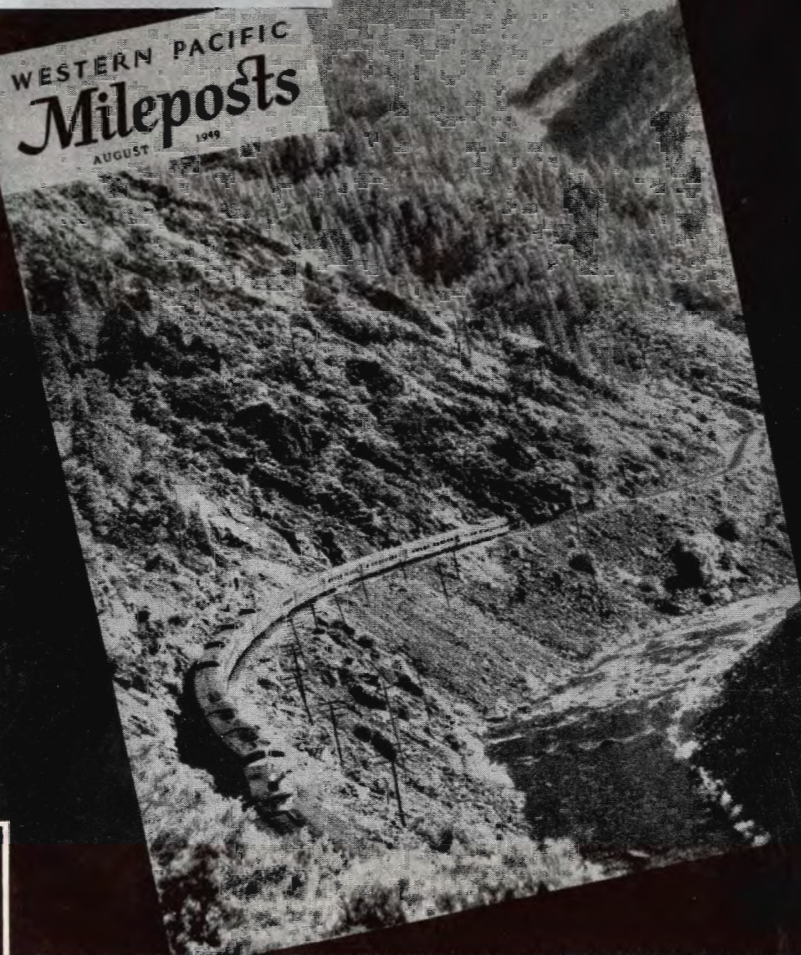


WESTERN PACIFIC
Mileposts

AUGUST 1959

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AUGUST 1949



A 10-YEAR PIN FOR MILEPOSTS

Mileposts

WESTERN PACIFIC

Volume XI, No. 1

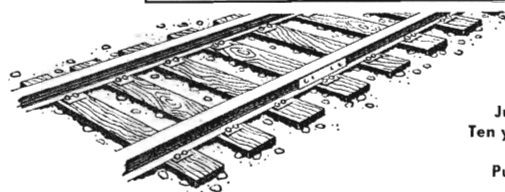
AUGUST, 1959

*Milepost No. 121

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. 121:
Just beyond Phillips.
Ten years from now the
scene will be near
Pulga, in the Feather
River Canyon.

CONTENTS

	Page
To All MILEPOSTS' Readers:.....	3
A Match Can Be a Deadly Missile.....	4
How We're Doing.....	6
Appointments and Promotions.....	7
Dear Editor:	12
WP Will Remember.....	14
Engine 164 Begins New Life.....	16
Mileposts in Gold.....	17
Caboosing	18
Railroad Lines	28

COVER: Reproduction of MILEPOSTS' first cover, August, 1949. The *California Zephyr*, pictured on that cover, was then only five months old. What will appear on the covers and in the pages of the next 120 issues is impossible to tell now, but MILEPOSTS is looking forward to another ten years.



MILEPOSTS

To all MILEPOSTS' readers:

THIS August issue of MILEPOSTS marks the 10th Anniversary of its publication. During the 10-year period I feel sure that all of you who have read the magazine as regularly and completely (cover to cover) as I have, have not only thoroughly enjoyed it but gotten a great deal of valuable information from reading it. Generally speaking, it has certainly helped all of us understand Company policies and projects, plans and activities for the future. It has also been informative describing various accomplishments, not only in a material way but also on the part of individuals. In addition, it has given valuable information as to what is taking place throughout the country in the railroad industry. Perusal of the personal notes, promotions, retirements, deaths, and family news, has helped all of us keep in touch with each other and become more aware of the activities of our friends and fellow employees.

Not only has the influence of the magazine been widespread within the ranks of the Western Pacific family, but it has also made a place for itself outside the Company with such folks as traffic managers, shippers, and customers generally. In addition, you should know that we have had many compliments from people from the outside, not only as to subject material in the magazine, but as to its general make-up. Likewise, the fact that other companies have changed their format to more or less copy that of MILEPOSTS is in itself a great compliment.

I know that many of the readers will join with me in congratulating Editor Lee "Flash" Sherwood and his staff, as well as the Public Relations Department, in turning out a very fine 10-year performance and expressing to them the hope that the magazine's future will be just as successful in years to come as it has been in the past.

F. B. Winterman

President
Western Pacific Railroad

A MATCH CAN BE A DEADLY MISSILE



Remember:
ONLY YOU CAN PREVENT FOREST FIRES!

A RAGING forest fire came perilously close to tying up, or possibly destroying, a portion of our railroad last month. As it was, some trains were delayed for several hours and the railroad incurred damages which will total nearly \$4,500. Nearly 3,000 acres of valuable second-growth timber was destroyed.

The fire began near the settlement of Clio as a result of carelessness, and was first seen by Blairsdien section men shortly after 3:00 p. m. on July 6. Ahead of a strong wind, the fire jumped the main line near Bridge 314.36, about seven railroad miles from Portola, and burned along both sides of the track for a little more than three miles.

Live embers from the wind-swept flames fell in Portola's city limits some

four and one-half hours after the fire's conception. A disaster emergency was declared by County Supervisor Clair Donnenwirth, a WP locomotive engineer, and Disaster Coordinator for the area. Sound trucks warned citizens to be alerted for evacuation and to preserve irrigation water, and arrangements were made to remove patients from Portola Hospital if necessary. Firefighters were brought in from several nearby National Forests, volunteer fighters were dispatched to the fire lines, and the Portola Volunteer Fire Department went into action aided by two AT6 planes dropping Borate fire retardant.

J. W. Kendall, communication department's general supervisor of lines, arrived in Portola from San Francisco about 1:00 a. m. on July 7 and reported the ground was still too hot for a complete survey. Arrangements were made to get communication crews to the site and lines were temporarily restored within 24 hours. Portola section men and Grading Gang No. 2 quickly replaced a number of burned-out ties.

The fire was 90 per cent under control sixteen hours after its start, and the emergency was lifted eight hours later when danger to the city was past.

Were it not for the fact that much of the railroad's property in these dangerous areas had been cleaned of grass and debris, and fire barrels on Clio bridge were full of water, damage to the railroad could have been much more severe.

Because of lack of rainfall, forests this year are particularly dry. A spark of any kind can be a deadly missile and a little bit of carelessness can cause a great amount of damage. A burning



This view looking west from Portola overpass shows smoke from fire behind 50-m.p.h. wind nearing outskirts of city. Portola Hospital is shown in top center of picture.

match or a thoughtlessly flipped cigarette can cause loss of life, loss of vacation lands, and loss of timber and valuable watersheds. August is one of the most popular vacation months. MILEPOSTS urges that campers, fishermen, and hunters use extreme caution while in these areas. Train and engine crews, and workers along the railroad

who watch passing trains, can aid immeasurably by closely watching even more than ever for sparks and overheated journals, and report any indication of danger.

