

WESTERN PACIFIC
Mileposts
DECEMBER 1959



Merry Christmas

To All Members of the
Western Pacific Family:



THE year 1959 was a notable one in the recent history of our railroad because of the fact that, through the combined efforts of employees and officers alike, we made outstanding progress in improving our safety performance.

At the start of the year we were hopeful that we could reduce the number of injuries and fatalities among our employees to less than six per million man-hours. At the end of October our results for the railroad as a whole stood at 6.07 injuries per million man-hours. Thus, it is apparent that by the end of the year we have a real good chance to equal or better our goal.

The very fact that this substantial improvement has been achieved, should be evidence to all of us that we can do even better in 1960, and I am sure all of you are as determined as I am that we shall.

TURNING to our general performance, I believe it is fair to say that if it had not been for the severe effect that the steel strike had on the level of our traffic, 1959 would have been one of the best years Western Pacific has had since 1945. Prospects for 1960 look favorable indeed, and we will hope that, as in the case of our expected safety performance, the coming year will be the best Western Pacific has ever had.

SPeAKING for the Board of Directors and our Officers, I take pleasure in wishing for all of you and your loved ones, a very Merry Christmas and a Happy and Prosperous New Year.

Most sincerely,

Mileposts

WESTERN PACIFIC

Volume XI, No. 5

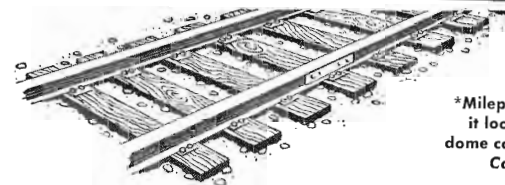
DECEMBER, 1959

*Milepost No. 125

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. 125: As it looks from a Vista-dome car on a speeding California Zephyr.

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It was 129 years ago this Christmas Day that Santa Claus brought America the most important present in its history—the railroad.

December 25, 1830, dawned as a gray, blustery morning in Charleston, S. C., but a shivering crowd was on hand for what officials of the South Carolina Canal and Rail Road Co. (now Southern Railway Co.) had heralded as a wondrous event. A steam locomotive in regular service was to pull a train of cars on a track for the first time on this continent.

The people gathered with curiosity and mixed emotions. They hoped that the tiny locomotive and the two high-sided covered wagons behind it held the answer to the growing nation's need for fast, all-weather land transportation. But the majority doubted that this man-made contraption could really replace the horse.

A handful of Charleston businessmen felt otherwise. They had confidently supplied most of the \$4,000 it cost to build the engine at a New York foundry. They even named it the *Best Friend of Charleston* because they saw this locomotive as the link to the inland that make their city a great seaport.

Barely three years earlier—on December 19, 1827—the railroad had been chartered. Construction hadn't begun until January 9, 1830, but now six miles of track stretched beyond Charleston. However, more capital was needed and the idea of starting regular service on Christmas Day was a frank bid for publicity.

Onlookers were visibly impressed by the monster machine that weighed only slightly less than four tons and reputedly was as powerful as six

America's Greatest Christmas Gift

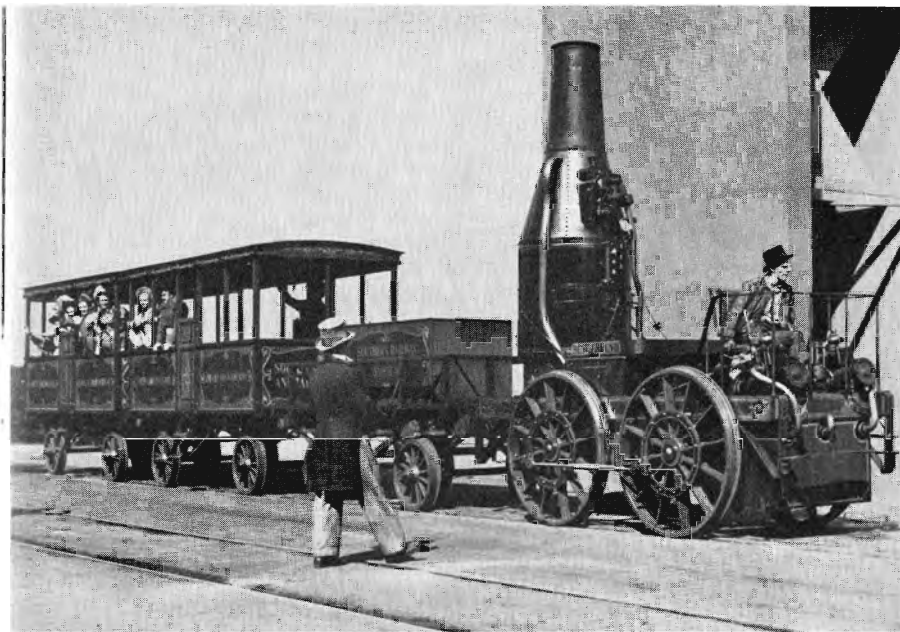
By Jack Maguire

horses. Its builders said the locomotive could cover thirty miles in an hour, or twenty when pulling cars.

All four wheels were drivers and worked on a double crank from two inclined cylinders mounted inside the front end of the locomotive frame. Connecting rods joined the two wheels on each side. At the rear of the engine, a bottle-shaped metal chimney enclosed a vertical boiler with a furnace at the bottom and outlets leading to the outer jackets and smokestack.

The "driver" sat on a chair over the two front wheels. Behind him two-foot wood logs were piled—fuel for the boiler.

ALREADY smoke swirled from the stack and steam hissed from the tiny cylinders. A few passengers—local dignitaries and railroad officials—timorously took their places on the rough wood benches in the open cars. The driver signaled, slowly manipu-



This replica of the "Best Friend of Charleston" is maintained by the Southern Railway Company. The "Best Friend of Charleston" was built at the West Point Foundry in New York City and shipped by sailing vessel to Charleston, South

Carolina, in October, 1830. It made a trial run on November 2, 1830, and went into regular service on Christmas Day of that year. When its boiler blew up early in 1831 it was replaced by the "West Point." Photo courtesy A.A.R.

lated a lever and the *Best Friend* began rolling down the track to destiny.

Passengers cheered, perhaps a little fearfully, as the train moved away. The speed increased and away they flew—as one passenger later described it—"on the wings of the wind at the speed of fifteen to twenty-five miles an hour, annihilating time and space, and leaving all the world behind."

Returning from end-of-track, the engine "darted forth like a live rocket, scattering sparks and flames on either side—passed over three salt-water creeks, hop, step and jump, and landed us all at the Lines before any of us

had time to determine whether or not it was prudent to be scared."

The crowd cheered lustily as the *Best Friend* chugged in triumph back to the starting point. The looks of earlier disbelief now gave way to smiles of pride in having witnessed what many said was a modern miracle.

And who shall say that it wasn't a Christmas miracle they saw that day in Charleston? For it was the railroad, spanning out to criss cross a continent with 218,000 miles of twin steel ribbons, that miraculously changed a wilderness into the greatest nation in the world.

