

WESTERN PACIFIC  
*Mileposts*

MARCH APRIL 1961



# Mileposts

WESTERN PACIFIC

Volume XIII, No. 6

MARCH-APRIL, 1961

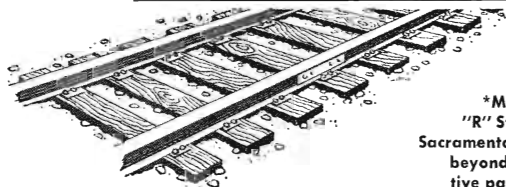
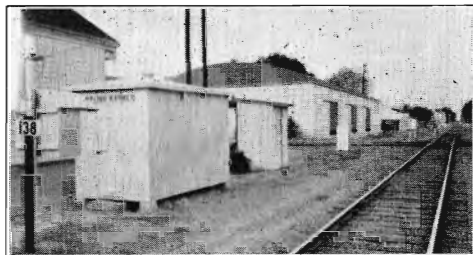
\*Milepost No. 138

Department of Public Relations

WESTERN PACIFIC RAILROAD

SACRAMENTO NORTHERN RY.  
TIDEWATER SOUTHERN RY.

526 Mission Street  
San Francisco 5, California  
Lee "Flash" Sherwood, Editor



\*Milepost No. 138:  
"R" Street crossing in  
Sacramento. One-half mile  
beyond is WP's attrac-  
tive passenger station.

## FEATURES

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## Santa Fe wins more support in its bid for Western Pacific

As this issue goes to press 110 civic, governmental, labor, agricultural and other organizations have formally endorsed Santa Fe's control of Western Pacific. Some are located in areas as far distant as Seattle and San Diego.

The most recent support was from the Association of Western Pacific General Chairmen, representing 93% of all WP employees, who filed a petition with the ICC "fully supporting the Santa Fe application and opposing the Southern Pacific application." W. L. Phipps, B.L.F.&E. general chairman, and chairman of the Association, signed petition which made the following points:

1. The Brotherhood employees are dependent for their livelihood upon the continuation by Western Pacific of aggressive competitive rail service in the area served by WP;

2. The employees are members of the communities served by WP and have an interest in the growth and well-being of such communities;

3. Control by Santa Fe will contribute to adequate transportation service (a) by assuring continuation of aggressive competition and (b) preserving and fostering established gateways and routes so that future increased traffic demands can be met;

4. Control by Southern Pacific would result in the elimination of competition, and return of monopoly in the area now served by WP;

5. Control by Southern Pacific will adversely affect employment opportunities for WP employees; and

6. Control by Southern Pacific will adversely affect the well-being of the communities where WP employees now reside.

In order to seek approval of the "Plan and Agreement of Reorganization" between Western Pacific and Santa Fe, dated January 1, 1961, Santa Fe filed with the ICC an "Amended Application" dated March 2, 1961. This was done because Southern Pacific representatives have been making false and misleading statements, contending that the Agreement indicates that the Santa Fe contemplates a merger with Western Pacific, under which WP would disappear as a separate railroad entity and under which the Santa Fe would divert much of the traffic now moving over WP's transcontinental line.

These allegations by Southern Pacific are entirely incorrect.

The principal purposes of the Agreement are to carry out the understandings between WP and Santa Fe to:

1. Maintain Western Pacific as an independent railroad in competition with Southern Pacific;

2. Retain the policies and practices of Western Pacific on rates, services, and operations;

3. Maintain and foster traffic flows over the WP through existing gateways and over existing routes; and

4. Insure the existence of Western Pacific as a sound, aggressive, competitive, dynamic railroad.

MARCH-APRIL, 1961



## Some Like It **HOT**

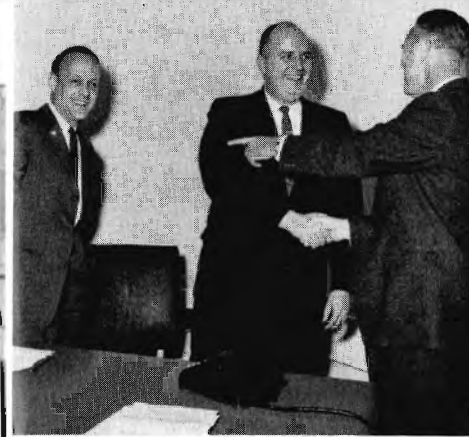
## Some Like It **CHILLED**

### Western Pacific helps to make that choice possible

Soup preferences vary as widely around the world as do preferences for other food products. Because a French king was suspicious of his cooks, he required all food to be sampled first by tasters . . . so soup was often cool by the time it was served. On a hot summer day when a soup was

served, the king requested that it be colder, and there was born a new idea. Today, according to Campbell Soup Company, Vichyssoise and Frosted Shrimp are the most popular chilled soups.

Some interesting results were obtained from a survey made by Camp-



Friendly relations are evident in this photo of Campbell Soup Co.'s Traffic Manager Hugh McReynolds (left), Plant Manager W. S. Crowley, and WP's District Sales Manager Robt. L. Runge.

bell, whose soups are sold in more than 100 overseas markets and served by millions of housewives and others all over the world.

The world's largest per capita consumer of soup is Bermuda. In the Scandinavian and European countries, Cream of Mushroom and Consomme are the most popular. In the Far Eastern markets Chicken Noodle is a favorite, while the British Commonwealth markets show a strong liking for Ox Tail soup. Cuba and some Latin American markets favor Cream of Asparagus.

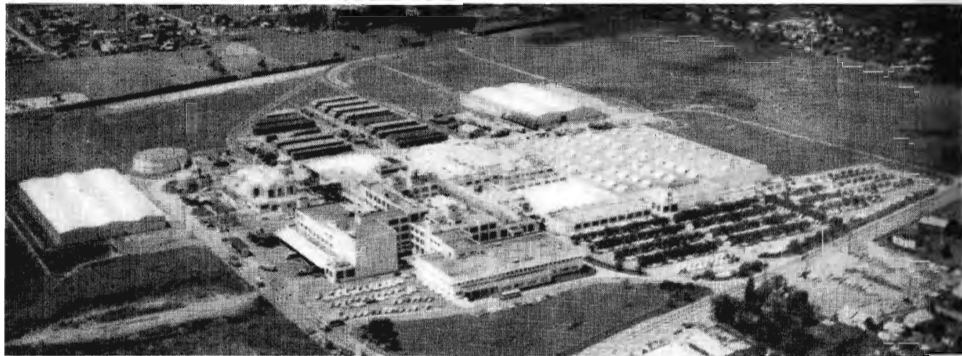


The per capita consumption of Campbell soups in several export markets equal that of our United States consumption. From a survey made by Campbell of four thousand families of all types and sizes around the country, it was learned that nine out of ten families serve soup. Two out of three servings are canned condensed soup; the balance being mostly home-made. American families prefer Tomato, with Vegetable in second place closely followed by Chicken Noodle and Vegetable Beef. One out of every six cans of soup is used as a cooking ingredient. Tomato, Cream of Mushroom, Cream of Celery, and Cream of Chicken are most popular for this purpose.

Western Pacific serves Campbell soup, too. Freight cars are switched in and out of the big Campbell Soup Company plant at Sacramento just about every day, and chefs and waiters aboard the *California Zephyr* trains are as familiar with the red and white cans as they are with other fine food products served in the diners. Both of these services are important to the two companies.

Western Pacific's sales and operating forces in California's capital city are well acquainted with Campbell. They call on and serve the industry regularly. This story of a business nearly 100 years old will enable other Western Pacific railroaders to become

Occasionally, McReynolds and Runge find it advantageous to go "out in the plant" when necessary to discuss and solve a mutual problem. The WP engine has just brought in empty cars.



Campbell Soup Co.'s modern plant at Sacramento is located on 40 acres at Franklin Boulevard and 43rd Avenue. In the upper left-hand corner of the picture is a string of freight cars on a siding adjacent to the railroad's main line.

better acquainted with this important industry on our railroad.

Joseph Campbell and Abram A. Anderson established a canning and preserving plant at Camden, New Jersey, in 1869. The young firm soon gained a reputation for its fine products including vegetables, preserves, salad dressings, and ketchup. In 1892 the business was incorporated under the name Joseph Campbell Preserve Company (later shortened to Joseph Campbell Company). As the years passed, activities were broadened by the addition of various new products to the line.