No good citizen wants to believe he caused a forest fire. One sure way to eliminate such cause is to make doubly sure every fire is out!



Fire destroyed many communication poles and trees in this area near Milepost 316, and blackened ground for several miles. Photos by Millers, Portola.

How We're Doing

Provided the steel strike does not continue beyond six weeks from the time production ceased on July 15, it is estimated that our loss of gross revenues, because of the strike, will approximate \$60,000 a week; more if the strike continues beyond six weeks.

* * *

More careful handling of our customers' products during the second quarter of 1959 reduced by about 12½ per cent the amount of loss and damage claims paid out by the railroad, compared with the same period in 1958.

* * *

Because of a first-half improvement in revenues and in the railroad's cash position, WP directors approved a supplemental budget to be used for much needed track and yard improvements, equipment modifications, and purchase of maintenance of way equipment.

Railway operating revenues for June, 1959, compared with June, 1958, increased 10.12 per cent, but railway operating expenses increased 14.35 per cent. June, 1959, net income was 37.02 per cent less than in June, 1958.

* * *

The average load on the *California Zephyrs* in June, 1959, was 93 per cent of the trains' capacity, compared with 92.3 per cent in June, 1958.

* * *

WP directors authorized purchase of six 2,000-h.p., GP-20 diesel locomotives at a cost of about \$1,303,000; delivery in 4th quarter by GM's Electro-Motive Division.

* * *

A new spur was completed on the Reno Branch in July to serve Atlas Propane and Gas Company at Panther, about four miles north of Reno.



Beams from a steel fabricating plant in Chicago, weighing several tons, are unloaded at the site of a Western Pacific relocation bridge on the Feather River about a mile and a half east of Oroville. The bridge will be used when the rising water behind Oroville Dam inundates several miles of track. Oroville Mercury photo.

Appointments and Promotions

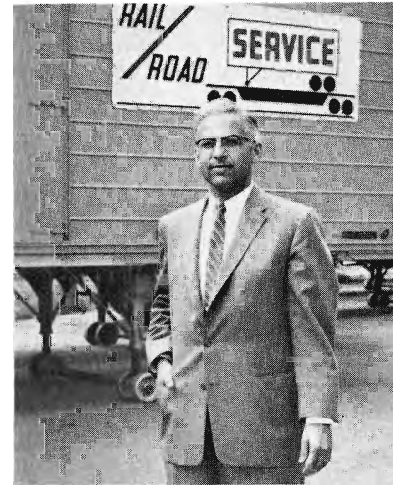
Colin C. Eldridge was appointed assistant to superintendent of transportation, effective June 1. He will handle piggyback matters.

Colin was born in Yonkers, New York, on November 8, 1919. After

general manager in August, 1950, became assistant trainmaster at Oakland on May 1, 1951, and trainmaster at Salt Lake City on March 16, 1952. He was appointed transportation engineer in the research section in January, 1955, and since that time most of his work has pertained to piggyback matters.

Colin, his wife, Marian, and five children, Wendy, Mary, Carol, David and John, live in Menlo Park.

* * *



graduation from college, he served as motor officer in charge of operations and maintenance of a fleet of 250 line haul military vehicles during World War II. His first railroad employment was in the mechanical department of the Burlington Lines. He left there in October, 1947, to become special assistant in the president's office of Western Pacific, assisting with economic, operational, and equipment projects, much of which related to inauguration of the *California Zephyr* trains. He was appointed assistant to

As a result of the recent reorganization within Western Pacific's marketing division, there has been created a new department to conduct research into the various markets for our transportation service. As an aid to the railroad's over-all efforts to improve its transportation income, the department will study the particular situation of an individual company or group of companies. The staff will recommend possible solutions to the problems of equipment design, packaging, material handling, warehousing, distribution, marketing, etc. Also to be explored will be other activities with the purpose of establishing basic know-how which may further extend the kind or form of transportation service the railroad may offer. This might be termed as product diversification research. From this department will also come reports and analyses of current traffic volume and revenues, revenue forecasting, and planning for the future.

Heading the department as director is Geoffrey M. Bruere, who came to

WP on March 1 with considerable experience in the field of transportation research. He was previously with the Chicago & North Western Railway as executive assistant, office of president. He was granted a year's leave of absence by that railroad in January, 1957, to serve as research associate on an Army transportation survey at Stanford University. His position immediately prior to his appointment with WP was chairman of the research committee (Mountain Pacific railroads), Western Traffic Association, headquartered in San Francisco.

Bruere was born in New York City on September 15, 1919. He was a member of the Class of 1941 at Amherst College. During World War II he served in the China-Burma-India theater with the Air Force, and was discharged in 1946.

Jeff lives in San Francisco with his wife, Patricia.

* * *

Leo F. Delventhal, Jr., and Robert C. Morris, formerly transportation engineer and assistant transportation

engineer, respectively, with WP's research section, are now on the market research staff. Effective May 16, Delventhal became senior transportation engineer, and Morris was named transportation engineer.

Effective the same date, Joe Buchalter joined the staff as transportation engineer.

Delventhal, a native of San Francisco, first worked for WP as a mail clerk in 1934. After successive promotions within that department, he became a member of the research staff of the president's office in 1952. Leo has worked closely with the manufacturers of freight cars and shippers and, as a result, is responsible for many of the new methods the railroad introduced as an aid to shippers in better loading techniques. He was recently elected president and national director for the ensuing year of the Northern California Chapter of the American Material Handling Society.

Delventhal lives in Piedmont with his wife, Eleanor, and three children, Burk, Kent, and Mark.

Morris was born at Glenn's Ferry, Idaho. After majoring in engineering and business administration at the University of California in Los Angeles and in Berkeley, he became a special apprentice in WP's mechanical department at Sacramento in 1942. He spent three years beginning in 1943 with the Army Corps of Engineers and after serving in the European Theater returned to the shops in 1946. There he completed his apprenticeship in the study of diesel engine operation and maintenance. Bob became roundhouse foreman at Oakland in 1948 and in 1950 returned to Sacramento as supervisor of reclamation. He was appointed to the research department in 1956.

Bob lives in San Rafael with his wife, Norene, and two children, Bobby and Jane.

* * *

Buchalter is a native of Velpen, Indiana. He came to San Francisco as a youth and is a graduate mechanical engineer of the University of California. He did postgraduate work in industrial engineering at Stanford University. Before becoming a WP employee in March, 1959, Joe was associated with Continental Can Company and Weyerhaeuser Timber Co.

Joe lives in Menlo Park with his wife, Cecilia, and two children, Jack and Elizabeth.

* * *

D. Robert Papera was appointed market economist on the staff, effective June 16. A graduate of Stanford University in 1949, he received his B.A. in economics that year, his M.A. in 1951, and his Ph.D. in economic research in 1958, also from that univer-

sity. Bob was appointed research assistant for the Federal Reserve Bank of San Francisco in July, 1950, and in 1956 became associate economist for that organization. For about the past year he was administrator of planning coordination for West Coast Electronics Products Department of Radio Corporation of America.

Papera, a native Californian, lives in Atherton with his wife, Sara, and daughter, Laura.