Needed: Lower Taxes to Create 20 Million New Jobs

Here, from an outstanding expert, is a prescription for a new tax structure to stimulate the economic growth that we must achieve by 1975.

By Roswell Magill

Under Secretary of the Treasury for
President Franklin D. Roosevelt, 1937-38; President, Tax Foundation

DURING the next 16 years we must create 20 million new jobs. That's how much our labor force is expected to grow by 1975.

How can we find new employment for that many people and still maintain the jobs of the 67 million presently employed? Everything turns on the continued health and expansion of our economy.

Economic expansion capable of creating 20 million new jobs will not come automatically. For one thing, it takes about \$14,000 in new capital to create a single job in industry. Where is that money to come from? The only possible source is savings from income received after taxes. If taxes are too high, there can't be much money saved, and new jobs can't be created. Some 14 million new jobs have been created since the end of World War II. We can create 20 million more—if we can step up our economic growth.

The government can stimulate economic growth by adopting a tax system that leaves private investors with enough savings and enough encouragement to promote vigorous private

enterprise. With this in mind, Rep. Wilbur D. Mills, chairman of the Ways and Means Committee of the House of Representatives, announced last spring that his committee will conduct hearings beginning this month on the reform and improvement of the federal tax system. He stated as his prime objective the creation of "a tax climate more favorable to economic growth."

Unfortunately, such hearings in the past have started with statements of high purpose, only to end in a more complicated Internal Revenue Code, with higher tax rates and lower exemptions. There is little reason to hope for better results this time unless the public realizes what is at stake and lets itself be heard.

The average citizen *knows* that taxes are too heavy. He *may* recognize that tax considerations affect all his business decisions and many private ones. But he may not realize how much the tax structure itself operates to hamper that economic expansion on which future jobs depend.

When, as often happens, someone decides for tax reasons not to build a plant, economic growth is imperiled.

I know, for example, of a man who was tempted to construct some newsprint mills in Alaska, where surveys showed huge stands of available timber. If he and his friends could assemble 30 million dollars to invest, they could expect gross sales of nine million dollars a year and a profit before taxes of \$2,-500,000.

They did not build the mills, however. There wasn't enough in it for them to warrant the risk. Corporate taxes (up to 52 percent) would have reduced their profit to about \$1,500,-000. But the real hitch was the high personal-income tax that these upper-bracket investors would have had to pay. This bite would have taken all but \$230,000 of what was left.

So there are 2,100 fewer jobs available in Alaska today than there might have been had federal taxes not prevented this man and his friends from building the mills.

HERE is another example of the effect of our tax system on economic growth. To improve the efficiency and productivity of a factory, a company needs to replace a certain machine. Twenty years ago this machine cost \$100,000. The new and better model available today will cost \$250,-000. Present law allows the company tax deductions to recover the cost of the old equipment as it wears out; but the law provides no way to deduct, at the time of replacement, the *increased cost* of a *new* machine. Thus, as old plant and machinery wears out, a firm must often raise new money or increase profits just to stay in business. Since the government is taking more than half of the firm's profits in taxes, the margin that can be reinvested is small.

The core of the federal tax system is the income tax, individual and corporate; it produces about 80 percent of total federal revenues. The core of the individual income tax, as it applies to the average man, is the personal exemptions and rate structure. The exemptions, 600 per taxpayer and dependent, are almost as small as they have ever been (in 1944-47 they were \$500). And the present rates are essentially the same as they were under the wartime Revenue Acts of 1942 and 1944. The top rate then reached a peak of 94 percent. It is now 91 percent—the highest personal-income-tax rate known in the world. In other words, we are all still paying wartime income taxes.

Despite all the talk about soaking the rich, most income-tax revenue comes from the lowest (the 20-percent) bracket, because that is where the bulk of taxable income is. If all the higher rates were eliminated, we would lose only 13 percent of present revenue. On the other hand, the present steeply progressive rates weaken the incentive to climb up the economic ladder. If a person does work hard and finally reaches the top he is penalized severely.

Inflation increases taxes

Inflation has accentuated these effects. It has carried a lot of us into higher brackets with inflated dollars. In 1942 a married man with an income of \$3,000 paid (after usual exemptions and deductions) an income tax of \$269. Since 1942 there has been a 77 percent rise in prices. Just to keep up with increases in his taxes and the cost of his living, he now needs an income of \$5,618. *But the income tax at that higher bracket is \$771.* So, while his

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cost of living increased by 77 percent, his federal income taxes increased 187 percent. He has had to run pretty fast in order to stay in the same place.

A single man who had a \$25,000 income in 1942 needs an income of \$57,-625 today to have the same purchasing power. His cost of living has increased 77 percent, and his federal income tax has increased 240 percent. Should he wish to improve his position by earning another \$1,000, he will find that he may keep only 32 percent of it. In other words, to get \$1,000 more for himself he will have to earn more than three times that much.

Taxes discourage job creators

It is obvious that present federal income taxes are not designed to encourage men to invest money in new enterprises. Many potential job creators in the United States could retain for themselves only a small fraction of the gross profits they might earn from new enterprises—but they would have to pay out of their own savings the full amount of any losses they might incur.

How can we improve our tax structure so as to stimulate job creation?

In the first place, all rates should be reduced. Setting the range of rates at 16 to 64 percent would be a great improvement over the present span of 20 to 91 percent. We know that such a cut in tax rates would encourage economic expansion, for it has done so whenever it has been tried in the past.

Curiously enough, a reduction in rates would also produce more revenue for the Treasury. Business expansion automatically increases the government's tax "take." In 1954, for example, certain tax reductions were estimated as likely to cost 7½ billion dollars in lost revenue. Within little

more than a year, however, previous record tax collections had been surpassed by five billion dollars. In another year, five billion more was added to the revenues.

It has been estimated that for each one percent of economic growth, the federal government gains a billion dollars in additional revenue. So, if we take the tax blocks out of the way of our national economy, it will produce more revenue for the government as well as more jobs.

ANOTHER needed change which bears directly on new investment and new jobs concerns the tax on capital gains. The differential between the capital-gains tax and the progressive income tax has become so great in the higher brackets that there is an enormous incentive to try to turn every sort of income into a capital gain. Congress had yielded to the pressure by creating a number of new kinds of capital gains. Some are quite unjustified and can be eliminated, particularly if the rate of income-tax progression is reduced.

On the other hand, the capital-gains tax as applied to securities which have risen in price simply because of inflation has made it expensive for an investor to shift from an old investment to a new one. Congress would do well to consider, therefore, applying to sales of investments the same treatment now applied to sales of residence: i.e., to the extent that the proceeds are reinvested, no taxable gain is recognized. Thus new investments would be made possible, and new jobs would result.

These are just some of the areas where tax reforms are needed to help create new jobs. The House Ways and Means Committee hearings will discuss

How We're Doing

Columbia-Geneva Steel Division of United States Steel Corporation, Geneva, Utah, resumed coil production November 11; anticipates reaching pre-strike production levels this month.

* * *

Ford Motor Company, Milpitas, set its November schedule to approximately 80% of October's record-level production.

