secretary and amateur gardener, slipped while fixing his rose bushes, fell and dislocated an ankle. The cast has been removed, Jack is recovering, and the roses are blooming.

LARRY SHAUGHNESSY, voucher clerk in the accounting department, has

completed his schooling at Golden Gate College. Larry majored in insurance, and passed his State examination for insurance broker. He will be graduated at exercises to be held in the War Memorial Opera House on June 8. He has attended the school's accounting course since 1950, first at night school, then nine months full-time day school, followed by evening courses since last September.

Vice - President - Treasurer R. E. LARSON is back at work following removal of his gall bladder and appendix.



UNITED BAY AREA CRUSADE MERIT AWARD 1959

FOR OUTSTANDING SUPPORT OF COMMUNITY HEALTH AND WELFARE SERVICES THROUGH THE UNITED BAY AREA CRUSADE

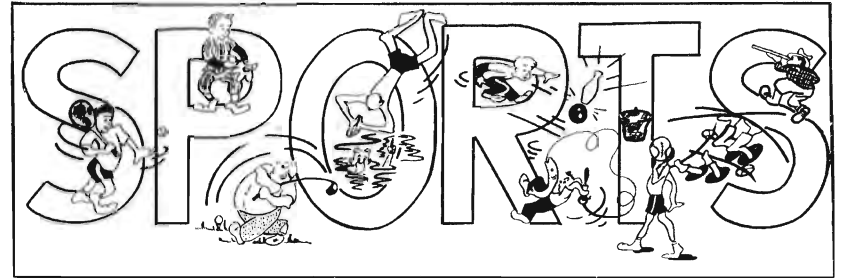
EMPLOYEES OF
WESTERN PACIFIC RAILROAD

M. W. Kishback, Jr.
President, United Bay Area Crusade

Fred C. Whitman
General Campaign Chairman

Certificates such as the above were issued only when 75% or more of the employees in any one company contributed to the United Bay Area

Crusade in their area. For the year 1959, Western Pacific employees contributed nearly \$16,000, an average contribution of about \$20.



Golf Tournament

There has been a change in the date and course for the annual Western Pacific golf tournament. Originally scheduled for June 4 at the El Campo Golf Club in Newark, a change was necessary because the Club could not comply with arrangements previously made.

The tournament will now take place at the Crystal Springs Public Course on June 18. Starting times will begin at 11:00 a. m. The \$5 green fees will

include \$1 entry in the "blind partner" sweepstakes.

Partners will be drawn by lot from the list of entries after all foursomes have left the first tee. Combined partner scores, based on blind bogey handicaps, will determine the winners.

Crystal Springs course is located on Skyline Boulevard just north of Crystal Springs Reservoir west of Burlingame. Electric carts, bar and restaurant facilities, and a pro shop are available at the clubhouse.

The tournament is open to all employees and their families, and guests accompanied by employees.

If you do not receive an entry form soon through the usual distribution channels, call Frank Rauwolf, personnel department, for a starting time.

Don Drysdale, pitcher for the L. A. Dodgers (after forced Florida landing of team plane): "They only had to change one sparkplug and 43 sweatshirts."

* * *

In railroading, just as in baseball, it's important to reach home safely.

* * *

Son: "Daddy, what is opera?"
Long-suffering Dad: "Opera is where some guy gets stabbed, and instead of bleeding he sings."



"Dear, I do wish you'd give up golf. I'm afraid it's too relaxing a game for you!"

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RAILROAD LINES



Great Northern has applied for and hopes to begin construction this year of \$3.5 million, 110-mile pipeline for crude oil in North Dakota.

. . .

Santa Fe launches a "go now—pay later" plan to woo more passengers.

. . .

A new diesel fuel derived from the hydrocarbon mineral Gilsonite is now being used by the Denver & Rio Grande Western.

. . .

Reduced furlough fares for uniformed military personnel have been extended to December 31 by the railroads.

. . .

Great Northern may be next entry in Trailer Train pool.

. . .

A two-year study, designed ultimately to create 30,000 jobs and \$120 million in new annual industrial payrolls in Norfolk & Western's traffic area, has been initiated by that railroad.

. . .

Boston's South Station, jointly owned by New Haven and Boston & Albany, will be sold for \$1 million—considerably less than it paid last year (\$1,236,847) in real estate taxes.