* * *

Larry Moore was appointed market analyst, effective July 16. Larry was born in Baker, Oregon, on December 29, 1929. After service with the U. S. Air force, he attended U. S. Naval Academy and the University of California. Prior to his employment with WP in 1957, Larry worked for the Great Northern Railway in Portland, St. Paul, and Seattle in several positions including city freight agent and assistant to freight traffic manager. His first WP service was as special assistant-statistics.

Larry is single and lives in San Francisco.

* * *

Frank G. Reiff was appointed research assistant, effective July 16. Born in Varina, Iowa, on September 5, 1936, Frank moved to California six years later. After attending Sacred Heart High School in San Francisco, he became a WP employee on May 25, 1955. He has since held a number of positions in the pricing department of the marketing division, during which time he attended and graduated from Golden Gate College's school of traffic. At the time of his appointment he was rate analyst in the transcontinental pricing section.

Members of the market research staff are: Robert C. Morris, Leo F. Delventhal, Jr., Geoffrey M. Bruere, Betty de Leon, stenographer-clerk, Joe Buchalter, Frank G. Reiff, Larry Moore, and D. Robert Papera.



Frank lives in San Francisco with his wife, Rose, and they are expecting their first child this month.

* * *

During the recent reorganization of the railroad's marketing division it was found necessary to expand the scope of training its personnel. To carry out this responsibility, Bernard E. Pedersen was appointed personnel planning supervisor, a newly created position.

Barney's background and training were developed through experience in sales, sales management, and sales training, with such companies as International Harvester, Pacific Intermountain Express, Transcon Lines, and the Automobile Club of Southern California.



Pedersen was born in Kenosha, Wisconsin, and graduated in 1940 from the University of California. He received his discharge from the U. S. Navy with the rank of lieutenant commander after serving five years during World War II.

Pedersen, his wife, Kathleen, and two children, Patricia and Dwight, live in Orinda.

* * *

Vincent J. Carr was promoted to the position as district sales manager, effective May 1, with the establishment of a district sales office at Cleveland, Ohio. Carr, formerly sales representative in the Cleveland area, will be assisted by a sales representative and a chief clerk yet to be appointed. The

office will be located at 1514 Terminal Tower Building, Cleveland 1.

Carr is a native of Newark, Ohio. He entered the railroad field with the Pennsylvania in September, 1912 and, except for 21 months' World War I service as quartermaster sergeant, remained with the railroad in various capacities until June, 1922. He was chief clerk for the Southern Pacific at Cleveland from June, 1922, until July 31, 1923, when he became traveling freight and passenger agent at Detroit, Michigan.



He joined Western Pacific as traffic representative at Detroit on May 16, 1928. He became traffic representative in Cleveland on November 1, 1933.

Vincent lives in Cleveland with his wife, Lunetta.

* * *

William D. Brew was appointed auditor of miscellaneous accounts, succeeding Henry C. Wendt, who retired on May 31.

Bill is a native of Shelley, Idaho, and began his Western Pacific employment as a stenographer at Elko following his graduation from Grantsville High School in Utah. Bill entered the Air Force in 1943 and was discharged from the service with rank of lieutenant after serving as a combat bombardier on B-24's in the South Pacific. He is still active in the Air Force Reserve. Upon his return to the railroad he worked as trainmaster's clerk, first at Portola, and then at Salt Lake City where, while still employed, he completed his education with grad-



Thomas G. Page

William D. Brew

uation from the University of Utah in 1950. He then became a traveling accountant and, in 1951 was appointed to position as assistant to general auditor-taxes.

Bill's father, Dan, is agent at Garfield, Utah, and brother Bob is assistant staff specialist in WP's operating department.

Bill and his wife, Alma, live in Redwood City with their four children, Caroline, Bill, Jr., Elaine, and Debra, born on June 12.

* * *

Thomas G. Page succeeds Brew as assistant to general auditor-taxes. Tom was born in Pitman, New Jersey, and is a graduate of Temple University. Prior to his entry in the Army Air Force in 1943 as a B-24 navigator in the Central Pacific, he was employed for two years with the U. S. Treasury Department, Bureau of Internal Revenue. He was office and general manager for an Atlantic City, N. J., automobile dealership until the business was sold in 1954. Tom relocated in San Francisco in 1955

and was employed with L. H. Penney & Co., certified public accountants. Prior to his employment with the railroad he was in-charge accountant for the firm of Haskins & Sells.

Tom and his wife, Muriel, live in San Francisco.

* * *

ALBERT D. HACHQUET became district special agent-claim agent at Elko, effective June 1. He succeeds Robert F. Stenovich, now superintendent of the Nevada State Highway Patrol.

Al was born at Eureka, Nevada, on May 23, 1921. His first employment



Albert D. Hachquet



Angelo L. Santina

with the railroad was as special agent-claim adjuster on October 1, 1952.

Al lives in Elko with his wife, Beth, a daughter, Jacque, and a son, Mark.

* * *

Angelo L. Santina on June 1 succeeded Al Hachquet as special agent-claim adjuster at Elko.

"Pete" was born at Carlin, Nevada, on March 26, 1928, and attended grammar and high schools in Elko. He served for two years with the U. S. Navy, and for the past eight years was a member of the police department for the City of Elko.

"Pete" lives in Elko with his wife, Elaine, and a son, Maynard.

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 retirement has been officially reported:

William H. Barnett, locomotive engineer, Stockton.

Joe Barton, B&B miner, Western Division.

John L. Berschens, passenger ticket clerk, San Francisco.

Peter G. Casey, car inspector, Oakland.

Oliver J. Crowe, conductor, Oroville.
James B. Currey, sales and service clerk, San Francisco.

Anthony B. Day, chief yard clerk, Oakland.

Demetrio Garcia, extra gang laborer, Western Division.

Rafael Garibay, Central California Traction Co. section laborer, Stockton.

Norman Lackey, relief section foreman, Halls Flat.

Adolph Loser, locomotive engineer, Elko.

John Moran, brakeman, Portola.

John W. Mulford, passenger department relief clerk, San Francisco.

Edmond G. Parrott, conductor, Stockton.

Agostino Sei, section laborer, Portola.

Alfred L. Truckey, car inspector, Portola.

Herbert E. Vandervoort, locomotive engineer, Stockton.

Ruth A. Vetter, chief clerk, Detroit, Michigan.

Frank O. Williams, switchman, Sacramento.

William R. Woodall, locomotive engineer, Salt Lake City.



Mary and Jim Duhig at retirement party

Commissary Buyer James H. Duhig retired May 30 after more than 39 years with WP. While booming around lumber camps as a youth he worked on a logging train pulled by a Shay locomotive. In 1915 he was a fireman on the Mount Tamalpais and Muir Woods Railroad. He worked for Wells Fargo Express Co. before going overseas with the 91st Division in World War I. Jim then worked for Railway Express Agency and on March 1, 1920, became assistant storekeeper in WP's commissary department. For a short while during the depression he worked as night cashier-waiter at the Gerlach and Wendover hotels. He then became linen clerk and later secretary to W. P. Stiles, superintendent of dining cars, one of four superintendents under whom Jim worked. He also worked in four different commissary buildings.