* * *

Average California Zephyr load in October, 1959 amounted to 62.8% of train's capacity, compared to 63.3% in October last year. In September, average load was 80.7%, compared with 79.1% a year ago.

* * *

New \$2 million flakeboard plant expected to be put in operation at

Chester, California (on the Almanor Railroad) in mid-summer 1960 by Collins Pine Company of Portland, Oregon, which will produce new business for Western Pacific.

* * *

Fire of undetermined origin virtually destroyed the railroad's Wharf Warehouse No. 2 at Terminous on October 29; it is not planned to rebuild the facility.

* * *

Chevrolet's assembly plant at Oakland, closed because of the steel strike, remains closed at least through December 9.

* * *

The concrete lining of Tunnel 26 (easterly of Virgilia) was completed on October 30. Similar work on Tunnel 36 (about five miles west of Portola) began on October 26.

* * *

Net income for month of October dropped \$343,216 over year ago, from \$736,054 to \$392,838. Operating revenues for same periods declined 4.97%, while operating expenses rose 7.85%.

* * *

During the first ten months of 1959 Western Pacific hauled 4,467 piggy-back trailers, of which more than half were hauled in the last four months of that period.

Total taxes paid by the nation's railroads during the first seven months of 1959 amounted to \$632,589,611—an average of \$2,983,913 a day!

* * *

Wife, speaking to her husband: "Dear, last year we gave mother a chair for Christmas, what should we do this year?"

Husband, without looking up from his paper: "Electrify it!"

G. R. Green joins research staff

G. R. "Dick" Green joined the railroad's research and planning department on October 12 as assistant transportation engineer. He replaces E. L. Bridges, resigned, as a member of the department and will be assigned to operating and equipment studies and cost analyses.

"Dick" was born in Hornell, New York, and completed his education at the University of Michigan and Allegheny College with a B.A. degree in business administration. Immediately thereafter, he went on active duty with the U. S. Navy, serving as Ensign throughout World War II aboard the heavy cruiser *Canberra*. As part of Task Force 38 "Dick" was in campaigns from the Marshall Islands, Marianas, Philippine Islands, to Okinawa. The ship was torpedoed off Formosa on Friday the 13th of October, 1944, and towed out of the area.

After World War II he started work in the mechanical department of the Erie Railroad. Several months later he became research assistant for the railroad at Cleveland, then market analyst.

Friday the 13th must have some bearing on his life as on that day and date in 1950 he was recalled to active duty for the Korean War and served two years as underway officer of the deck on the aircraft carrier *Boxer*, principally in the Sea of Japan off Korea.

Upon return to the Erie he became cost analyst and then assistant to the chief of research. His work consisted of cost development and application

for managerial studies plus preparation of exhibits and testimony for presentation to the ICC and various state commissions. Several times he served as chairman of inter-railroad committees preparing data for rate and divisions cases.

"Dick" claims he never learned the lesson of two wars and still is in Naval Reserve. Just before resigning from the Erie he was made commanding officer of a unit in Cleveland.

With his wife, Margaret, and two sons, Jon, 11, and Charles, 4, "Dick" lives in San Mateo. His hobbies consist of ventures into photography, model railroading, golf, and building hi-fi equipment, not necessarily in order or successful.

Annual Report Award

Western Pacific's annual report for the year 1958 was selected from *Financial World's* 19th Annual Report Survey as third best in its category among reports issued by railroads.

Financial World, an investment and business weekly magazine, announced the award at its fifteenth Anniversary Banquet held in New York City on October 26. An attractive certificate was given Western Pacific attesting to this achievement in the field of annual reporting.

The selection was made by a Board of Judges who surveyed 5,000 annual reports issued by every type of industry.

The Christmas holidays can be divided into four periods: anticipation, preparation, prostration, and recuperation.



Rough handling damages jobs

The following letter was addressed to Western Division employees of the Western Maryland Railway Co. by Superintendent J. M. Miller. The appeal received favorable response from the employees, and the general chairman of the Brotherhood of Railway Trainmen told Mr. Miller he was suggesting that the brotherhood try to find some way to begin an anti-damage campaign on a national basis.

The letter read:

"Time was when I, and some of you, started working for this company more than 40 years ago that rough handling was not much talked about. Things were different in those days. Roads were unimproved for the most part. The truck was a solid-tired vehicle of limited usage. Teams were still used for reliability. The railroad was used for most overland transportation and its service and handling of goods entrusted to them was accepted as a matter of course.

"Not so today! People have a choice of transportation—air, water, truck or rail. And what used to be first—'Rail'—is rapidly declining. In popularity, it is probably last.

"Not a day goes by that some correspondence does not pass over my desk relating to service or handling. It is the latter that deserves your special attention because freight is in your care while you are handling it. Patrons

no longer take an understanding view of rough handling. They now demand better handling and make no bones about it. Correspondence I see and read, and must reply to, carries such pertinent wording as 'unless immediate improvement can be given to the handling of our shipment, other forms of transportation will be sought.'

"We are now face to face with reality. Either we as an industry meet the challenge or we fail. So you, as engineer handling the train, should give it the skillful handling that I know you are capable of—the kind that gives you that most satisfying of all workmen's feelings—a job well done. Likewise, as conductor, yard foreman, trainman, or helper, before you 'kick' them think of the rough handling that might result.

"Even the bunching or stretching of slack can produce rough handling. Rough handling loses customers. When we lose our customers, we lose our jobs.

"Yes, impacts and rough handling can result in giving us the shock of our lives—no jobs. I can't afford to lose mine—can you?"

In football, good ball handling can win a game.

In railroading, good car handling can win a customer!

WP's Third Quarter Statement of Loss and Damage

	1959	1958
July, August, September	\$207,459	\$169,814

Thanks Medical Department

Enclosed please find picture of me taken soon after I had my stroke which was on the 28th day of August, 1958.

I was confined to the Elko General Hospital. Since that time I have had to be taken to the hospital twice by ambulance. Doctors and nurses were very cooperative and kind to me. Through the kindness and respect of your Medical Department I have had the best medical attention available up to date. I am now partially able to walk



Improving every day

again and also have some use of my left arm and hand. May I also add my personal gratitude to my daughter and friends who have been constant companions and nurses to me in the past 16 months of my convalescence. I am a retired laborer from the WP shops at Elko.

May I send my thanks again to the Medical Department and also say that I'm improving every day.

G. W. Tilbury (85 years old)
By Ella V. Clark, daughter



Dear Editor:

Expresses thanks

I wish to take this opportunity to express my thanks and appreciation to all good fellow employees and friends for the thoughtful gifts and kind words received at the time of my recent retirement. They will never be forgotten.

O. J. Crowe
Retired Conductor

No romance for Kelley

Recently I saw a picture in MILEPOSTS of Engine 164 or 166. While I do not recall ever having worked on her in my dissipated career, I do recall very vividly a trip on the 160 years ago.

I was firing for Frank Harten, another retired man now. Engine 160 was in Wendover switching service and Frank and I were called for her west about two a.m. with a train. We ran for water at Pilot, came back and got train, then went on to Proctor where we left train and went to Shafter for coal. Came back and got train and filled tank and started for Shafter again where we tied up on 16 hours.