In 1897 a young Campbell chemist, Dr. John T. Dorrance, developed condensed soup. He conceived the idea of double-strength concentrate with just one-half of the usual liquid content, the remaining liquid to be added by the housewife. Before Dr. Dor-

The State Capitol and its beautiful surrounding park is a favorite attraction for the many visitors who come to Sacramento each year.

rance's time, canned soups with their full liquid content had proved bulky and costly, and sales went mainly to the well-to-do. Through the economies possible in condensed soups, canned soups were brought within the reach of the average family pocket-book.

By 1922 Campbell had become the world's best-known name in soups, and the corporate name was changed to Campbell Soup Company.

As far back as 1904 Campbell's Tomato Soup was advertised for 10 cents



MILEPOSTS

a can, and today the cost is only a cent or two more. Holding the price line has been achieved by operating efficiencies, improved ingredients, and the steady increase in volume from enthusiastic consumer acceptance.

WHILE soup is the most important part of Campbell's business, the company has diversified at an increasingly rapid rate. In 1904 it added Pork & Beans, and in 1921 Franco-American products were added. Tomato Juice joined the Campbell line in 1934 and V-8 Cocktail Vegetable Juices in 1948. In 1954 a line of frozen soups was introduced, and a year later Campbell acquired C. A. Swanson & Sons of Omaha, Nebraska, a large packer of frozen foods. In January 1960 it affiliated with Pepperidge Farm, a well-known producer of bakery and related products, headquartered in Norwalk, Connecticut.

Campbell makes cans in four of its U. S. plants, and the company main-

tains a research laboratory devoted entirely to the study of can-making machinery and materials, enamels, closure methods, and evaluation of the finished can itself. Experiments continue in the use of new materials for can production, and research is being done for the packaging of frozen foods and of foods prepared by methods still in the experimental stages.

Campbell's success is based upon a simple formula — an uncompromising emphasis on quality. *"We blend the best with careful pains in skillful combination, and every single can contains our business reputation."* But quality means more than careful preparation. It starts with the growing of superior ingredients all the way back on the farm. The specifications Campbell sets for its food ingredients are among the most rigid in the food processing industry.

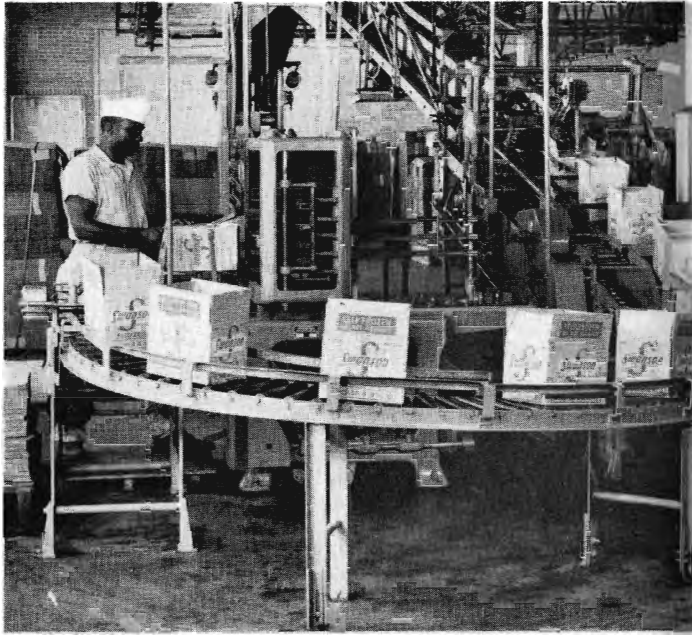
Many millions of dollars are paid annually to farmers who grow crops

(Continued on Page 9)



An assembly line brings onions to experienced workers who prepare them for use in Campbell products.

The labeling operation where the labeled cans are packed in shipping cases prior to sealing.



Fork-lift trucks speed up loading operations for outbound shipments of Campbell products.



(Continued from Page 7)

for Campbell. To insure sufficient quantities of high-quality ingredients for its needs, Campbell sometimes finds it necessary to create its own suppliers. In Illinois and California it became necessary to build special mushroom farms to supply the Chicago and Sacramento plants. Campbell is the world's largest user of mushrooms.

Campbell sells to wholesalers and directly to chain store warehouses, or

exceeded \$500 million. New products and the expanding market have accounted for much of this growth.

More than one-third of Campbell's employees have been with the company for 10 years or more, and there is a large and ever-growing group with 25 or more years' service. As the Company grows, builds new plants, adds new products, or increases production of established products, new jobs are created. For the most part,



*"We blend the best with careful pains  
In skillful combination,  
And every single can contains  
Our business reputation."*

to anyone constituting a complete source of supply for a number of retail stores. The Company does not sell directly to retail stores. The price to all customers in any one marketing area is the same. There are no quantity discounts or special deals to anyone, big or small.

Orders for the Company's products are obtained by the Campbell sales force working out of five divisional sales offices and 59 district offices. Campbell's sales figures are a good indication that convenience foods are becoming more and more popular. As recently as two decades ago, Campbell's sales were less than \$75 million. Their annual report for 1960 shows that net sales during that fiscal year

these new jobs are filled by employees already on the payroll.

Western Pacific shares in this progress. For the past few years the railroad has hauled a steadily increasing volume of products from the Sacramento plant, the largest industry served by Western Pacific in Sacramento.

Campbell maintains its own staff of home economists and dietitians. They engage in a continuing search for new ways to serve, and to cook with, Campbell products. Behind this research is the knowledge that among customers all over the world—some like it HOT and some like it CHILLED. Campbell produces your preference. Western Pacific helps to bring it to your kitchen.

FOR one of the first times in transport history, the railroads have developed a practice that is highly competitive with the highway trucks. And the Teamsters don't like it a bit. In fact, James Hoffa, the Teamsters' general president, has declared war on all forms of piggyback. Particularly, the movement of new automobiles in piggyback service. Mr. Hoffa thinks there ought to be a law against it, and he's trying to get one enacted.

It's not hard to understand why the Teamsters are so concerned. More and more truck trailers, instead of being driven individually over the highways by a Teamster driver, are breezing through the countryside on railroad trains. This, of course, means fewer jobs for Teamsters' members.

What Mr. Hoffa seems to have forgotten is that trucks on highways have for years taken away business the railroads once had which, as a result, cost many railroaders their jobs. "Why should the Teamsters complain if the railroads are winning back a portion of the business they once had and lost?," asked an editorial in a recent edition of *The Christian Science Monitor*, titled "Piggyback and the Squeal."

The reason the railroads lost that business in the first place was because at that time conditions convinced shippers that hauling new cars by trucks over highways was the best way to meet their shipping needs. Consequently, the truckers' business boomed, and Mr. Hoffa wasn't the least bit concerned that the railroads' business took a tail spin and many railroaders were out of a job.

The "conditions" which brought about this change were pointed out recently by Clair M. Roddewig, president

## Teamsters want to hog-tie piggyback Railroad jobs in jeopardy

of the Association of Western Railroads, during a talk before the Pacific Northwest Farm Forum sponsored by the Spokane (Wash.) Chamber of Commerce. "From its infancy, transportation by motor vehicle has been encouraged by the expenditure of billions of dollars on public highways by the Federal and state governments. This has relieved motor carriers from the necessity of making any capital investment whatever in the greater part of the facilities they require to perform their services," he said.

"Because their rights-of-way are publicly owned, they are not taxed as are the railroad rights-of-way. In addition," Roddewig told his audience, "the trucking industry was protected from railroad competition by rigid regulatory restraints . . . designed for different times and conditions. The truckers were encouraged to help themselves to all the business they could get — any that was the most profitable business."

Other factors which worked against the railroads were the rate structures. "These were developed during the years when the railroads were, for all practicable purposes, the only form of surface transportation . . . designed to encourage settlement and production in the newly developing areas in the United States," Roddewig informed his listeners. "Bulky and heavy products of relatively low value were required to be carried to distant markets at rates that often did little more than

repay the out-of-pocket costs of the railroads, while manufactured goods of greater value were brought into these areas at higher rates. A rate structure built up along these lines over a long period of time, all molded to conform with state and federal regulations, laws and court decisions, left the railroads as vulnerable as sitting ducks when highways were improved and motor trucks came upon the scene. The trucks took all the high-rated manufactured products they could get, and left the railroads the less profitable traffic.

"Efforts to make the necessary adjustments to stem the loss of the more profitable traffic were generally frustrated by the Interstate Commerce Commission which construed or misconstrued the law—depending on one's point of view—as requiring the Commission to shelter the motor carriers from the competitive rates which the railroads sought repeatedly but futilely to establish."