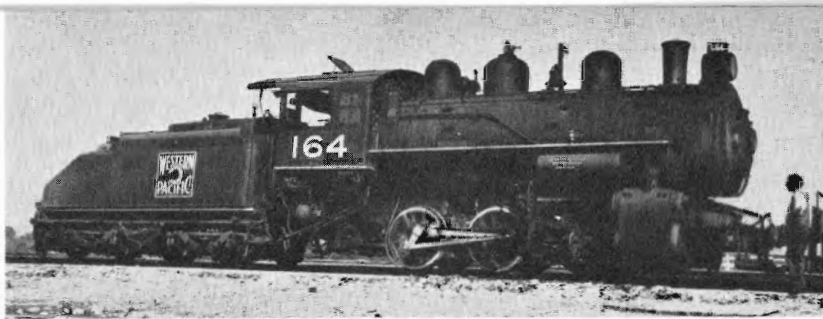
Henry C. Wendt, auditor of miscellaneous accounts, retired May 21 after 46 years with the railroad. His first WP employment was in July, 1913, in the freight accounting department. He spent three years with the Army in World War I and re-entered WP service in 1919. After several promotions he became auditor of miscellaneous accounts in 1941. Henry married Adah M. Oellerich in 1921, who was then a passenger accounts clerk. Mrs. Wendt is well known in the East Bay for her many charitable activities. Henry is a registered public accountant, and an expert in raising roses, fuchsias, camellias, and pelargoniums. He is most proud of his wonderful family who, in the picture at the left, are son Bob and his wife Gertrude, Adah and Henry, and grandsons Bruce, David and Bob, Jr.

* * *

John J. McNally retired on June 30 as assistant superintendent, and No. 1 engineer on the western division's seniority roster. The record shows he had 45 years' service, but that's not quite true. At the age of 15 John was too young to go to work in 1911, so he used another name which he has since forgotten. As John McNally he hired out as a laborer at Gerlach in his native state of Nevada. The railroad had been in operation about four years. After moving to Portola he worked as laborer, machinist helper, hostler helper, and as watchman and fireman on ditchers and steam shovels. He became locomotive fireman in 1916 and two years later was promoted to engineer, about the time he married Thelma Irene Taylor of Stockton. He was night roundhouse foreman at Portola in 1921 and 1922, and became road foreman in

1941. Following promotion to trainmaster in 1943, he became assistant superintendent in 1952. The McNallys have one daughter, and three of four sons are WP employees. At his retirement dinner John was presented with a "Book of his Life" drawn by Alice Angiulo, secretary to division engineer. In the picture, John chuckles at one cartoon displayed by Superintendent Christy and retired Superintendent Curtis, as Mrs. McNally joins in the fun. John thanks all employees and WP's management for the splendid cooperation received during his service.





—Fred Stindt photo

Engine 164 begins new life

July 4 this year was the 183rd anniversary of this country's independence. Appropriately, the day brought independence to one of five Western Pacific steam locomotives still in existence.

As a climax to a colorful, but fire-cracker-less, Fourth of July program in Oroville's Hewitt Park, Western Pacific presented as a public service, engine 164. She now stands proudly for all to see, a dignitary in her own rights, on rails embedded in concrete.

The old girl was built in Schenectady by the American Locomotive Works in 1919 for the United Verde Copper Company's railroad, operated at Clarksdale, Arizona, as No. 18.

Western Pacific bought her for \$16,000 from a used locomotive dealer in San Francisco at the age of eight. Before retiring in October, 1953, a victim of dieselization, she rolled up three-quarters of a million miles switching in the Oroville yard limits. She had a brief return to action the next year when needed by the United States Gypsum Company at Gerlach, Nevada. For this job she went proudly up and down the Canyon under her own steam, and then was shoved out on a spur track behind the Oroville roundhouse to dream about her past.

She showed her age when selected for her new role, but Roundhouse Foreman Ray Ronan and his crew gave her a beauty treatment which is certain to attract a whistle or two.

Presentation of 164, in behalf of Western Pacific, was made by Gilbert H. Kneiss, assistant to president-public relations.

Railroaders Honored

Henry P. Donnelly (left below) and John C. Sterner, district special agents-claim agents at San Francisco and Stockton, were presented with



Life Memberships in the Peace Officers' Association of the State of California at the Association's recent annual convention in San Jose. They each have been members for twenty years. Henry entered WP service as a patrolman on September 17, 1936. John hired out as patrolman on July 24, 1934.

MILEPOSTS



IN GOLD

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

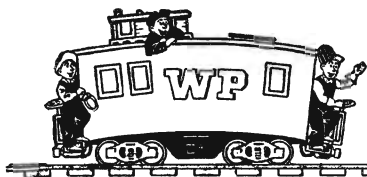
40-YEAR PIN		
Loren W. Ames	Chief Clerk to Superintendent	Eastern Division
35-YEAR PINS		
Lee V. Classen	Head Clerk, Miscellaneous Bureau	San Francisco
Spencer H. Lewis	Asst. Chief Clerk, Transportation	San Francisco
Carl R. Nipper	District Sales Manager	San Jose
James A. Potter	Chief Clerk, Agents Accounts Bureau	San Francisco
Albert C. Thomas	Valuation Mech. Engineer-Accountant	San Francisco
Philip L. Wyche	Assistant to Vice-Pres. & Gen. Mgr.	San Francisco
30-YEAR PINS		
Frank P. Bravo	Telegrapher	Western Division
Carl Flaig	Cashier	San Francisco
Sam S. Gibson	Carpenter	Western Division
Nathan Johnson	Hostler Helper	Mechanical Dept.
Mack McDaniels	Chef	Dining Car Dept.
25-YEAR PINS		
Peter Del Moro	Assistant Accountant	Mechanical Dept.
Leo F. Delventhal, Jr.	Senior Transportation Engineer	San Francisco
David W. Harris	Foreman, Section & Extra Gangs	Western Division
20-YEAR PINS		
Dominic W. Goodmann	Switchman	Western Division
Calvin P. Hoctor	Asst. Mgr. of Passenger Sales	San Francisco
William G. Reynolds	Yardmaster	San Francisco
15-YEAR PINS		
Clifford G. Garvis	Machinist	Mechanical Dept.
Richard L. Hussey	Fireman	Western Division
Harry Kilcrease	Chair Car Porter	Dining Car Dept.
Shirley F. Lee	Telegrapher	Eastern Division
Joseph D. Locati	Brakeman	Western Division
Clarence McAfee	Waiter	Dining Car Dept.
Jack A. McPherson	Baggageman-Janitor	Western Division
Lawrence E. Moe	District Sales Manager	Detroit
Jewell Pearson	Kitchen Helper, Medical Dept.	Portola Hospital
Albert B. Tedd	Baggageman-Caller	Western Division
10-YEAR PINS		
Martin J. Etchemendy	Fireman	Eastern Division
John A. Johnson	Asst. Section Foreman	Western Division
John K. Johnson	Carman	Mechanical Dept.
Henry D. Reitz	Carman	Mechanical Dept.
Mary Soohodolsky	Steno-Voucher Writer, Overcharge Claims	San Francisco
John L. Studebaker	CTC Maintainer	Signal Department

A Texan who owned a late model, small-sized sports car was asked if it were air conditioned. "No," he replied, "but I always keep a couple of cold ones in the refrigerator!"

* * *

Grandma (looking at her granddaughter's new bathing suit): "If I could have dressed like that when I was a girl, you'd be six years older today, Missy."

A San Francisco columnist recently wrote about a Mrs. Alma Rigg, 99, who took her first airplane flight from Denver to San Francisco for the ninth birthday of her great-grandson, David McCracken. TWA men, pencils poised for Mrs. Rigg's comments, were chagrined. "Wish I'd taken the train," piped Grandma Rigg. "I'd like to have seen the scenery."



Caboosing

RICHARD D. HAGEN, secretary to A. H. LUND, sales manager, Central Region, starts off MILEPOSTS' second ten years as correspondent at Chicago. You'll enjoy reading his interesting comments about our railroaders in the "windy city."