Left Shafter next morning and almost made Ventosa for water. We did make it the second time. Had to run to Wells for water and coal, then went back and got train and went back to Wells. Took more coal and water and made it to Deeth and tied up 16 hours

again and no place to eat. The train crew did not mind us eating if we didn't do it on the right of way.

Frank had a brother-in-law, Sam McMullen, a rancher in Star Valley. Frank got on the phone and called Sam and he came in and took us out to the ranch, fed us, and brought us back to Deeth where we bedded down among the oil cans and slept the sleep of the Just.

We made it to Elko on the third day and I retired some 30 years later.

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 the future happiness to the following railroaders whose retirement has been reported:

Adolph J. Bertero, clerk-janitor, Sacramento.

John W. Brewer, traveling carpenter, Western Division.

Robert W. Crocker, sales representative, Salt Lake City.

George T. Johnston, machinist, Oroville.

I heard a fellow say one day that the diesels took all the romance out of running an engine. I don't claim to be over-endowed with gray matter, but I would like for someone to show me the romance on this trip. I might have been walking in romance and not have known what it was!

Otto J. Kelley
2842 So. 23rd East
Salt Lake City, Utah

Moving to San Francisco

Mrs. Droit and I are leaving Santa Rosa, and I am happy to say that we have obtained an apartment in Park Merced. The address is 115 Font Blvd.

While we are not going to move in until January 1st, the present tenant has very kindly permitted us to have our mail go to our new address after December 1.

C. L. Droit
Retired Corporate Secretary

George P. Lambert, foreman, Winnemucca shops.

Clifton Lewis, store helper, Sacramento.

John J. McGraw, roundhouse foreman, Stockton.

Coy C. Miller, dispatcher, Sacramento.

James L. Padfield, switchman, Sacramento.

Tom S. Panos, Sacramento Northern section laborer, Sacramento.

Almedie C. Pumphrey, wire chief, San Francisco.

Thad Siler, switchman, Oroville.



Full of good food, they're about to begin their fun.

When good guys get together

Just what might be expected when one hundred men get together, took place at the 16th annual Western Pacific-Forest Service Dinner on November 6 at the Plumas County Fair Grounds.

There was a bit of seriousness, in tribute to representatives of the railroad, the California and Nevada State Divisions of Forestry, and the U. S. Forest Service, for their fine work and mutual cooperation in attempting to keep our forests green. But they mostly came prepared for fun, which followed a fine steak dinner. Ably led off by C. L. Peckinpah, retired from the forest service and now manager of Plumas County Chamber of Commerce, the highlights of the evening were presentation of awards. For the most part they were given for "service beyond, beneath, or above the call of duty," and no one was overlooked.

E. L. "Mac" McCann, WP division special agent-claim agent, who runs the show each year, turned in another creditable performance which earned him an award of the year.

Young fella: "Grandpa, what was so good about the 'good old days?'"

Grandpa: "Well, for one thing, the only strikes we had in this country were gold and silver ones."



John Sterner, Stockton division special agent-claim agent, received Smokey Award from Master of Ceremonies C. L. Peckinpah, Plumas County Chamber of Commerce, for outstanding work "taking pictures of fires before they started." Seated are other "Award" recipients, E. T. Cuyler, chief mechanical officer; Lew Moran, California Division of Forestry; W. F. Boebert, chief special agent and general claim agent.

Division Special Agent-Claim Agent E. L. McCann again was host for the annual Western Pacific party. Just what "Mac" was telling his "pals" was not recorded (nor printable) but it must have had something to do with Smokey the Bear or the picture on the wall behind him, under which a sign read "This model is not out yet."



Books you may like to read

Readers who like to reminisce in railroading when the West was young, are sure to find good reading in the following books recently published.

"STEAM'S FINEST HOUR"

by David P. Morgan
Editor of *Trains Magazine*
Kalmbach Publishing Co.
Milwaukee, Wisconsin
128-page pictorial—\$15

Two impressive 32-inch end-paper photos, one of a Nickel Plate Berkshire locomotive in action, and one of a steam-powered train running headlong into its sunset introduce and conclude this deluxe book portraying the American (U. S., Canadian and Mexican) steam locomotive at its highest stage of development in the two decades just before the diesel.

The extra large 16" x 11" horizontal page size of this book has made possible beautifully detailed photographs of each of the 101 locomotives shown, including some fine WP steam engines. They are presented not only in precise broadside builders' photos and specifications, but also in the dramatic action of 120 previously unpublished photos.

The 20,000 words of text and captions are divided geographically to emphasize the different needs of the various railroads and how each locomotive met that need in some special way.

"WHAT NEXT, DOCTOR PECK?"

by Joseph H. Peck, M. D.
Prentice-Hall, Inc.
Englewood Cliffs, New Jersey
209 pages—\$3.50

The hilarious and heartwarming tale of a struggling young doctor's early

practice on the desolate Utah salt flats some 40 years ago. It is a true story of happenings which Dr. Peck encountered during construction of the Deep Creek Railroad which Western Pacific built to run south about 100 miles from Wendover. It's a salty, witty, genuinely humorous tale about human beings with all their caprices, yearnings, duplicity and nobility; about the ironies of bureaucracy; about the strangely beneficent supervision Nature gives all its children.

His first patients were derelicts from all the skid rows of the West, bearded boomtown prospectors, and a whole tribe of Gosiutes. His first advice came from Mamie, proprietress of an establishment known euphemistically as "The Blue Goose."

Doctor Peck learned a lot about humanity with such unlikely encounters for a medical man as train robbers, lost and lonesome cowboys, squaws and scoundrels, wild horses, tenderfoots from the East, and a number of bizarre characters and animals he found in that land of sagebrush and salt flats. "What Next, Dr. Peck?" is a unique contribution to the literature of medical autobiography.

"MANSIONS ON RAILS"

by Lucius Beebe
Howell-North
Berkeley, Calif.
382 pages, photographs—\$10

Probably nothing in the American scene has ever equalled the private railroad car for all-around glamor and impressiveness. And, no one other than

(Continued on Page 16)

the author combines knowledge of American railroad history, personal experience as an owner of private cars, and familiarity with the remnants and descendents of the haut-monde who sported them, gained both as a newsman and as an authentic member of the clan.

In "Mansions on Rails," Mr. Beebe has covered the entire history of American private cars, their furnishings and decoration, and the whims and vagaries of the grandees who owned and rode them.

Several hundred photographs taken before the day of the wide-angle lens, superbly reproduced, are amazingly successful in showing the entire rooms of the cars with their Victorian decorations of magnificent portieres, tassels, knick-knacks and what-nots with which builders adorned the interiors. To secure the photos, the author ferreted out the long mislaid glass plate archives of the Pullman Company in a dusty factory loft and examined every one of thousands.

Anyone interested in railroads, high life, or both, will find the book of absorbing interest. And, whenever later opened at random, text or photograph will warrant fresh attention.

* * *

"PACIFIC SLOPE RAILROADS"

by George Abdill
Superior Publishing Co.
Seattle, Wash.