Another point made clear by Roddewig is that "it is important to bear in mind that not all of the traffic the railroads lost to the motor carriers was the result of regulatory restraints. One of the most important other factors was the service advantages which truck transportation made available to shippers — advantages which are now incorporated in piggyback services."

The over-all result was a precipitous decline since 1930 in the railroads' business. By the early 1950's the railroads' financial situation began to

cause grave concern. This prompted a series of exhaustive studies by Congress and other government agencies which were the forerunners of the Transportation Act of 1958. One of the most important provisions of the Act was the clarification of the rate-making provision of the existing law. "While the ICC has been slow in establishing precedents based on the Act, and some provisions will have to be passed on to the courts," Roddewig said, "the shackles on the railroads have been loosened considerably."

"The railroads are now exercising their recently established right to compete, as Congress clearly expected them to do," Roddewig explained. "They are trying to bring about an orderly adjustment of the rate structure more nearly to reflect transportation costs, rather than leave the rate structure rigidly tied to philosophies which have been unrealistic for many years. The railroads are co-operating with shippers in developing more satisfactory transportation services and means of reducing costs which they are sharing with the shippers. All of this is producing more business for the railroads, and in no area of transportation have the results been more spectacular than in the growth of piggyback."

That's why Mr. Hoffa wants to hog-tie piggyback, and he's asked every Teamster member to contact his Senator, Congressman, State and Local government officials, and members of the House and Senate Committees on Interstate and Foreign Commerce. It's all part of the Teamsters Union campaign to undermine the progress made by railroads in piggyback hauling of truck trailers. It's a direct attack on railroad jobs.

## Roy E. Larson elected a director

At a special board meeting on March 16, Roy E. Larson, vice president and treasurer of Western Pacific, was elected a director of the company.

Larson replaces A. J. Hettinger, Jr., of New York, who recently resigned.

Larson's entire business career has been with Western Pacific. He joined the railroad in 1917 as a clerk, and since that time has held various positions in the treasurer's office. He became assistant treasurer in 1943 and treasurer in 1948. On December 14, 1955, he was elected vice president and treasurer.



Larson is also treasurer of the Sacramento Northern, Tidewater Southern, central California Traction Company, Alameda Belt Line, Oakland Terminal Railway, and the Standard Realty and Development Company. He is a director of the Trailer Train Company, Sacramento Northern and Tidewater Southern railroads.

He is a member of the Commercial Club, Transportation Club, Security Analysts of San Francisco, and the Pacific Railway Club.

Larson lives in San Francisco with his wife, Ruth. They have one daughter, Mrs. Barbara Sheffield, and three grandchildren, Gail Dianne, Mark Gilbert, and Todd Everett.

"A lot of people say that when they drink coffee they can't sleep."

"With me it's just the opposite. When I sleep I can't drink coffee!"

## WP seeks additional through routes, and joint rates

On February 6 Western Pacific filed complaints with the Interstate Commerce Commission against nine railroads for establishment of additional through routes and joint rates for WP and its subsidiaries.

Northwest shippers wishing to use WP must now pay a higher short-haul rate to the junction point with WP, and another short-haul rate from there to the destination served by WP. The same is true of shipments bound for Northwest cities over WP tracks.

Western Pacific wants to negotiate a single rate between the same two points, which would be lower than the two short-haul rates. The complaint alleges that past refusal to establish such routes and rates by the defendant roads is unlawful. Southern Pacific already has similar joint routes.

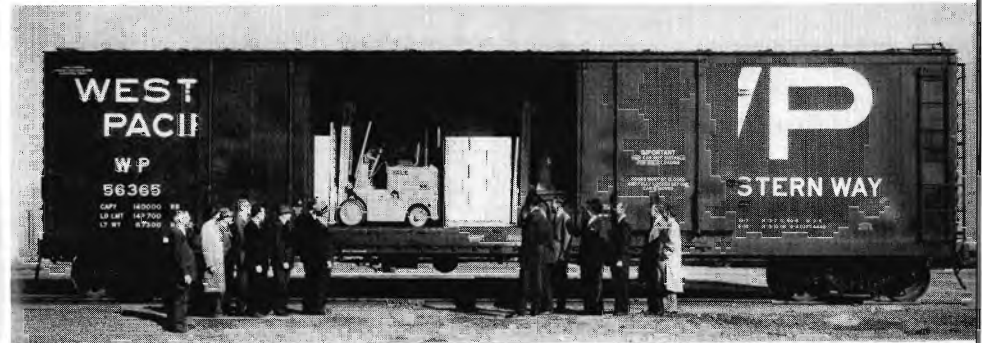
The railroads cited are Camas Prairie Railroad, Northern Pacific, Pacific Coast Railroad, Spokane International Railroad, Union Pacific Railroad, Walla Walla Valley Railway, and the Washington, Idaho and Montana Railway. Two of the defendants, Santa Fe and Great Northern, have already indicated their agreement toward the establishment of the routes and rates desired, and are only included in the complaint for technical reasons.

Teacher: "Remember, children, there is no such word as 'can't.' Yes, Tommy?"

Tommy: "Miss Smith, did you ever try to strike a match on a cake of soap?"

\* \* \*

Our country was in a better condition when there were more whittlers and fewer chislers.



## WP lets the shipper build a freight car

**Result: an insulated box car  
with the widest door opening**

Last year, transportation engineers from Western Pacific's marketing division approached several major canned goods shippers asking for general specifications for the type of freight car that would best suit their needs.

As a result of these discussions, it became apparent that there was a substantial increase in the shipment of canned goods in palletized loads, which require insulated cars during winter months. However, it wasn't possible to maneuver a fully palletized load on a fork lift truck through a standard insulated car door because the opening was not wide enough. To accomplish this improved method of loading, several shippers requested a fully insulated box car with a door opening 14 feet wide.

The railroad's marketing field services staff went to work. After preliminary engineering studies were

completed with the car builder, the railroad placed an order for fifty cars with Pacific Car & Foundry, Renton, Washington.

The 14-ft. 6-in. wide door opening consists of a standard 8-ft. plug-type door in combination with an auxiliary 6-ft. 6-in. plug door. It is the widest door opening ever installed on a fully insulated car. The combination door arrangement was staggered about the same as a standard double-door 50-ft. box car, making the car suitable as a general service box car, in addition to providing insulation.

Leo F. Delventhal, Jr., senior transportation engineer, reports that the cars were placed in service in December, 1960. During the first few weeks the cars were in service they handled 24 loads of palletized canned goods, 21 loads of newsprint, and five loads of lumber.

Representatives from California's canned goods industry watch two fork-lift trucks maneuver fully palletized loads with ease in new wide-door insulated box car.

## A 10-point program to help keep business on our railroad

**N**EXT to our own families and close friends, the shippers and receivers whose products we haul over our railroad are probably the most important people we know. For, it is the business received from these customers that enables Western Pacific to remain in business and to prosper. Only by being prosperous can Western Pacific become a better railroad and provide jobs, paychecks, and other benefits for its employees.

To be prosperous, Western Pacific must be able to offer these customers more than can be offered by any competitor of our railroad—and there are many competitors seeking the same customers' business.

To a customer, "Western Pacific" is only a name. To him, "Western Pacific" is the individual, or group of individuals, responsible for transporting his products from one location to another. It could be a clerk, freight handler, agent, sales representative, stenographer, train or engine man, or any one of the many other Western Pacific representatives. It is very important, therefore, that each employee conscientiously give to the best of his

Make Every Month  
PERFECT SHIPPING  
MONTH

**HANDLE CARS CAREFULLY**  
You can do it

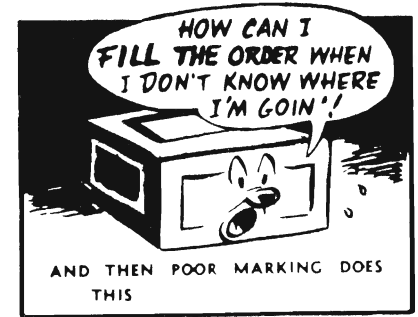


ability the time, effort, interest, and desire necessary to insure the customer that his business will be given the best of attention and care.

This is particularly true in the prevention of loss and damage to our customers' products while entrusted to our care. Nothing irks a customer more than to learn that his shipment was lost or damaged during transit. It causes ill-will between the customer and the railroad, and could mean the loss of a valuable account. Although the railroad may make a settlement for the value of the lost or damaged shipment, a freight claim draft or voucher does little to appease a customer. These payments also come out of the railroad's earnings from which our paychecks come, so they indirectly can affect company employees.