CHICAGO

Richard D. Hagen

The following WP railroaders here today were here 10 years ago: R. A. LUPE, G. K. WENIG, J. B. WARREN, G. T. COFFEY, J. C. RIEGEL, J. H. EPHRAIM, F. L. SWEENEY, and J. M. BOQUIST. Others now in Chicago with service records better than 10 years are A. H. LUND and W. B. COOK.

MESSRS. RANK, McGRATH and BAKER, now in general office at San Francisco, were here then, and so was R. B. RITCHIE of New York City. MARIE LIBBY, secretary to sales manager, now retired and enjoying life in Chicago, was also here to receive the first issue of MILEPOSTS.

BILL COOK returned from California recently where he gave his daughter, Barbara, away in marriage to Lawrence K. Wormer. Bill claims he made it down the aisle without incident, but he looked haggard the first day back.

JOHN C. RIEGEL, the Isaac Walton of our office, took a week's vacation in July to complete his summer lake home in Wisconsin. John wants all the work out of the way by next summer,

as with retirement coming up this fall, he plans to do nothing but live easy and cool his heels.

Newest member of our staff is E. P. "GENE" SCHMITTGENS, who hails from St. Louis, where he worked under JACK MCKENZIE as chief clerk for a couple of years. Several months ago Gene was promoted to sales representative in this office. He resides with his family, consisting of wife, Mary, two sons, Gene and Danny, and newly arrived daughter, Teresa, in Park Forest.

GEORGE WENIG spent a week of his vacation in May in Hot Springs, Arkansas. Told that the hot springs would do wonders for his figure, he took advantage, looks fit and rested and is 17 pounds lighter.

We wish a very belated welcome to MARIE SHIPLEY, who joined our Company January 1 as WARREN BROWN's secretary.

SALT LAKE CITY

J. B. Price

Nearly 43 years of railroading came to a close on May 30 when Engineer WILLIAM R. WOODALL retired. Better than 40 of those years were spent on WP.

Bill was born in West Jordan, Utah, on May 2, 1894. Here he grew up and received his education. He hired out as a fireman on the Michigan Central in Detroit in August, 1916, resigned in February, 1918, and returned to



Bill Woodall completes his last run

Salt Lake City. He became a WP fireman on October 10, 1918, and was promoted to engineer on June 13, 1920. He has been engineer on the *California Zephyr* and the *Zephyrette* for the past five years.

On completion of his last run, Bill said: "I sure will miss all the fellows I have worked with, as I don't know where you could find a nicer group or a better railroad to work for."

Bill intends to get in a lot of fishing and hunting, two of his hobbies.

Stenographer MARJORIE DAVIS, employed in H. R. COULAM's office, has been away because of illness and we wish Marjorie a speedy recovery.

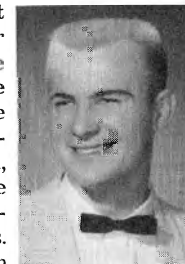
Mrs. B. B. Perri is now well on the road to recovery from major surgery, and we sincerely hope that she will soon be able to resume all of her activities. Mrs. Perri is the wife of Conductor BILL PERRI.

Our deepest sympathy to Mrs. Forest H. Lessley and family, whose home was saddened by the sudden death of Conductor F. H. LESSLEY.

MILPITAS

Philip Hazlett

John Theobald, son of Clerk WALTER THEOBALD, graduated from James Lick High School June 12. Besides giving the valedictorian address for graduation, he had distinguished himself many times during his high school days. He was associated student body president of his class, as well as head of Dist. 7 of the California Association of Student Councils for two years. During his junior year John was elected vice president of the State C.A.S.C. This past year John brought even more honor to himself and James Lick High when he was elected president of the State C.A.S.C. and, as such, attended the national conference in Ferguson, Mississippi. This past summer John was the recipient of the Alum Rock Lions Club Scholarship awarded to him at the annual Honor Day assembly. He also obtained Life Membership in the California Scholarship Federation, and was voted the most likely to succeed by his class. Thomas Dusek, dean of students, honored John when he said: "John has won the hearts and respect of all of us at James Lick. He represents to us the epitome of right thinking and fine character. We wish him the best of everything."



Michael Baptist, son of Switchman RICHARD BAPTIST, was given Block "B" awards for basketball and baseball, and a student council award at the close of the term at Berryessa School. Michael was also on the Honor Roll.

Ray Tidd, Jr., son of Conductor RAY TIDD, graduated from San Jose High School and has enlisted in the U. S. Navy and is now at San Diego.

To ROGER VERHAEGE go our very best wishes for his success in his recent appointment as assistant trainmaster at Stockton. At the same time, we all say "hello" and welcome to JIM BRENNAN who will succeed Rogert as assistant trainmaster at Milpitas.

SACRAMENTO SHOPS

Marcella G. Schultz

Looking back on the past ten years—

1949—so many changes occurring in the shops. The road diesels have arrived! Methods of work, types of employment, everything altering! Many of the men not even sure they can change from steam engine overhaul to this modern diesel electric locomotive.

1951—Sacramento Northern consolidates its shops with the WP; and we welcome a number of their employees into our ranks and, again, bring in a new type of work—electric locomotives equipped with pantographs. Today, just three electrics left—SN 652, 653 and 654—used only in switching service in Marysville and Yuba City. SN has graduated to Cooper-Bessemer's 700 and 720 h.p. and EMD's 1350 h.p. purchased from the New York, Ontario and Western and now used on the steel trains to Pittsburg.

1951—Last of the steam engines, WP 486, leaves us. Nostalgic feelings among the old-timers, and the Shops look bare without "her" sitting on the track!

1953-1955—Bring us the 701 Class locomotives, or the "Jeeps."

1958—Brings in a steam engine for light repairs before going on a Historical Society trip. Young apprentices

rush to see this "curiosity" for the first time, not even realizing how important steam was a scant ten years ago.

1959—A test made of the new EMD 2400 h.p. locomotive on our line. Type of power changing again!

And in the car department:

1953—First assembly line—constructing 102 standard 50' flat cars on prefabricated underframe from Consolidated Western Steel Company, Los Angeles.

1955—Our first ten piggyback flat cars—hardly realizing then how important piggyback movements were to become.

1956—35 new-style cabooses, equipped with electric generators. Short gondolas fitted with steel coil racks.

1957—An experiment—sandblasting covered hoppers for bulk rice loading. So successful these hoppers now used for bulk beans, corn grits, walnuts, almonds.

1958—Building of ten 17' gondolas for wood chips; 15 more planned. Modernizing compartmentizer car gates.

1959—Not only a basic repair point, but a construction center, converting standard cars to fit the many special needs of our shippers. Presently constructing special bulkheads for plaster-board loading.

Time has seen us change from waste-packed journal boxes to journal pad lubricators; from lubricators to the roller bearings. Now under test, friction bearings.

Future promises changes in the repair tracks and lengthening of the switching yard when the new Sutterville Road overpass is constructed, with both WP and the City of Sacramento sharing building costs.

PORTOLA

Louise Wilks

Congratulations MILEPOSTS on your 10th Anniversary!

Portola also celebrated an anniversary, its fiftieth, with a three-day celebration July 24-26. Western Pacific's Golden Jubilee was also commemorated.

A large group gathered at the Log Cabin to wish a long and happy retirement to AGOSTINO SEI, who retired after 40 years in the maintenance of way department. Twenty-three of those years were spent as section foreman at Loyalton, where "Gus" and Mrs. Sei will make their home. "Gus" was born in Lucca, Italy, and came to the United States in 1913. He started working as a section foreman at Calneva in 1922, worked at Anderson, and Reno, before transfer to Loyalton.