184 pages, photographs—\$10

A treasure trove of Western Americana has been assembled by Mr. Abdill into a pictorial collection of old-time railroading, which should be of particular interest to anyone possessing a nostalgia for vanished times.

Although somewhat amateurish in manner of makeup and manufacture which could have been improved with the assistance of a professional layout man, Mr. Abdill has included a wealth of new pictorial discoveries. One is a photo of the V&T's No. 8, The Humboldt, after it had left the Comstock to work as the Westminster for the Canadian Pacific. Another fine view is of Nevada County Railroad's engine No. 3, posed at Colfax, California, meeting point with the Central Pacific, with a background of picket fences, open platform express cars, and frock coated platform loungers. A magnificent frontispiece depicts a venerable Consolidation of the primeval Santa Fe at Glorieta in 1880 with a brakeman in the background tying them down on a wooden high car while another studies the rule book. An entire chapter is devoted to photos of the Mormon railroads of early day Utah.

All in all the book should be enthusiastically received by those who enjoy the heroic past.

* * *

"GREAT TRAIN ROBBERIES OF THE WEST"

by Eugene B. Clock
Coward-McCann
New York, N. Y.
317 pages—\$5

Mr. Clock has found a solution for interesting his readers while reporting robberies superficially similar, by penetrating analyses of the principals in these crimes. He has traced the early lives of the criminals, found answers to how they got that way, and traced them afterward, even those few who, still alive, have paid their penalty to the law and live as respected citizens.

(Continued on Page 17)

MILEPOSTS



IN GOLD

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

35-YEAR PIN
Don C. Marshall..... Locomotive Engineer..... Western Division

30-YEAR PINS
Arthur V. Hughes..... Machinist..... Mechanical Dept.
Sam Reay..... Assistant Signal Supervisor..... Signal Dept.
Russell P. Rickmon..... Carman Helper..... Mechanical Dept.
Robert B. Stewart..... CTC Maintainer..... Signal Dept.
Frank Vasquez..... Machinist..... Mechanical Dept.

15-YEAR PINS
John F. Bass..... Switchman..... Eastern Division
Ora L. Dugger..... Stationary Engineer..... Mechanical Dept.
Lionel G. Gilbert..... Conductor..... Western Division
Delbert J. Hansen..... Machinist Helper..... Mechanical Dept.
William Lewis..... Fireman..... Eastern Division
Maxine H. Naisbitt..... Transportation Clerk..... Western Division
Ben F. Noah..... Yardmaster..... Western Division
Sylvester B. O'Gar..... Switchman..... Western Division
Theodore A. Smith..... Locomotive Engineer..... Western Division
George W. Stratton..... Dispatcher..... Western Division
Hattie V. Williams..... Relief Clerk #3..... Western Division

10-YEAR PINS
Emily Dorr..... Registered Nurse..... Portola Hospital
Bruce W. McCurdy..... Associate Engineer, Engineering Dept..... San Francisco
Robert A. Pfeiffer..... Machine Operator, Duplicating Bureau..... San Francisco*
George W. Vishich..... Clerk, Vice-Pres. and Gen. Mgr.'s Office..... San Francisco†

* Received Service Pin in October, but in error was not reported.
† Received Service Pin in July, but in error was not reported.

Books you may like to read . . .

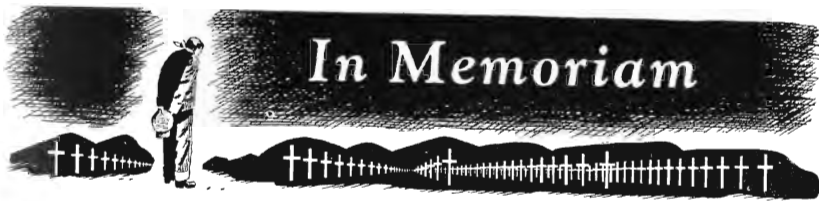
Many of the hold-up artists are familiar names in the West—the Evans, and Sontag gang, the Dalton gang, Al Jennings, and the D. Autremont brothers. Careful detail is given in the book to the methods used by peace officers and railroad special agents in solving these crimes. The development and perfection of scientific methods of crime detection are apparent as one contrasts the modern-day cases with those of the pioneers. The author is thoroughly familiar with the subject, being a member of San Francisco's Board of Parole Commissions.

Each chapter is almost a complete miniature biography in crime, and the author has written a first-class book that is absorbing reading. One criticism is the lack of illustrations, and a few photos or drawings would have added additional interest to the book.

This Christmas, thirty million wives are engaged in the usual game of buying their husbands a Christmas gift. It will end in a tie.

* * *

It was a little boy from Texas who marched up to Santa Claus and asked, "What can I do for you?"



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:

Calvin A. Blankenship, retired guard, October 11.

James C. Branch, Switchman, November 10.

Samuel A. Brushia, carman helper, November 1.

Campbell W. Daniell, retired telegrapher, October 16.

Longfellow G. Dawson, retired telegrapher, October 9.

William E. Denny, retired Sacramento Northern chief clerk, September 28.

Gavin M. Goudie, retired locomotive engineer, October 15.

August Holmberg, retired deck hand, August 20.

Amus B. Huckabay, retired brakeman, September 28.

Herman D. Hutchinson, retired freight trucker, September 19.

John W. Jones, retired Sacramento Northern conductor, September 18.

Charles Luchesi, retired section foreman, October 22.

John A. Maddox, retired switchman, November 7.

Cedric J. Morrissey, retired conductor, October 2.

Mary Jane Nally, stenographer-clerk, October 13.

Mark A. Osuna, Sacramento Northern switchman, August 24.

Arthur P. Schmitt, assistant division engineer, October 28.

Samuel W. Scott, retired engine watchman, August 23.

James L. Shettlesworth, dumptr operator, October 28.

Hyrum A. Smith, retired B&B carpenter, September 17.

Charles A. Walker, retired gardener, date not known.

Gilbert J. Ware, communications maintainer, October 22.

Charles W. Dooling

The untimely death of Charles W. Dooling, vice president-consultant, on October 21 left a void among his many friends inside and outside the railroad industry.

"Charley" was a friend of everyone, no matter what their position in life. His love, respect, and understanding for his fellow man was exceeded only by their love, respect, and understanding for him.

He was a man loyal and devoted to any responsibility that came his way, yet the possessor of a remarkable sense of humor. His witticism was as casual as his manner of life, and listening to



his oratory as a master of ceremonies was nothing less than sheer delight.

Dooling was born at Hollister, Calif., on September 25, 1891, the son of Maurice T. and Ida M. (Wagner) Dooling. He married Faye Graham on February 10, 1917, and their married children, Katherine Faye Lacey, and Patrick J. Dooling, made him a grandfather eight times.

He was a graduate of Santa Clara and Stanford universities and received his law degree in 1914. He held his own practice until 1921, and became

a member of the company's law department on January 1, 1922. He was appointed general counsel in 1949 and was appointed vice president and general counsel in 1954. Because of his great value to the railroad his employment was extended beyond the age of 65. In 1958 he was appointed vice president-consultant, and was thus engaged part time at the time of his death.