Western Pacific, in cooperation with the Association of American Railroads, is again this year endorsing and actively participating in the Annual National Perfect Shipping Campaign. The campaign is sponsored by the National Association of Shippers Advisory Boards and the 13 Regional Shippers Advisory Boards with their 26,000 members (among them our customers). This year-round campaign is highlighted each year in March and April.

The goal this year is "Perfect Shipping Through the 10-Point Program." Some of the responsibilities are those of our shipper and receiver friends; some are the railroad's responsibili-



ties. Since they all affect our relations with our customers, the growth of WP's business, and the well-being of our employees, there is a personal interest in actively assisting in the program. The 10-point Program which follows offers tips which will be helpful to you:

### 1. Proper and adequate packaging:

In 1960 Western Pacific paid over \$102,000 in claims for concealed damage. Much of this could have been saved by proper and adequate packaging. It's to our advantage to assist shippers with their packaging problems.

### 2. Correct, legible, durable marking:

By pointing out to shippers that clear-cut, durable, easy-to-read markings on packages help us do a better job of getting their shipments to correct destinations promptly,

we're letting them know that we're interested in giving them the best possible service. Your experience will indicate many solutions.

### 3. Complete, legible, accurate bills of lading:

The bill of lading is the most important document known in transportation. Complete, legible and accurate bills of lading can prevent innumerable and costly troubles and delays to shipments.

### 4. Suitable equipment furnished for loading:

Our job is to place cars that have been inspected and found suitable for the commodity to be loaded. We can also ask our receiver friends to unload clean, removing all dunnage, debris, bands and anchor plates.

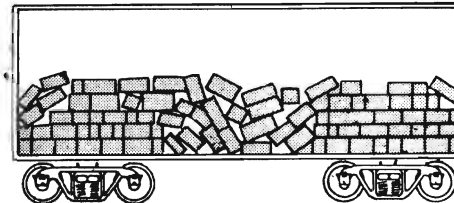
### 5. Approved loading methods:

Pamphlets and other informative material are available in the freight claims department. Getting these to the customer's loading and unloading personnel will be helpful.

### 6. Attention to stop-off cars:

Railroaders can help by informing shippers and receivers about this

(Continued on Page 17)







## In Memoriam

In behalf of all employees of Western Pacific and its affiliated companies, MILEPOSTS extends sincerest sympathy to the loved ones of the following employees whose deaths have been reported:

*William F. Ambrose*, retired engine watchman, date unknown.

*Roy E. Armstrong*, section foreman, February 9.

*LeRoy A. Baker*, switchman, January 25.

*Reed J. Bierly*, Central California Traction Co. chief clerk, December 18, 1960.

*Charles E. Brockett*, retired store laborer, March 2.

*Robert J. Brown*, retired brakeman, March 4.

*Elleas C. Christakes*, retired policeman, January 8.

*Oroville F. Clayton*, retired switchman, November 15, 1960.

*Tom C. Darlow*, retired machinist, February 11.

*Elbert B. Elkins*, Sacramento North-ern conductor, February 23.

*Lyman L. Ewen*, retired conductor, February 27.

*Guy L. Foss*, locomotive fireman, February 6.

*Herbert W. Francis*, retired carman, March 2.

*George S. Gordon*, retired waiter, November 27, 1960.

*John J. Grandin*, switchman, February 10.

*Roy W. Gray*, retired switchman, date unknown.

*Harry Gumm*, retired conductor, March 9.

*Edward J. Harris*, retired conductor, February 4.

*Ernest H. Jackson*, retired carman, January 4.

*George W. Keen*, retired boiler-maker, February 15.

*Leonard M. Kirkman*, retired brakeman, November 26, 1960.

*Joseph J. Lagler*, retired storekeeper buyer, November 30, 1960.

*Alvin E. Lee*, locomotive engineer, February 27.

*Robert S. Martin*, water service maintainer, February 15.

*Howard F. Menking*, Central California Traction Co. maintenance supervisor, February 20.

*Andres M. Molina*, retired carman helper, March 15.

*Edward P. Murphy*, retired telegrapher, March 9.

*Paul H. Murphy*, retired yardmaster, February 24.

*Oroville E. Nibarger*, retired Sacramento Northern brakeman-switchman, December 14, 1960.

*William Oberst*, retired switchman, March 7.

*William P. Peacock*, retired section foreman, November 21, 1960.

*Henry J. Quigley*, retired round-house foreman, March 9.

(Continued on Page 17)

## A 10-point program . . .

(Continued from Page 15)

important tariff requirement, and by checking to see that loads are leveled off or securely bulkheaded before forwarding from the stop-off point.

### 7. Consignee-shipper reporting on performance:

The shipper, receiver and railroad all benefit when the consignee reports back to his supplier his ideas on any packaging or loading improvements that can be made.

### 8. Railroad handling:

Safe freight handling is an art performed by many railroad people. To get shipments through safely requires the individual application of skill and knowledge by each rail-roader on his own particular job.

### 9. Shipper-carrier-receiver cooperation:

It takes a trained team to share the responsibilities in making Perfect Shipping effective . . . packing, marking, loading, carrying, and unloading from origin to destination. One careless action by any one member of this team can turn a useful shipment into expensive junk.

### 10. Interesting, informative, effective training programs:

Employee selection, training and development, plus an adequate flow of communication between employees and managers are all necessary if all are to know and to be able to do what is expected of them.

## 1960 claims average \$191 per employee

During the calendar year 1960 Western Pacific had to pay out of its pocket more than three quarters of one million dollars—\$765,972 to be exact—for loss and damage claims. To make matters even worse, this figure represents an increase of \$2,464 (0.3%) over the \$763,508 paid out for the same purpose during the previous calendar year.

Overspeed impacts, the principal cause, accounted for \$517,776 (67.5%) of the total amount paid in 1960. This was an increase of \$10,849 (21.4%) over the \$506,927 (66.4%) paid out for this classification during 1959.

Showing a more favorable trend, the amount allocated to train accidents was reduced from \$47,371 to \$16,536, with full credit due an alert staff of mechanical and operating department personnel.

## In Memoriam . . .

(Continued from Page 16)

*Augustus G. Reiner*, retired locomotive engineer, February 6.

*Jack J. Roberts*, demurrage clerk, February 27.

*William L. Thompson*, retired section laborer, January 3.

*Stephen H. Tuohey*, retired B&B helper, November 28, 1960.

Joe: "This morning I brought in from the front porch four quarts of milk, two bottles of cream, the cat, and the morning paper, and didn't drop a thing."

Harry: "What's so difficult about that?"

Joe: "With no string in the bottom part of my pajamas?"

\* \* \*

Make SAFETY a daily habit the year 'round!

## Likes WP for quality

I think you'll be interested in the last paragraph of a letter I received from a customer of ours who wrote regarding a refund for unused tickets:

"Incidentally, and altogether apart from the tickets, I should like to go on record as thinking you run one hell of a fine railroad, and as hoping that your impending sale to Santa Fe or to Southern Pacific will work to improve their quality to something more like yours rather than to lower yours to theirs. (I suppose it has something to do with doing one thing and doing it well.)"

W. A. Racine  
Chief Clerk (since retired)  
Passenger Accounts Bureau  
San Francisco

\* \* \*

## Touring West Indies

So far we have stopped at the following places and have five coming up—Cape Haitien, St. Thomas, St. Martin, Martinique, and St. Lucia. Tomorrow, Barbados, then Trinidad, and Port of Spain. Very strange country and we enjoy it very much. This is the country of the Calypso. Will be home about March 1.

Curtis E. Risk  
Retired Conductor

\* \* \*

## A. G. Reiner

My uncle, Mr. A. G. Reiner, passed away February 6, 1961. Since MILEPOSTS has been in our home since he came to live with my folks after retiring from Western Pacific, I thought you might like some information.

My uncle was born in Michigan, March 19, 1875, moved to Illinois when



# Dear

he was eleven, and went west in or around 1907. He was promoted to engineer on October 22, 1918, on the eastern division. He never married. His most recent western address was Portola, California.

After retiring he lived with my folks, Mr. and Mrs. Henry Wallis. My mother was his sister. He is also survived by a brother, Fred Reiner, and nieces and nephews.