Graduating from the University of California this spring was Marin Fightmaster, daughter of Engineer and



Gus Sei and Loyalton Branch milepost sign



Sharon Storey, daughter of Engineer and Mrs. Maurice Storey, is Worthy Advisor of the Order of Rainbow Girls.

Mrs. EARL FIGHTMASTER; from Chico State College were Tom Pearson, son of Fireman and Mrs. OVA PEARSON; Leland Jones, son of Trainman and Mrs. LEE JONES; and John Sypher, son of Engineer and Mrs. JOHN SYPHER.

Little League baseball is claiming the spare time of many railroaders this summer. In the league are five teams, one from Sierraville, one from Loyalton, and three from Portola. The Portola Yankees are managed by Signal Maintainer LARRY LAWSON, and coached by Trainman HARLEY SILER. The Portola Giants are coached by Lineman BARNEY GUZENSKI and Track Maintainer CURTIS WEAVER. Special Agent LOY HIBBS and his son, Loy, Jr., coach the Portola Tigers. One Babe Ruth team is managed by FOY COLE of the perishable department.

Yardmaster and Mrs. CHARLEY BEEM, and Trainman and Trainmaster's Clerk PAT and GLADYS LARGAN, attended a family reunion in Mt. Carroll, Illinois.

Car Inspector FRED TRUCKEE retired from Portola rip track after 23 years of service. Fred expects to spend his summers in this area, but will migrate with the birds in the winter.

Recent arrivals are a granddaughter, Laurie Donnerwirth, for Engineer and Mrs. CLAIR DONNENWIRTH; and a granddaughter, Colleen Rae Wilks, for your correspondent.

NEW YORK CITY

James B. Hansen

A welcome return to PERL E. WHITE, eastern regional sales manager, following recent surgery. It's good to have the "old pro" back on the job.

JACK EDWARDS is vacationing at home, recuperating from surgery, and trying to keep cool.

GORDON KEYSER, from San Francisco, is with our staff as stenographer.

ALAN HUDSON, sales representative, left us July 7 to join the Burlington Truck Lines. Al had just completed ten years with Western Pacific. To Alan, his wife, Dorothy, and their ten wonderful children, go our best wishes for a new and prosperous career.

C. BEADLING replaces Alan in covering the Philadelphia area, and your correspondent becomes the neophyte sales representative.

RICHARD TRACY, our senior stenoclerk-ticket clerk, becomes chief clerk.

OROVILLE

Helen R. Small

Donald Frank Morford, son of Switchman and Mrs. DONALD E. MORFORD, and Mona Lee Hays, were married in Oroville during June.

Conductor O. J. CROWE retired after 35 years' service on the eastern division. He made his final run on the *California Zephyr* on June 29, and many were on hand to meet him at the end of his run. He was presented with a rod and reel from the *Zephyr* porters by Russell Reynolds, son of



Conductor and Mrs. O. J. Crowe

Brakeman R. B. REYNOLDS, a Merit Award from the WP presented by Trainmaster R. B. REDUS, and a cash gift from friends presented by Brakeman A. E. JONES.

Russell Reynolds, of the Navy, and son of Brakeman R. B. REYNOLDS, traveled many thousand miles to see his father who is recuperating from serious leg injuries suffered in a fishing mishap. "Bruce," who has been assigned with Conductor O. J. CROWE, was unable to attend the ceremonies so had Russell substitute in his place. At latest reports, "Bruce" is much improved. Mrs. R. B. Reynolds also had been a hospital patient, but is now home and recovering.

Retired Conductor and Mrs. A. W. DRYDEN announced the arrival of a second grandchild, a daughter, born June 1 to their son, Charles and wife in Kingsville, Texas.

Dale Turner, son of Engineer and Mrs. W. R. TURNER, and Joyce Annette Mayfield were married in the First Assembly of God Church in Oroville. Dale is a new employee with WP.

Tommy Long, son of T. J. LONG, JR., and a grandson of Yardmaster T. J.

LONG, has earned his Eagle Scout badge at the age of 12½ years. He is the youngest in this area to achieve this top Boy Scout rank.

Yardmaster T. J. LONG is still confined to the Oroville Community Hospital.

Ray Harvey Scott, Jr., son of Section Foreman and Mrs. RAY SCOTT, has left to attend the University of Mexico in Mexico City, and will visit his uncle, Conrad B. Sprott, retired U. S. Navy Lt. Commander, now living there. He will visit Veracruz and cross the Bay of Campeche to Merida before returning to Stockton where he will teach school next year.

Brakeman and Mrs. L. C. ADAMS have moved to Oroville from Portola. They also previously lived in Keddie.

DON E. MONTE is a new employee at Oroville, working as extra relief clerk.

WENDOVER

Esther Witt

If you are vacationing in the Pacific Northwest, why not drop in at 4546 Washington Street, Martin Heights, Milwaukie, Oregon, and call at the home of retired Engineer and Mrs. HARRY H. FULLER. A visit would be most welcome.

Telegrapher ANNA BELLE ALBRECHT is vacationing at her home, as she believes a good rest is better than travel during hot weather. D. CRAWFORD ROBERTS is protecting her assignment during Anna Belle's absence.

Waitress IRENE CHARLES hied forth to Grand Junction, Colorado, to spend vacation with her mother, Mrs. Mary Fitzgerald.

A letter from former telegrapher CLARENCE "C.O." LORENZ of Gary, Indiana, states that he received his gold

pin for ten years' service on the E.J.&E.

Visiting at the home of T&T Lineman THOMAS SHEA and his family was his sister, Mrs. Elizabeth McNulty of Grand Junction, Colorado.

Signal Maintainer THEAS N. GARFIELD and his wife, ESSIE MAE, waitress, had as their recent guests Essie Mae's brothers and their wives, Mr. and Mrs. N. E. Hawkins of Sun Valley, and Mr. and Mrs. A. J. Hawkins of Tooele and her son, Mr. Frank Wilkins and his wife of Salt Lake City.

Switchman and Mrs. EUGENE T. LAVELLE, after attending the Switchmen's Convention in Buffalo, N. Y., took their vacation and visited relatives and friends throughout the New England states.

STOCKTON

Elaine Obenshain

On the occasion of MILEPOSTS 10th Anniversary we recall these highlights, which appeared in previous issues:

1954—Towers received and placed for installation of floodlights, and crossing gates were installed by WP and SP at Main, Market and Weber crossing. Fireman ERNEST MANGOSO brought home a 317-lb. buck, largest deer shot in Colorado up to October of that year, and won third place in the 1955 North American Big Game Competition in New York City.

1955—Team track on Charter Way spur completed to replace burned warehouse, and a 541,000-lb. trans-former, destined for Bombay, passed through the yard. CONDUCTOR SPRY and SWITCHMAN DUNCAN retired with 42 and 38 years' service. Nosebag No. 3, held at Stockton Municipal Auditorium, piggyback track and ramp put

in service, and we survived the big flood.

1956—Taking retirement were CONDUCTOR JORDAN, CAR INSPECTOR FINCH, SWITCHMEN CALHOON, COSGROVE, and POTTER, CLERK BEATIE, MOTOR CAR MAINTAINER FLEMING, and CARMAN BROWN. Gravem-Inglis Sunbeam Baking Co. spur put in service.

1957—Johns-Manville and John Deere spurs in operation, and freight pool operating out of Stockton yard split. Telegrapher EDNA SCOTT retired.

1958—Mechanical icing machine installed at Valley Ice Co., and Mohawk Rubber Plant Co. plant completed. Yardmaster's tower completed and Trainmaster LES HENRY retired.