He was a well-respected member of WP bowling teams, and for several years was consistently at the top of the list with high averages. More recently he limited his sports activities to golf, a game in which he was greatly devoted.

Western Pacific, and all those who knew him, miss "Charley" Dooling.

Music for your Christmas

"Christmas Concert," a recording by Western Pacific's Glee Club of eleven traditional Christmas songs, is available for employees and friends of the railroad again this year.

The 30-minute program is recorded on two sides of a 10-inch, long-playing, unbreakable record. The colorful jacket pictures the Glee Club in their choir robes.

Among the favorite selections are *Down by the Station*; *White Christmas*; *Angels We Have Heard on High*; *Adeste Fideles*; *The First Noel*; and *O Holy Night*. Rita Connolly, transportation department, is soloist. Other well-known selections include *Winter Wonderland*; *Sleep, My Jesus, Sleep*; *Sleeps Judea Fair*; *Jesus Thou Dear Babe*; and *Silent Night*.

Orders will be filled as they are re-

ceived, accompanied by the coupon below and \$1.25 to cover cost of pressing, packaging, sales tax, and mailing.

(Use This Order Form)

Department of Public Relations
Western Pacific Railroad Company
526 Mission Street
San Francisco 5, California

Please mail [] Christmas Concert Record(s) sung by Western Pacific's Glee Club to me at the address below. Payment (\$1.25 each) is enclosed.

(Please Print)

NAME _____

ADDRESS _____

CITY _____ ZONE _____

STATE _____



Paul Jenner sez:

“Don't Be HALF Safe!”

Holiday fires bring untold grief and suffering to hundreds of homes and leave many deaths in their wake. All this can be prevented.

Most fires during the holiday season are traced to Christmas trees, smoking, and overloaded electrical circuits. Three simple precautions will help to prevent your Christmas fun from going in smoke.

1. Buy a fresh tree, cut a half-inch off the bottom of the trunk, stand the tree in a container which will hold water to prolong its drying out. Add water to maintain the original level. Place the tree away from fireplaces, stoves, radiators, and electrical outlets. Use only fireproof ornaments.
2. Place ash trays near every chair in the room. Remove Christmas wrappings immediately after gift-opening festivities.

The reason a dollar won't do as much for people as it used to is because people won't do as much for a dollar as they used to.

* * *

Alimony is some women's idea of a guaranteed annual wage.

* * *

By crossing a line in the ocean you can lose a day. By crossing a line on the highway you can lose them all.

3. Don't overload your circuits, and don't tamper with fuses. Heavy demands are made on circuits today because of increased use of appliances. Electric refrigerators, washers, dryers, and television sets are among these, and additional Christmas lighting may be just the straw that breaks the camel's back by overloading the circuits. Engineers of McGraw-Edison Company, whose Bussman division has been making electric fuses for industry and the home for nearly 50 years, say always replace a blown fuse with one the same size; never put anything behind a fuse to keep it from blowing; if in doubt about your wiring have it checked by a qualified electrician.

Remember, Christmas is a time to keep the home fires burning—not fires burning the home!

Chilled by a breeze through the Pullman car, the young woman in the upper berth attracted the attention of the man in the lower berth.

"Will you get me a blanket?" she demurely requested. "I'm cold."

"Are you married?" the man asked. "No, I'm not married," the girl replied.

"How would you like to play that you were married," he inquired.

"Oh, I think that would be fun." "Then go get your own blanket!"



Caboosing

WINNEMUCCA

Ruth G. Smith

Fireman RONALD DUARTE and Miss Betty Ann Smith were married on October 1 at the home of the bride's grandparents, Mr. and Mrs. Ralph Bovenzi of Winnemucca.

Brakeman JAMES JENISTA, now a S2/C in the Navy, recently visited his parents, Mr. and Mrs. James Jenista of Winnemucca. He is stationed at Moffett Field, California, following two years' service in Japan.

Retired Telegrapher CAMPBELL W. DANIELL died October 16 in Springfield, Oregon. He spent his last 13 years of service at Weso. Engineer GEORGE W. DANIELL, of Elko, is his brother.

Assistant Signal Supervisor and Mrs. ELFRED WALL are the parents of a son, born October 29. He has been named Kenneth Lund, and is the second son in the family. The new arrival is the grandson of Engineer and Mrs. F. M. GOLLIER.

A very Merry Christmas to everyone on the railroad!



NEW YORK CITY

James B. Hansen

Replacing GORDON KEYSER as stenoclerk is C. B. "CHUCK" PRESLEY. "Chuck" was most recently with the

Burlington Railroad, and also has railroad service with the Wabash and Atlantic Coast Line.

With regret we announce the resignation of CHARLES HOBRO. A small gift was presented to Charles from the sales staff. He is moving to Connecticut and we wish him the best of luck.

The autumn colors have been with us in profusion over the countryside. The view, however, is now being replaced with the rake, which reminds us with the coming of a white Christmas, that now is the time to wish all our co-workers around the country Joyful Holiday Greetings!



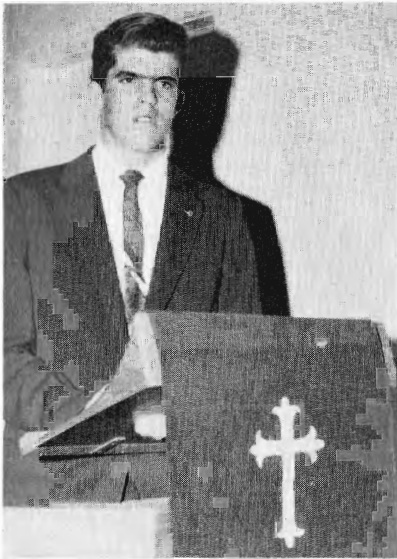
FILCHOW

"... and for Daddy, a new mother-in-law!"

PORTOLA

Louise Wilks

DENNIS MILLER, son of Storekeeper and Mrs. JACK MILLER, and a laborer on Extra Gang 20 under Foreman A. A. SCHUETTER, delivered the sermon in the Portola Community Methodist Church on Layman's Sunday. The title of his talk was "Patterns for Peace." Dennis is laying the foundation for his future vocation, for the young man plans to prepare for the ministry and has chosen railroading as the means to ob-



Railroading helped Dennis prepare for ministry.

tain the necessary funds for his education. In the meantime, he is studying during off-duty hours so that he can get a local license to preach.

Engineer and Mrs. JOE BURT and their daughter, JoRetta, drove to Manassa, Colorado, for an elk hunt.

No elk, but a fine vacation. Another elk hunter was Assistant Division Surgeon Dr. W. S. BROSS, who did his shooting in Canada.

Condolences to the family of MARY JANE NALLY; to Fireman WILLIAM H. CONANT, whose father passed away recently; to the wives of Trainmen CHARLES SERVIA and E. F. REYNOLDS who were called to Atlanta, Georgia, by the death of their father.

Division Surgeon Dr. C. W. BROWN attended as a delegate the State Convention of the California Association of General Practitioners at Los Angeles, and Assistant Division Surgeon Dr. W. S. BROSS was a delegate to the California Medical Association's convention in the same city.