He was a member of the Elko, Nevada, Lodge No. 1472, B.P.O.E., receiving his 35-year pin last spring. He was a life member of the Brotherhood of Locomotive Engineers, Division 794.

Mrs. Walter Gries  
Benson, Illinois

\* \* \*

## Home Owners thank WP

I would like to take this opportunity for myself and on behalf of other residents of Potrero Hill to thank you for your prompt action in ordering a cleanup of the sidewalk along your right of way on Arkansas Street between 18th and 19th Streets (San Francisco). I will mention your action at the next meeting of the Potrero Hill Home Owners and Residents Association.

I would like to suggest at this time that it would be a nice gesture to the community if you would consider planting a few trees along that stretch which is a residential area. I feel that

# Editor:

trees are probably the biggest single item that we need here on the hill and we try to encourage as much planting as we can, both by homeowners and by commercial establishments.

Thanking you again for your cooperation, I remain,

Jonathan D. Bulkeley  
San Francisco

The above letter was received and acknowledged as follows by Spencer S. Gilman, industrial department:

"We are pleased that our action in cleaning up the Potrero Hill property has been well received by the Home Owners and Residents Association.

"I regret that we must abstain in the matter of tree planting in the area. As much as I appreciate the esthetic values of trees, from a railroad viewpoint they pose both a safety hazard and a burdensome maintenance problem when located on or near rights of way. I hope you can understand our position."

\* \* \*

## Welcome mat out

I am writing to you in regards to my new address, and to let all the old timers know that the welcome mat is out to all who pass this way on their vacation. I'd be glad if any of them stopped by.

J. E. "Tex" Fielder  
Retired Trainman  
2116 Lead, S. E.  
Albuquerque, N. M.

## Still going strong

I visited one of our old timers at Long Beach the day before St. Patrick's Day. This 89-year oldster is Ed Gregg, 267 Euclid Street, who retired from WP at Elko as a locomotive engineer. He is in very good health. He started railroading on the Pennsy at Richmond, Indiana, and came to WP from the Rio Grande. He must be one of the oldest of our railroaders still living. However, A. T. Orr, at Salt Lake, is about the same age and still very active. I, at 76, am still a kid alongside of those men!

We're all pulling for the Santa Fe to take us over if anyone does. I would hate to surmise what might happen if the SP got control!

Gregg doesn't receive MILEPOSTS and I know he will appreciate it as much as we do. Everything stops around here until it is read through as soon as the postman leaves it at the door.

G. A. Snowberger  
122 N. Franklin Avenue  
San Gabriel, Calif.

\* \* \*

## Lyman L. Ewen

Lyman L. Ewen, retired conductor, passed away on February 27 at Dameron Hospital in Stockton. He was with Western Pacific from 1910 to 1946.

He is survived by his wife, Frieda, a daughter, Cozie (Mrs. Jack Bennett), a grandson, Lyman Bennett (U.S.A.), Frankfort, Germany, a granddaughter, Mrs. J. D. Lane, of Stockton, and two great-grandchildren, Michael and Pamela Lane.

Frieda Ewen  
Stockton, California

(Continued on Page 20)

Dear Editor . . .

(Continued from Page 19)

### MILEPOSTS in college

Thank you very much for sending me the November-December 1960 and January-February 1961 issues of MILEPOSTS, together with the folder concerning SFe vs. SP control of the WP. These are most interesting.

Would it be possible for you to send me a few back issues, prior to November, 1960, which might contain articles about operations of your railroad?

I look forward very much to reading your magazine regularly. Thank you ever so much for sending it.

Richard L. Day  
Assistant Professor  
University of Florida  
Gainesville, Florida

\* \* \*

### MILEPOSTS "Down Under"

During the past few years I have often had the pleasure of reading MILEPOSTS and have found it most interesting and informative.

I am a traffic inspector employed by the Victorian Government Railways and regularly receive company magazines from U. S. railroads.

May I be included on your mailing list, please?

L. Lalor  
1037 Pascoe Vale Road  
Broadmeadows  
Victoria, Australia

\* \* \*

### In Appreciation

First, my sincere apologies for my late acknowledgment of the very great honor bestowed on me by the many friends who made my retirement party

such a wonderful one. It was one of the most pleasant events in my life and one which I shall never forget.

To write each of you, who contributed in any way to make the occasion so successful, was my intention. After a look at the long list of names of all the fine friends who each deserve a personal "thank you" from me, I found that by writing some ten such letters each day, in about 40 days the job would be done. Being retired and becoming enchanted with loafing, I felt this task was beyond me.

Among the fine gifts I received were some shares of Western Pacific stock; which will give me a continued tie with the Company and you. Our Company, regardless of size, is the best of all.

My good wife joins me in thanking each of you and wishing for all as pleasant and rewarding an association with the Western Pacific as we have had.

Ernst "Doc" Gommer  
San Francisco

\* \* \*

### In Appreciation

I would like to take this opportunity to express my sincere appreciation to the many friends of Western Pacific for their kindnesses and words of comfort to me during my late husband's illness, and to everyone along the way to Salt Lake City for their thoughtfulness and the beautiful flowers.

Especially do I want to thank William D. Good, roundhouse foreman at Oakland, for being so helpful.

Mrs. Henry J. Quigley  
1516 First Avenue  
Oakland 6, California

Mr. Quigley, a retired roundhouse foreman, passed away on March 10.

## 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 employees whose applications for annuity have been received:

Sam M. Baker, flagman, Oakland.

Fred Bieser, boilermaker inspector, Sacramento.

James K. Bragg, Alameda Belt Line switchman, Alameda.

Albert M. Brown, Sacramento Northern pile driver engineer, Sacramento.

James E. Chase, switchman, San Jose.

Clarence W. Crawford, machinist, Portola.

Jean F. Echegon, locomotive engineer, Elko.

Clyde S. Fulcher, brakeman, Portola.

Thomas B. Griffin, brakeman, Keddie.

Frank G. Hardwick, telegrapher, San Leandro.

Leonard E. Hensley, claim clerk, Stockton.

Earl B. Jones, locomotive engineer, Oakland.

Earl R. McKellips, head accounting clerk, San Francisco.

James C. McNally, Central California Traction Co. chief dispatcher, Stockton.

Alta A. Thomas, ticket accounts clerk, San Francisco.

### Competitor's conductor praises a WP employee

A train conductor from a railroad competing with Western Pacific made a special trip to WP's public relations office in February to pay a compliment to a Western Pacific employee.

The incident occurred when the bus bringing *California Zephyr* passengers from Oakland arrived at Third & Townsend station in San Francisco. There, the conductor observed the train's *Zephyrette*, Joan Lake, bidding goodbye to all her passengers and expressing her hope that she would travel with them again on the train.

"It was one of the finest examples of good public relations I have ever seen," the conductor informed Mr. Kneiss.



# MILEPOSTS



# IN GOLD

MILEPOSTS congratulates the following railroaders who will be eligible for Service Pin Awards during the months of March and April, 1961:

35-YEAR PINS		
C. L. Ashley.....	Section Foreman (General Chairman B.M.W.E.)	Eastern Division
Asvitt, W. F.....	Head Payroll Clerk	San Francisco
A. Moldenhauer.....	Signal Shop Foreman	Sacramento
Logan Paine.....	Corporate Secretary	San Francisco
William L. Rowberry.....	Traveling Auditor	San Francisco

30-YEAR PINS		
Harold D. Branting.....	Stationary Engineer	Stockton
Leroy S. Field.....	Leading Test Signalman	Signal Dept.
H. A. Hutchinson.....	Section Foreman	Eastern Division
Joe M. Perry.....	Machinist Helper	Oakland
Vernon N. Richins.....	Section Foreman	Eastern Division
Allen H. Wilkinson.....	Section Foreman	Western Division

25-YEAR PINS		
Vernie R. Ackeret.....	Carman	Sacramento
Malcolm P. Armstrong, Jr.....	Machinist	Elko
Clarence A. Bailey.....	Water Service Maintainer	Stockton
Arthur Crump.....	Clerk	Western Division
Calvin V. Foss.....	Laborer	Western Division
E. Herrera.....	Section Laborer	Portola
Robert B. Lambert.....	Carman	Sacramento
John P. Noggle.....	Brakeman	Western Division
Raymond H. Powell.....	Conductor	Western Division
Harry M. Schafer.....	Locomotive Engineer	Western Division
G. B. Sigmon.....	Section Foreman	Elko

20-YEAR PINS		
Nelle C. Carlton.....	Electrician	Oroville
Jose F. Castro.....	Section Laborer	Western Division
Alfred C. Cruz.....	Boilermaker Helper	Sacramento
Charles E. Davis.....	Machinist	Sacramento
Paul C. Evans.....	Roundhouse Clerk	Oakland
Allen C. Fleming.....	Conductor	Western Division
Carl D. Heady.....	Carman	Sacramento
Archie D. Legg.....	Dispatcher	Western Division
Fred C. Marty.....	Machinist	Sacramento
Joseph Mason.....	Senior Sales Representative	New York City
William B. McCullough.....	Clerk	Western Division
Clifford A. Morgan.....	Conductor	Western Division
Walter L. Phipps.....	Locomotive Engineer	Western Division
Lloyd R. Quigley.....	Conductor	Western Division
Kenneth A. Rank.....	Sales Manager—Eastern Region	New York City
Harlin C. Robertson.....	Stationary Engineer	Oroville
David R. Sarbach.....	Superintendent of Shops	Sacramento
Frank E. Schmalenberger.....	Sales Representative	Oakland
Willard M. Workman.....	District Sales Manager	Pittsburgh, Pa.