Today, we find "Spot," "assistant yard checker," waiting for a ride to the west end to deliver a list. "Spot" also



accompanies the yard checkers on their walks through the yard. When her boss, Yardmaster L. P. HAMILTON, completes his shift at 2:30 p. m., "Spot" is waiting on the porch of the yard office for a ride home. She did have a little trouble when Stockton went on daylight saving time.

Our best wishes to Conductor EDMOND G. PARROTT who retired on May 31, with nearly 31 years' service with WP. When he began his career in 1917 on the Louisiana Long Leaf Lumber Co., a chartered railroad, he recalls using link and pin couplers with no air, hand brakes, and that locomotives were old "cabbage stacks."

Retiring on June 30 with our best wishes were Engineers H. E. VANDERVOORT and H. W. VAN HOORBEKE. Both began their service in mid-1925.

We wish speedy recoveries to retired Clerk W. H. HARRIS and Switchman C. E. HAMBURG, who recently underwent surgery, and to Clerk G. B. SRILL who has been ill for some time.

Our deepest sympathy to Engineer and Mrs. J. C. CURRIER, JR., whose 13-year-old son, Richard, passed away on June 17. Also, to the family of FRANK BOISSERANC, car foreman, who passed away quite suddenly on June 19.

Congratulations to Fireman D. L. HECKETHORNE upon his marriage to the former Roberta Ezell on June 11; to Fireman and Mrs. H. E. LOOPER, on the birth of their second daughter on June 27; and to Hostler Helper and Mrs. PHIL GOMEZ on the arrival of a son, Richard, May 18.

Elnora Burrows, wife of Conductor JAMES BURROWS, returned to WP as trainmaster's clerk while ELAINE OBENSHAIN was on vacation in Elko. Now back at work, Elaine wishes to thank PBX Operator-Typist M. A. LEACH for assisting with this column.

At a Communist gathering, one comrade addressed the chairman. "Comrade, there is one thing I'd like to know. What happens to my unemployment check when we overthrow the capitalist government?"

OAKLAND

Betty Hill

Coach Cleaner WILLIE BUSH became the proud mother of a baby girl born June 5, weighing 5 pounds 9 ounces. The baby was named Antoinette. There is one other child in the Bush family—a boy, Andre, aged 10.

Congratulations to LELAND D. MITCHELSON on his appointment as assistant superintendent with headquarters at Sacramento. "Mike" will be greatly missed around the Bay Area.

Welcome to VIRGIL H. EDWARDS who replaces "Mike" as terminal trainmaster. "Virg" comes to us from Stockton and before that was at Portola.

Dale Campbell, daughter of J. E. CAMPBELL, general supervisor-MW&S welding department, graduated from Acalanes High School in Lafayette in June. Also, son Jack, Jr., graduated from Stanley Jr. High School in Lafayette. Dale plans to enter University of California this fall, and Jack, Jr., will enter Acalanes High. Jack, Sr., was one of the hosts at his daughter's Senior All Night Party held at the Claremont Hotel in Berkeley.

WILLIAM J. POWELL, former crew dispatcher, is now commissary buyer in the dining car department, succeeding JIM DUHG, now retired. Bill's former position is now being handled by Ed SCHOPPE.

KEDDIE

Elsie Hagen

Conductor and Mrs. HERB WOMICK have moved to Oroville as it was felt the lower altitude would be better for Mr. Womick.

Trainman and Mrs. L. C. "BLACKIE" ADAMS, who recently moved to Por-

tola from Keddie, are now living in Oroville.

Conductor CLAUDE STRAHAN was a patient in St. Joseph's Hospital recovering from surgery. He has not yet returned to Keddie but last reports are that he is improving.

We will miss Assistant Superintendent JOHN J. McNALLY, who has spent much time in and around Keddie. Our congratulations on his retirement, and best wishes for a most wonderful future.

Conductor MEL STRANG reports an addition to his "family." Their mare had a colt, and from what was learned it was really exciting.

Agent and Mrs. PETE HANLEY have purchased land and are building a home where I understand they plan to live after retirement.

Track Laborer and Mrs. A. F. TOSCANI, residents in Keddie for several years, have moved to Blairsden where he is now working.

ELKO

John L. Murphy

Congratulations to S. L. "STEVE" HERNANDEZ, assistant timekeeper, who has been rewarded for his fine work in connection with the Veterans of Foreign Wars by having been elected to second in command for the State of Nevada.

Our thoughts are with those who have lost members of their families recently. DORIS THORNE, secretary to division engineer, lost her mother not long ago due to complications of old age, and her father over the Fourth of July as a result of an automobile accident. FRANK OLDHAM, accountant, suffered the loss of his father during the month of June after being confined

in the Elko General Hospital only a short time.

It was suspected we had some new faces about the office recently, but they turned out to be none other than Superintendent JAMES F. LYNCH, Assistant Superintendent W. G. HOWELL, and Division Engineer H. H. ELLIOTT. They returned after considerable duty along the roadway where a new type roadway plow was being used in connection with the 1959 ballast program.

LOS ANGELES

Frank Sell

Congratulations from everyone in Los Angeles office to MILEPOSTS on its 10th Anniversary. We all like to feel that our agency has grown, progressed, and improved right along with our magazine . . . but—

Hey there, do you remember when The Zephyr was new and fine
Back there in Forty-nine?
DF's? We didn't have any;
Piggybacks were on a pig's spine.

Tell us, do you remember back
Before IBM was planned?
And there was no Disneyland,
Remember? If you remember
Your seniority's about like mine.

Also, do you remember when
The Headlight changed its name;
MILEPOSTS then came to fame?
LA Dodgers were Bums
But they didn't play such a bum game.

And do you remember when
We didn't all have teletypes?
There were no transload gripes,
Remember? If you remember
You've come a long way—like I.

WINNEMUCCA

Ruth G. Smith

Since August, 1949, there have been many changes at Winnemucca. The 40-hour week was inaugurated on September 1, 1949, which increased forces slightly. Roundhouse forces were reduced, and the roundhouse office was moved into an enlarged yard office in the depot, between then and March 1, 1951, with dieselization.

On March 29, 1951, we were saddened by the death of Roadmaster JACK O. GOODWIN from a heart attack while on duty.

On July 1, 1952, Section Foreman SAM COLLETTI retired and was given a dinner by Winnemucca employees.

A new diesel house was built just east of the depot, replacing the old roundhouse. The rail welding plant was built on the site in 1955. "Ribbon rail," welded here, in 78-foot lengths, is used all over the system.

Switchmen's quarters were moved in 1956 from the "switchmen's shanty" in the yard to a room next to the yard office. In May, 1958, the freight office was moved from the freight warehouse into the roadmaster's office, so that now we have all department offices under one roof.

Mechanical Foreman LEONARD WILLIAMS retired April 30, 1957, after working in that capacity and as roundhouse foreman since January 1, 1926. GEORGE P. LAMBERT came here from Portola to take Leonard's place.

In 1958 we lost one conductor and three brakemen by death, all within two and one-half months' time: Conductor M. R. MINOR, two brothers, Brakemen ELMON and PAUL GRIFFITHS, and Brakeman LARRY J. ROBERTS.

Two employees retired on October 1, 1958: Motor Car Maintainer AL TONKIN and Section Laborer "LUPE" VARGAS, both employed over 20 years, much of the time in Winnemucca.

Forces were increased in the mechanical department in November, 1958. Mechanical Foreman WILLIAM J. LEAVY and Laborer ANDY ROBERTS were added to the night shift to take care of the increased fueling necessary because of running diesels through Elko and Portola for fuel.

Because of the increase in business in 1959, partly due to piggyback freight more train and engine crews are employed here now than at any time since the war.