Car Inspector HENRY SPRAWL, his wife, Monica, a WP Hospital Lab Technician, and their two children, Vernoca and Gary, returned from a month's vacation in Staffordshire, in the midlands, England, and a visit with Monica's father. Their sightseeing included London, Wales, and Blackpool, a city on the northwest coast of England which was holding its annual Festival of Lights along the seven-mile shore line.

A happy Holiday to all our friends up and down the line. May the Joy of Christmas be yours! I'm off to see my new grandson, Terrence Francis Murgia, in Warrensburg, Missouri.



SACRAMENTO STORE

Irene Burton

CLIFF LEWIS, store helper, retired after 18 years' service with the railroad. Cliff's fellow employees presented him with a wallet filled with currency.



Horace exhibits his 77-lb. catch.

HORACE LATONA, purchase requisition clerk, while on vacation and on a fishing excursion, had the good fortune to hook three salmon, weighing 35, 23, and 19 pounds respectively. The catches were made at Natomas on the Sacramento River.

DON TILLIS, store laborer, bid in the position vacated by CLIFF LEWIS.

From our store we send one and all an overabundance of wishes for a bright, merry, and safe Christmas Day!



Husband: A curious creature who buys his football tickets in June and his wife's Christmas present on December 24.

STOCKTON

Elaine Obenshain

Congratulations to the following proud parents of babies born during October: Brakeman and Mrs. J. E. NOWLIN, who named their first son John Clancy; Switchman and Mrs. H. C. SIELERT whose second daughter, Terry Lynn, arrived on October 10 (big sister is Debra Lee, age 3); and Brakeman and Mrs. E. R. OBENSHAIN also happy parents of their first son, Eugene Ray, Jr., born October 23.

Our deepest sympathy to the family of retired Conductor C. J. MORRISEY who passed away in Oroville.

We wish a speedy recovery to Carman R. LEEPER, who is confined to St. Joseph's Hospital.

Congratulations to District Sales Manager ROBERT R. TAYLOR who is now wearing a 35-year Service Pin. "Bob's" seniority date is September 11, 1924.

May Christmas this year be an especially wonderful one for all of our railroaders!



KEDDIE

Elsie Hagen

Our deepest sympathy to Postmistress MILDRED CHAPMAN in the loss of her brother, who passed away in Ft. Bragg. This is the second brother Mildred has lost within almost a year.

LUCILLE MORTON, from Los Angeles, was a guest at the Keddie Resort Motel on October 9—exactly 22 years to the day since she had breakfast in the Hotel Coffee Shop with a railroad crew.

Welcome to Roundhouse Foreman and Mrs. F. C. MOHATT who have moved to Keddie from Oroville, re-



"... now when was it you first had this urge to give things away?"

placing BOB KEITH who was transferred to Stockton.

WALTER CHAPMAN, roadmaster from Winnemucca, was in Keddie recently on business and visited with his mother, Mrs. VIRGINIA CHAPMAN, who is employed in the Hotel Coffee Shop. Walt also had the pleasure of visiting with his brother Alex Chapman who, with his wife, just returned from Peru where he had been employed. Alex will soon be going to Africa on another assignment.

JOHNNY SMITH is convalescing at home following an operation on an injured knee.

Mrs. Hattie Stubblefield, wife of Conductor BILL STUBBLEFIELD, was installed as Worthy Matron of the Eastern Star, Chapter No. 246. Fred Dettmer, Judge of the Justice Court, was Worthy Patron, and members of the WP family who were given chairs included WAYNE GEIL, flagbearer; his wife, Opal, chaplain; their daughter-in-law, Mrs. Bonnie Geil, treasurer;

Mrs. Margaret Whisler, wife of LLOYD WHISLER, recording secretary; and Mrs. Jean Shipman, wife of Fireman C. E. SHIPMAN, one of the Star points. GLENN METZDORF and his wife were installing matron and patron.

Walter Fisher, son of Section Foreman and Mrs. LAUREL FISHER, is attending school this year in Golva, North Dakota, and is staying with an aunt and uncle there.

Engineer WALTER THACKER, a patient in Plumus District Hospital, is improving rapidly.

Train Desk Clerk WILBUR STUBBLEFIELD's wife, Kathy, had her first experience in shooting a deer, which dressed out at 144½ pounds. The five pointer was killed in the Susanville area, where Wilbur also got his buck.

We at Keddie wish all Western Pacific employees a real Merry Christmas!



CLEVELAND

V. J. Carr

WINSTON K. CATHER, chief clerk, recently became the father of a 6-lb., 8-oz. daughter. We thought MILEPOSTS' readers would like to see what the new father looks like and also meet the others in the Cleveland office. Winston joined our staff on June 1, 1959, after service with the Burlington's local freight office in Chicago. DONALD O. SCHROEN, sales representative, transferred here from Dallas on June 1, and VINCENT J. CARR, district sales manager, has been with Western Pacific since May 16, 1928.

The Cleveland sales force extends Christmas greetings to all Western Pacific employees!



Selling WP in Cleveland, Ohio are, from left: Winston K. Cather, chief clerk; Vincent J. Carr, district sales manager; Donald O. Schroen, sales representative. See CLEVELAND—Page 24.

SACRAMENTO SHOPS

Marcella G. Schultz

Recently appointed soccer commissioners for the 1959-60 season by the California Soccer Football Association, San Francisco, were E. M. "BABE" ROSE, former shop machinist, who will serve as chairman for three months; H. G. "RED" MAHLIN, sheet metal worker, and HORACE SMITH, all of Sacramento.



Soccer commissioners Rose, Mahlin and Smith.

These men will represent Northern California in handling all disputes that might arise during the soccer season.

Our sympathies are extended to Machinist and Mrs. W. J. MADDEN, who lost their 13-year-old son, Michael, October 1, after a lengthy illness.

Merry Christmas everyone!



OROVILLE

Helen R. Small

Mrs. HAZEL B. DALLAS, steno-clerk, who has filled in from time to time during vacation, etc., for your correspondent, has taken a temporary position in the dispatcher's office in Sacramento.

The second-grade class of 34 students from Nelson Avenue School toured the WP roundhouse recently with their teacher, Mrs. ALLEN RISDON. The tour was made in conjunction with their current studies on transportation.

Clerk JOE REED, wife and daughter, spent three weeks in a summer home near Portola, and each of the Reeds bagged a deer in the Snow Lake country near Chilcot.

Our condolences to the family of GILBERT J. WARE, communications department, who passed away suddenly at Oroville Community Hospital on October 22 at the age of 48. Gil had been with WP 25 years and had lived in Oroville the past four years, and earlier for a period of about seven years. He is survived by his widow, Dorothy, and two children, Barbara and James.

Mrs. Leona Alice Waugh, wife of Machinist MURIL WAUGH passed away November 4 at the age of 52. In addition to her husband, she is survived by two sons, Muriel Eugene and Dale, of Oroville; two sisters, Mrs. Bernice



"Some wise guy did it while I was asleep—gift-wrapped!"

Smith, Georgetown, and Mrs. Marie McIlveen of Keddie; and a brother, Harold Nichols of Sausalito.