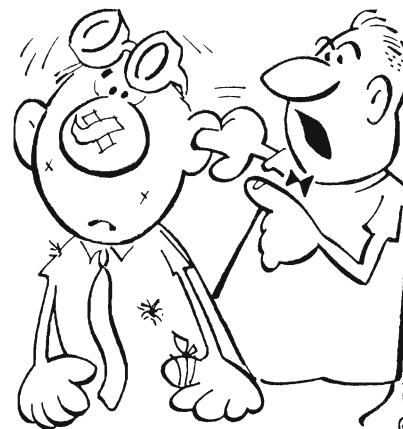
15-YEAR PINS		
Walter J. Armagost.....	Switchman	Western Division
Anthony A. Bettencourt.....	Clerk	Western Division
William J. Funk.....	Section Stockman	Oroville
Walter L. Gay.....	Chef	Oakland
Mrs. Ruby C. Gore.....	Secretary to Director of Pricing	San Francisco
Frederick G. Grenz.....	Carman	Sacramento

Charles B. Lindsay, Jr.....	Transit Clerk	San Francisco
Miss Yen Louie.....	Voucher Clerk No. 2	San Francisco
Ralph T. Lowry.....	Laborer	Portola
Mrs. Lois R. Manca.....	Stenographer	Elko
Floyd W. Mitchell.....	Carman	Portola
Rudy Mlakar.....	Laborer	Portola
Mrs. Eva V. Pierce.....	Laborer	Oroville
Clement J. Reilly.....	B&B Helper	Western Division
William F. Stevens.....	Day Diesel Foreman	Oroville
Frank A. Tufo.....	Secretary to Assistant Superintendent of Transportation	San Francisco
Bernard J. Witucki.....	Extra Gang Foremen	Western Division
William B. Wolverton, Jr.....	Mechanical Engineer	Sacramento

10-YEAR PINS		
G. C. Casselman.....	Patrolman	Sacramento
John M. Coggins.....	Carman	Elko
Foster P. Fox.....	Switchman	Western Division
Essie M. Garfield.....	Cook-Waitress	Wendover
Francisco R. Maciel.....	Section Laborer	Western Division
Henry J. McKewan.....	Switchman	Western Division
Levi P. Mitchell.....	Machine Operator	Western Division
Joseph E. Moore.....	Sales Representative	Charlotte, N. C.
Luis G. Ochoa.....	Section Laborer	Western Division
Jose Ojada.....	Section Laborer	Western Division
John T. Pegnim.....	Sales Representative	St. Louis, Mo.
Frank Salinas.....	Section Laborer	Western Division
Raymond D. Santiago.....	Receipts & Disbursements Clerk	San Francisco
Marguerite K. Shea.....	Cook-Waitress	Wendover
Floyd E. Vice.....	Carman	Elko
Alvin L. Vizina, Jr.....	Carman	Portola
Charles W. Wilkens.....	Unit Welder	Western Division

\* \* \*

MILEPOSTS regrets that Charles F. Reed's position as store helper at Oroville was shown in the January-February issue in error as relief iceman.



**"THE PLACE TO STOP ACCIDENTS IS IN HERE."**

## How We're Doing

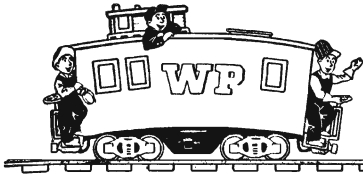
Gross operating revenues for February 1961 were down 9.14% compared with February 1960 figures.

\* \* \*

California Zephyr ratios of occupancy in February 1961 were 55.3%, compared with 52.1% in February 1960.

\* \* \*

Improved methods of control during the last half of 1960 of Western Pacific's "DF" (damage-free) and Com-partmentizer cars resulted in an increase of about \$18,000 in gross revenues due to greater car availability to meet shippers' demands which otherwise would be met by competitors.



# Caboosing

## SACRAMENTO SHOPS

Marcella G. Schultze

Approximately 80 members and guests attended the District No. 5 Board Meeting of the National Association of Railway Business Women at the Sacramento Inn, January 28 and 29. Chapter presidents from Las Vegas, Ogden, Pocatello, Portland, Tucson, San Francisco and Sacramento were present; and the meetings were presided over by MAXINE NAISBITT, District No. 5 Director. Mr. Ken Moore of the Carnegie Institute was the Saturday night banquet speaker; and Mrs. Janice Baker, daughter of Sacramento member Mrs. Betty Plaskett, was soloist at the Sunday Buffet Brunch. Also shown at the Brunch were Fantastic Fashions, modeled by members of the Sacramento chapter.

Our condolences are extended to Machinist H. W. EDWARDS whose wife, Ethel, succumbed following a heart operation in San Francisco January 16. Mrs. Edwards was 47 years of age.

Boiler Inspector FRED BIESER retired January 31 after 40 years' service with WP. Fred was presented with a monetary gift by his many friends; and now plans to spend his time fishing, gardening, and raising his prize dahlias.

Newly elected officers of the Western Pacific Amusement Club are C. C. BENNETT, president; J. J. JRAL, vice president; E. L. TOMLINSON, financial secretary; A. STADLER, recording sec-

retary; H. COLDSMITH, sergeant-at-arms; R. P. PERKINS, guard; and R. CUNHA, athletic director. Elected to the Board of Directors were G. NAPOLI, R. PAULE, A. E. DRUMMOND, B. FINCHLEY, S. J. D. GOODNIGHT, and A. SANTOS; with J. LAMALFA appointed publicity officer, and R. CUNHA, property manager. Past President C. P. ROLFE was presented with a monetary token in appreciation of his services during 1960.

## KEDDIE

Elsie Hagen

ROBERT MARTIN, water service maintainer, died from a heart attack while driving home from work on February 15. He is survived by his widow, Martha, two sisters and two brothers.

Conductor GLENN METZDORF's daughter, Glenda, was installed as Worthy Advisor of Quincy Chapter Rainbow for Girls. Glenda's mother, Margaret, was installed as Mother Advisor.

Robert Hanley, son of Agent L. P. HANLEY, has entered Marine Officers Training School at Quantico, Virginia.

In spite of the fact there are so few families left in Keddie at the present time, I would like to report that their donations to the Heart Fund Drive were very generous and very much appreciated. The drive was again conducted by the Rebekah Lodge.

Mrs. L. C. Gilbert, who had been in Plumas District Hospital for nearly four months following major surgery,

passed away on March 1. Mrs. Gilbert was a native of Angels Camp. She is survived by her husband, Trainman LIONEL GILBERT, two sons, three daughters, 13 grandchildren and four great-grandchildren.

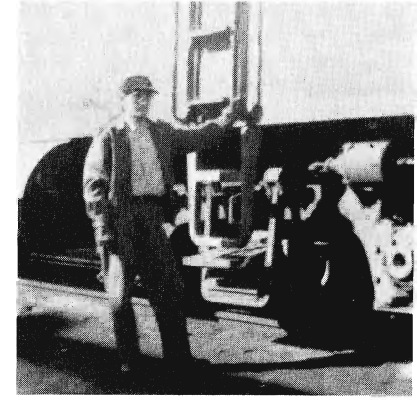
MILDRED CHAPMAN, our postmaster for over 25 years, retired from public duty and a long-needed rest. During those 25 years she traveled many a mile in all kinds of weather up the hill to WP's station to deliver mail bags for our trains. Her last such trip was in December 1950 when mail was transferred to the trucks. Her husband, Engineer WILMER CHAPMAN, passed away over ten years ago, and a son, W. CHAPMAN, is in engine service. Your correspondent and her daughter are two of the two or three families left in Keddie who were here when Mildred became postmaster. All Keddie folks will miss Mildred and hope she will very much enjoy her retirement.