SAN FRANCISCO

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

EARL BROWN, car inspector, announced the arrival of his first grandson, Michael Lang Price, born May 26. Grandfather Earl and baby are doing fine, as is the mother, Mrs. CAROL PRICE, former WP employee at Sacramento.

Belated congratulations upon the arrival of Katherine Hyatt, a five-pound 10-ounce daughter born April 7 to Assistant Scale Inspector and Mrs. FRANK HYATT.

WALTER C. BRUNBERG, director of purchases and stores, was named education chairman of the Northern California Chapter of the American Material Handling Society for the ensuing year.

Walter's former secretary, FRANK GABBERT, is now assistant price clerk, and GERTRUDE POENDBORF is now price clerk. Mrs. MARVEL WALT, married on

June 12, is now Walter's secretary, and a new employee, TANIA ANDREWS, is order-steno clerk.

A son, Daniel Adren, arrived July 11 at the home of Clerk and Mrs. FRANK DAVIS. Daniel has one brother, Michael Kenneth, 14 months of age. Frank works in the treasurer's office, and wife, VICKI, is on leave from the auditor of revenues department.

MARY "TONI" McCLURE is now employed in the public relations department as public relations clerk, succeeding BONNIE BARNHILL who bid in a position in the auditor of revenues department.

STORE DEPARTMENT

Irene Burton

Around the store in the past ten years—

One of the most modern railroad store buildings completed in 1953 at a cost of \$150,000.

WP Sacramento Employees Federal Credit Union organized in 1953, and we're happy to report that within a very few weeks we will be a \$1 million Credit Union.

HARRY MESSER, retired billing clerk, and Mrs. Messer celebrated their 50th Wedding Anniversary in 1954.

New store and mechanical office building remodeled in 1956, following completion of a new warehouse for the store and signal departments.

The boys on the scrap dock received their mascot "Bicka" from a maintenance of way gang in 1958.

1959—ERIC BORG, locomotive crane operator, received his 15-year Service Pine recently

Chief Clerk AL MADAN and family spent a few days at Bijou, Lake Tahoe.

(Continued on Page 27)

How to win passengers

The tardiness of this letter in no way deflects from its sincerity but is due entirely to the pressure of activities on my return to Battle Creek, Michigan.

On May 20, 1959, my daughter and I were returning to Michigan with a friend by automobile from San Francisco. My daughter was in the early stages of convalescence from a very serious illness and soon found automobile riding beyond her endurance.

We stopped at noon on that date in the town of Wendover, Utah, went to the railroad station where a very kind and efficient agent, one Anna Belle Albrecht, immediately recognized our plight, arranged for the *California Zephyr*, No. 18, to pick us up and had two roomettes reserved for us.

We want to commend you on the wonderful personnel on that train. The conductor, a Mr. Boyd, was extremely courteous and considerate and this was deeply appreciated by us as we certainly were under stress. The porter on Car 15, where our roomettes were, was likewise very, very considerate of our needs as was the "Zephyrette." I am sorry I do not know their names.

Besides naturally enjoying the luxury of that train, we shall always feel the deepest respect for your company due to the kindness of all these people.

Mrs. Rose Salter
Rt. 4, Box 554
Battle Creek, Michigan

* * *

I would like to express my appreciation to Mr. Anthony Kenny for his able assistance to me and my client while he was on duty during a recent evening.

The efficient, courteous manner in which Mr. Kenny handled my client's



Dear Editor:

luggage was extremely appreciated by both my client and myself particularly because it was fairly late in the evening.

You can better understand my gratitude when I tell you that my client was a Navy wife who had traveled from the East with four small boys and, of course, was extremely fatigued upon her arrival in San Francisco.

Jean Burnham
Caseworker
Travelers' Aid Society
of San Francisco

* * *

Anna Belle Albrecht is telegrapher-clerk, Wendover; Mr. Boyd is Pullman Conductor H. L. Boyd; Porter is S. Pringle; Zephyrette is Charlotte Altman; Anthony Kenny is WP Redcap. MILEPOSTS commends these railroaders for their excellent public relations, so very important to those who ride our trains.

Train dispatcher—1919

I am sending you an account of the presentation of a 50-year Certificate from the Royal Arch Masons by the Grand Lodge officers at my home, June 13. There were 15 men. Our Senator Dirkson from Illinois couldn't make it. Also some other photos. Lots and lots of the WP men knew I belonged as the dispatchers knew I was



Leo Mason, 1919-1959



dispatcher, too. On Page 11 of June issue I read where Hiram Hanson speaks of the RAM, so I thought he might like to know one in my area, too. Hope you are fine, Lee, and your dear book arrived today. My wife could wait. I read the MILEPOSTS first.

I received a telegram today from Edna and Alnce Welk telling me he would be in my house June 27 at 8:00 p. m. with A.B.C. with 100 musicians. Lawrence is a dear friend of mine.

Leo Mason
1501 E. Market Street
Pekin, Illinois

French Toast . . . Um, m, m!

Having taken four trips on your wonderful *California Zephyr* in the last year, I do wish you would send me your recipe for the best French Toast I have ever tasted.

Am sending addressed-stamped envelope. Thank you.

Merle Reese
Box 951
Monterey, California

Recipe was sent to Mr. Reese.

* * *

CABOOSING . . .

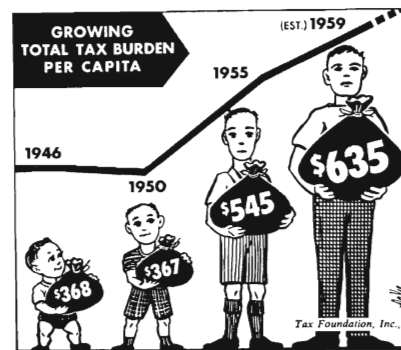
(Continued from Page 25)

Al is also a granddaddy now; his daughter, Claral, presented him with a 5-pound boy, Brian Albert.

DALE ROBINSON, store helper, and R. G. SLACK, store laborer, returned from two weeks spent between Camp Roberts and Camp Liggett with the National Guard.

MARY LOU STOCKARD is working with us for a few days starting on the typing of master copies for the Stock Control Clerk's files.

ALTON DABBS is spending a week at La Jolla on vacation, and he hopes the fish are not.



Growth of the per capita tax burden (Federal, state and local) from 1946 to 1959 is indicated above. In 1946 a 1-year-old boy had a tax load of \$368. When he reached 14, in 1950, his estimated tax burden had nearly doubled to \$635.

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RAILROAD LINES



Nickel Plate is latest railroad to join Trailer Train Co.'s piggyback flat car pool.

. . .

Illinois Central, Burlington, Milwaukee, and Indiana Harbor Belt, have ICC authorization to operate over discontinued Chicago, Aurora & Elgin tracks.

. . .

Bill S. 5 repealing 10 per cent fare tax, sponsored by Senator George Smathers, passed by Senate on June 25.

. . .

Transportation of missiles by Flexi-Van being tested by Lockheed.

. . .

Maine Central, and Bangor & Aroostook, will soon request Maine PUC for permission to stop all passenger train service after September 12 because of lack of patronage.

. . .

Country's newest railroad, Great Southwest, opens in Texas, serving Great Southwest Industrial District and Distribution Center midway between Dallas and Fort Worth, reaching all other eight railroads serving area from connections with Texas & Pacific and Rock Island.

. . .

Forty-mile Gainesville Midland Railroad in Georgia bought by Seaboard Air Line Railroad, who announced the tiny road's five working steam locomotives will be replaced with diesels.

. . .

Southern first railroad to extensively use aluminum in freight cars.