## ELKO

John L. Murphy

After 37 years and three months' employment with Western Pacific, Engineer J. P. ECHEGON retired on December 31, 1960. He was a native of France and worked on his father's ranch until World War I. He served with the U. S. Marines from April 19, 1917, to August 13, 1919, two years of which were spent in France. He competed in the Inter Allied and Inter-service Rifle and Automatic Rifle matches in France and Germany, being winner in the 2-man, 4-man, 6-man, and 12-man team matches.

After the war he returned to ranching. Late in 1920 he managed the Employee Hotel for the Federal Mining and Smelting Co. in North Star (near



Engineer J. P. Echegon as he completed last run.

Sun Valley), Idaho, until hiring out with Western Pacific. Echegon served as a member of the Elko County Selective Service Board for six years during World War II.

A sports enthusiast, Echegon likes baseball and competitive rifle and shotgun shooting. He took an active interest in organizing and competing in the Nevada State Rifle Association and the Elko Rifle Club. He is a 30-year member of the National Rifle Association, and was a winner of two Gold Medals in the 1931 National Rifle Matches at Camp Perry, Ohio, in competition with more than 2,000 competitors.

He is a charter member of Elko Post 2350 Veterans of Foreign Wars, and is an active member of the Brotherhood of Locomotive Engineers.

Echegon and his wife have resided in Elko since 1923, and have two married daughters.

"I have a lot of fishing and hunting and other sports to catch up on," said Echegon, "and I intend to take an active interest in the Western Pacific.

Meanwhile, best wishes to my former bosses and fellow employees."

Superintendent JIMMY LYNCH is recuperating slowly from a series of surgical operations during January and February. He is getting along as well as can be expected and was expected to be home again about mid-March.

FRANK WYTRWAL, yard clerk, returned from an extended cruise which took him through the Panama Canal to islands in the Caribbean with return by rail through the Southern and Central part of the United States.

## OROVILLE

Helen R. Small

Switchman C. A. Ross graduated from Chico State College in January, with an AB degree in Industrial Arts and a special secondary teaching credential.

Retired Warehouseman LEONARD WALLIS, 64, passed away on January 15. A native of Carter County, Missouri, he came to Oroville in 1925. He is survived by his wife, Georgia, and two sons, Ray and Clacy.

Lineman JOSEPH G. AGNEW, 56, passed away on January 15. He was born in Pennsylvania and had lived in Oroville for the past 15 years. He was a veteran of World War II. Survivors are his wife, Kathleen, and two sisters living in Pennsylvania.

Signal Maintainer and Mrs. EMERY FIELD are the parents of a son born February 15 who arrived to join three older sisters. Congratulations!

Conductor C. M. DUSTIN's wife submitted to surgery on March 2, and other recent patients in the Oroville Community Hospital are Mr. and Mrs. S. E. McVEAN, GEORGE F. CAMPBELL, O. T. LIND, and C. H. WRIGHT.

## OAKLAND

John V. Leland

Switchman WILLIAM F. DAVIS, JR., announced the birth of his first son, born February 2. The new William F. Davis, Jr., was welcomed by his mother, Verna, and three sisters.

Sincere sympathy to the family of Demurrage Clerk J. J. "JACK" ROBERTS who passed away on February 27.

Our best wishes to Flagman SAM M. BAKER, who retired on February 7 after a WP service which began on July 1, 1935.

Switchman and Mrs. JACK D. HENDERSON have announced the arrival of their first child, Stephen Patrick, on March 22. Stephen scaled 9 lbs. 12 oz.

## STOCKTON

Elaine Obenshain

Best wishes for long and happy retirement for Clerk LEONARD E. "Doc" HENSLEY, who retired January 31 with 24 years of Western Pacific service. He began his railroad career in 1918 with Southern Pacific in Roseville, but resigned in 1936 to work for Western Pacific. "Doc" and Mrs. Hensley have five children including two stepsons, 11 grandchildren, and seven great-grandchildren. He plans to continue with his hobby of raising pheasants, fish and



"Doc" Hensley, left, receives gift from Clerk E. P. Miller, as Telegrapher Frank Bravo watches in the background.

hunt. "Doc" thanks all his fellow employees and officers for the past 24 years of pleasant work and cooperation.

The Women's Traffic Club of Stockton installed FERN LESTER, chief clerk-marketing, as treasurer for the year 1961. Ticket Clerk BARBARA MOFFITT was installed as corresponding secretary for the second year.

Clerk W. R. WESTERN has moved to San Jose as ticket clerk in the district sales manager's office. Bill plans to move his family to San Jose when school is out in June.

The Stockton WP Employees' Federal Credit Union held its annual meeting and dinner dance on January 13. A 5½% dividend was declared for the year. Loans to members increased \$36,104 and total membership increased 50 additional accounts. Total assets have reached \$152,355.11. A private office was built by the Union in our yard office.

Stockton's bowling team won the team event in the annual WP Bowling Tournament at Sacramento on February 26. Team members who collected the winning strikes and spares were G. J. BENEDICT, car foreman; G. J. SHINE, switchman; E. P. MILLER, clerk; C. C. SMITH, car inspector; and G. G. ATKINSON, switchman.

Congratulations to Brakeman and Mrs. J. E. NOWLIN whose second son, James Kelley, was born on January 18. John Clancy is the "big brother" at fifteen months.

Brakeman D. A. LOVDAL took second place in the 50-mile Antioch River Marathon on February 19 in his special marathon racer with a 40-h.p. Scotts motor.

Our deepest sympathy to the families of Switchman LEROY A. BAKER,

who passed away on January 25 of injuries received in an auto accident near Bakersfield; retired Engineer DAVID SIMMONS; Fireman ALVIN E. LEE; and retired Conductor LYMAN EWEN, who passed away recently.

## WENDOVER

Esther Witt

The annual Sweetheart Ball, sponsored by American Legion Auxiliary Unit 40 was held on February 11. Sandra Hernandez, daughter of Roundhouse Laborer and Mrs. JOE HERNANDEZ, was sponsored by the railroad, and Noemie Santiago, granddaughter of Section Laborer and Mrs. ANDREAS GONZALES, was sponsored by the State Line Hotel, Inc. Although neither of the girls was a winner they made a fine showing for their sponsors.

Retired Car Inspector LEON HENDERSON and lady friend Maurie Anderson were recent visitors in Wendover and enjoyed an evening with Cashier HARVEY L. NAYLOR for dinner at the State Line.

Our deepest sympathy is extended to Motor Car Maintainer and Mrs. LIND HUTCHINSON on the sudden death of their son, ROBERT, from a heart attack on February 4. Surviving are Robert's widow, Janis, three small children, Blake, Debra, and Van Robert, and two sisters. Robert was a former yard clerk.

Speedy recovery is wished for Telegrapher ANNA BELLE ALBRECHT who has been ill for the past two months.

Mrs. Golden Mae Hamilton, wife of deceased Roundhouse Foreman W. G. HAMILTON, passed away at her home of a heart attack on February 4. Sincere sympathy is extended to her daughter, Mrs. John (Ruth) Gustafson, Colledge,

Alaska, son, Bill C., and six grandchildren.

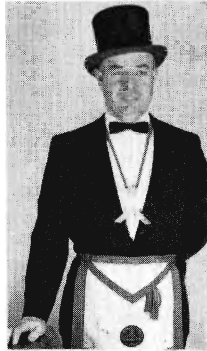
Retired Engineer and Mrs. PERCY T. HEWITT celebrated their 50th Wedding Anniversary on February 26 with a family dinner reunion. In attendance were daughters Mrs. Rands (Hilda) Wiley and family; Mrs. Ralph (Molly) Taylor and family and their son, Fred, and his wife. We hope they have many more years of happy married life.

## PORTOLA

Louise Wilks

Keddie Cronin, son of Engineer and Mrs. E. E. CRONIN, was recently chosen student of the month at Portola High School. He is a member of the senior class. He is the great-grandson and namesake of the late ARTHUR W. KEDDIE, pioneer surveyor of the Western Pacific route through the Feather River Canyon. He is also the grandson of the late HELEN KEDDIE PALMER and retired Engineer R. E. CRONIN.

Sincere sympathy to the families of



Trainmaster L. E. Thomas, newly installed Master of Grizzly Lodge, F. & A. M., Portola.

Engineer E. H. HECKERS, General Clerk ED MORGAN, Conductor ED HARRIS, who passed away recently; and to Diesel House Laborer MRS. NELL BROWN, in the recent loss of her daughter, Ruth.

Members of Portola Lodge 841, Brotherhood of Railroad Trainmen, and their wives observed the Lodge's 50th Anniversary with a very successful potluck dinner and dancing party. Conductor FLOYD D. SEATON, Legis-

George Ayoob, local chairman of the American Field Service, greets a group of foreign exchange students who arrived in Portola by California Zephyr to attend a program sponsored by the Portola Chapter of A. F. S. Engineer Ray C. Donnenwirth is secretary of the Portola Chapter—Bertha Miller photo.



Marjorie Yount, daughter of Trainman and Mrs. Harold Yount, was installed as Worthy Advisor of Portola Assembly 115—Order of Rainbow for Girls, January 29.

lative representative, was master of ceremonies and introduced, among others, retired Conductor W. W. THRAILKILL as the oldest member of the lodge present at the affair.

An SP villain and a Santa Fe suitor woo "Miss Western Pacific" as GN and UP admirers wait in background. The art was done by Gene Garriott, commercial artist in Indianapolis. Gene is the nephew of Louise Wilks and the son of System Wire Chief and Mrs. H. H. Garriott.



New arrivals are Jeanne Rae Edwards to Brakeman and Mrs. FRANK EDWARDS; Alice Ann Berg to Trainman and Mrs. H. J. BERG (Engineer and Mrs. H. A. BERG are the grandparents); Lisa Ann Fisher to Fireman and Mrs. ROBERT FISHER. Engineer and Mrs. AUSTIN LAMBERT are grandparents for the first time with the arrival of Richard Kirk Lambert.

Engineer and Mrs. EARL FIGHTMASTER have announced the marriage of their daughter, Maren Dale, to Stanley R. Rinne of Berkeley. The ceremony took place in the First Methodist Church of Reno, followed by a reception for family and close friends at the Holiday Hotel. After a month's honeymoon touring Europe, the couple will live in Berkeley.

The annual prime rib dinner of Division 800, Locomotive Engineers, coinciding with the 50th anniversary of the auxiliary, was attended by about 50 members. Entertainment followed the dinner. Chief Engineer MYRL SNOW was master of ceremonies and presented Mrs. Kathryn Hardy, wife of retired Engineer J. W. HARDY, with her 50-year pin.

## SACRAMENTO STORE

Irene Burton

We are sorry to learn of the illness of Store Helper A. C. CAPAUL who has been hospitalized with a heart condition, and of RICHARD WOLFE, store helper, who has been confined at home with an injury to a leg.

ROSE SWANSON and BERENICE HALL of the Sacramento Chapter, National Railway Business Women's Association, were elected to the Board of Trustees of the Sacramento Valley Chapter Multiple Sclerosis Annual meeting. R.B.W.A. members furnished

and served refreshments for the meeting. Berenice, and Jean Cannon, president of the Sacramento Chapter, attended the Society's regional meeting in Reno. Part of the proceeds from a fashion show given by the Sacramento chapter in March went to the Society.

CHARLES REID, purchase requisition clerk, won two trophies at the Tenth Annual WP Bowling Tournament, in the All Events, and in the Doubles which included a cash prize. BRUCE STILWELL, storekeeper's clerk, was also winner of a cash prize.

Our sympathy to the family of CHARLES C. BROCKETT, retired employee, who passed away on March 2. "Brocky" retired in January 1959 after 17 years with the store department.

## SALT LAKE CITY

J. B. Price

We are glad to see Brakeman LAMAR PORTER back at work after being off with an eye injury received when making an inspection of his train.

Conductor CHARLES W. OWEN has undergone major surgery and we wish him a speedy recovery.

T&T Lineman and Mrs. THOMAS M. SHEA announced the marriage of their daughter, Patricia Ann, to Ronald Leavitt, son of Mrs. Mary Leavitt of Homedale, Idaho. The double ring ceremony was performed in the Cathedral of the Madeleine in Salt Lake City by the Reverend Thomas Meersman. Betty Cra-



ner, Wendover, was maid of honor, and the bridegroom's brother, Norman, was best man. "Brunch" at the Doll House followed the ceremony.



Gerald and Kathleen Duke

Kathleen Birdsall, daughter of Brakeman and Mrs. HOMER G. BIRDSALL, JR., became the bride of Gerald R. Duke at the bride's home on January 6. Connie Birdsall, a sister of the bride, was maid of honor, and Wayne K. Duke was best man for his brother. They will live in Salt Lake. Congratulations and best wishes from all of us.

## SAN FRANCISCO

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

Members of the auditor of revenues department send best wishes to MOLLY LEDERMAN, who was confined to St. Joseph's Hospital for a short time before returning home to recuperate from a stroke.

Our best wishes go with ALTA THOMAS, who retired from the auditor

of revenues department due to a serious heart condition.

ARTHUR L. LLOYD, Jr., public relations representative, resigned from the railroad on March 15 to become a partner in the Clift Travel Service, San Francisco. His many friends along the railroad wish him much success.

RICHARD R. REYNOLDS, district passenger sales manager, succeeded Arthur as public relations representative, effective April 1.

Elected as officers of the WP San Francisco Employees Federal Credit Union for 1961 were: JOHN C. MILLER, engineering, president; RICHARD W. BRIDGES, law, vice president; HELEN DECKER, marketing, secretary; and CARL H. FLAIG, treasury, treasurer and general manager. Serving with the officers as directors are ROBERT R. BEEBE, freight claim; MARY J. HYLAND, treasury; MILDRED NIELSEN, T. W. RAPSILBER, C. E. WARNER, accounting; R. M. TOFANELLI, marketing; and W. E. VAN SKIKE, treasury. Members of the credit committee are Chairman W. A.

REED, JR., engineering; G. E. BOWERS, accounting; and D. W. THICKENS, marketing. Members of the supervisory committee and Chairman L. J. SHAUGHNESSY and J. B. MORGAN, accounting, and H. F. PERRINE, signal.

The Union's net earnings for 1960 were \$13,346.95. Shares on deposit amounted to \$271,617.71, and outstanding loans to members totaled \$201,209.80. A 4 per cent dividend was declared at the Board's meeting on January 5.

CHARLES K. FAYE, assistant vice president-western sales, was elected president of the San Francisco Traffic Club for the year 1961. "Chuck" was vice president of the organization last year. He will continue to serve as director.

A good father, finding his son on the wrong track, will apply switching facilities.

\* \* \*

Some people try to get something for nothing, and then kick about the quality.

## Golf Tournament

The annual Spring Golf Tournament for employees and guests has been scheduled for Saturday, May 27. The place is Peacock Gap Golf and Country Club in San Rafael.

Starting times will follow consecutively, beginning at 7:30 a. m.

Green fees are \$6.00, which includes entry in the "Calcutta" tournament, and scores will be determined by "blind bogey" method of handicapping.

Further information will be released soon by Frank Rauwolf.





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On its fifth anniversary, in March, Trailer Train Company announced growth from two members and 500 cars to 34 railroad and one freight forwarder members with pool of 6,259 cars.

. . .

To score accuracy of bombing runs, Strategic Air Command will use radar bomb-scoring equipment mounted on railroad cars parked on sidings.

. . .

Louisville & Nashville in April will ask stockholders to approve charter amendment empowering company to engage in "transportation by other forms of carrier such as highway, water, air, pipeline or conveyor belt."

. . .

1960 Santa Fe passenger revenues rose 1.3 per cent over 1959 due to aggressive sales promotion and a better than 60% sale from travel tips turned in by employees.

. . .

Railroad freight carloadings in 1960 were 30.4 million cars, compared with 41.3 million in 1946; by contrast 1960 truck loadings were 3 1/2 times the 1946 level and water carrier traffic nearly doubled.

. . .

Of the total payments of \$61 million made under the Railroad Unemployment Insurance Act from July 1 through October 14, 1960, approximately \$10 million in benefits were paid to employees on account of strikes on the Long Island, Pennsylvania, Grand Trunk Western, Rutland, Union and other steel railroads, according to Thomas M. Healy, RRB member.