Mrs. Elizabeth Sarah Fike, 96, one of Oroville's best-known citizens and the widow of a WP trainmaster, passed away on November 2. Mr. Fike passed away in 1932. Mrs. Fike is survived by a daughter, Mrs. J. H. Stephan of Quincy.

Dumptor Operator JAMES L. SHETTLESWORTH, 22, met with a fatal accident near Oroville when his truck overturned on him. He is survived by his mother, Mrs. James H. Journey, of Palermo, and his father, James B. Shettlesworth, of Alaska.

Mrs. Florence Kell, wife of Carman HUGH KELL, passed away on October 22 at the age of 57. She was a prominent Butte County Grange member, and for two years was master of the Pomona Grange, the county-wide Grange organization. She was secretary of the Pomona Grange for ten years and chairman of that organization's Home Economics Club for six

years. She had served on the County Grange advisory board since its formation six years ago. She is survived by her husband and several sisters and brothers.

Diesel Foreman DEWEY GARRICK attended the funeral of his brother in Salt Lake City in October.

Sheetmetal Worker CLAUDE WILSON's wife is recuperating from a broken hip.

Retired Machinist JOSEPH POLK is in the local hospital suffering from a ruptured blood vessel in a leg.

Retired Engineers W. A. SOMMERS and A. W. FULLER have both returned home from a stay at the Oroville Community Hospital and are both improving.

May we take this opportunity to send Best Christmas Greetings to all our Western Pacific co-workers!



SAN FRANCISCO

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

ANN LAPHAM, auditor's office, returned to work recently after being away for two months following an operation and recuperation.

We were sorry to learn that Assistant Head Payroll Clerk RICHARD FOX's wife is seriously ill at St. Joseph's Hospital.

WILLIAM DELKIN, auditor's office, is also out on medical leave and his many friends wish him a speedy recovery.

With Christmas just around the corner, the auditor's office Needy Family Committee is hard at work raising funds for its annual project.

PETE CASEY, car inspector, who retired last July 1, just returned from a

trip through Portugal, Spain, Italy, Yugoslavia, Switzerland, France, The Netherlands, Holland, Denmark, Sweden, Norway, Austria, Germany, Belgium, and Soviet Bulgaria. Pete crossed the Atlantic both ways on the *SS United States* and says he had a wonderful trip. He is now ready to resume his usual Friday and Saturday night dances. Seen dancing at the Oakland retirement dinner November 11, comments were that Pete could give lessons to Fred Astaire!

Mrs. ALMEDIE C. PUMPHREY, second trick wire chief at San Francisco, retired November 1. During her 32 years with WP, she worked at Portola, Doyle, Sacramento, and at San Francisco for the past 20 years. Her late husband, FRANK PUMPHREY, a WP railroader also, passed away about 19 years ago, leaving his widow and two small daughters, Joan and Janet. Mrs.

Pumphrey raised the children and put them both through college. "PM," as she was best known, was given a party in the communications center by her many friends and was presented with a beautiful wrist watch. The contribution was made, and thanks due to, by TOMMY RIGGS and personnel at Elko, CHARLIE PATE and personnel at Sacramento, as well as A. B. BOETTGER, H. E. STAPP and others at Stockton, and members of the communications department along the system. MARY McFADDEN, chief clerk, and LOUISE LARSEN, telephone operator, were responsible for a delicious luncheon served on the occasion.

President F. B. WHITMAN was one of four San Francisco business executives reelected as board member of the National Industrial Conference Board for a term of one year. The election took place at the Board's 39th Meeting in New York City on October 22. The Board, founded in 1916, is an independent and nonprofit institution for business and industrial fact finding through scientific research. It is a source of facts and figures bearing on all aspects of economic life and business operation. The work of the Board is made possible through the support of more than 3,700 subscribing associates including business organizations, trade associations, government bureaus, labor unions, libraries, individuals, and colleges and universities.

FRANK DAVIS, general clerk-treasury department, whose duties included mailing MILEPOSTS, left the railroad November 13 for employment with Safeway Stores. JIM CHRISTENSEN, bank and file clerk, was advanced to position of general clerk.

A very Merry Christmas to Western Pacific railroaders everywhere!



SALT LAKE CITY

J. B. Price

Conductor JAMES W. DANIEL has recovered from his operation and is making satisfactory recovery at his home. We hope to see him back at work soon.

Conductor GUY PARRY has suffered a set back and has been returned to the hospital for further treatment. We hope that Guy will soon be fully recovered.

Retired Engineer GAVIN M. GOUDIE passed away in a Salt Lake hospital following a stroke. He was past 80 years of age. Our sincere sympathy is extended to the bereaved family.

Retired Conductor and Mrs. GUS SNOWBERGER were pleasant callers at the trainmaster's office, with a hearty "hello" for one and all.

Word has been received of the death of retired Telegrapher C. W. DANIEL following a prolonged illness at Springfield, Oregon. He worked at the Weso station from June 1944 until his retire-



"This is a very popular gift this year!"

ment in February 1957. Surviving are his wife, Sarah; his mother, Mrs. May Curry; three sisters, Mrs. Ben Nelson, Jrs., John Ainsworth, and Mrs. Frank Bedient, wife of Sales Representative FRANK BEDIENT; and a brother, Engineer GEORGE W. DANIEL. Our deepest sympathy to the family.

A Merry Christmas and a Joyous New Year to one and all!



ELKO

John L. Murphy

A dinner party honoring Bridge and Building Supervisor PAUL ELIESON upon his retirement after 26 years of faithful service was held in the Commercial Hotel on the evening of November 6.

The highlight of the evening was the presentation of an engraved wrist watch to Paul, and a rock crystal jewelry set to Mrs. Elieson from the many friends Paul and Mrs. Elieson have acquired in Elko and on the WP.

Paul came upon this earth November 21, 1894, in Murray, Utah. His career with Western Pacific began May 27, 1933, as a carpenter. His first promotion came September 6, 1936, to a foreman. Next he became bridge and building inspector on February 1, 1944, and on March 1, 1948, bridge and building supervisor.

His many friends wish the Eliesons many happy years ahead.

We were all saddened by the unexpected passing of ARTHUR P. SCHMITT while on a duck hunting trip in California with Roadmaster JOHN MARTIN.

Art was born November 4, 1901, in Webster, South Dakota, and came to WP March 9, 1953, with an appointment in the chief engineer's office. He



Superintendent James F. Lynch presented watch and jewelry to Paul Elieson and his wife, Inez.

was appointed assistant division engineer on August 16, 1956, and had since resided in Elko with his wife, Inez.

We send all our Western Pacific friends best wishes for the Christmas Holidays!



The Medical Department's Board of Directors announced just before press time that on and after December 1, 1959, the Medical Department will no longer be able to furnish prescription drugs to Western Pacific patients, whether secured at a pharmacy or authorized by the doctor in home or office treatment.

The restriction does not apply to registered bed patients who will continue to be furnished prescription drugs while confined in a hospital.

A full explanation of the Board's action is being circulated to all members by the Medical Department.

WENDOVER

Esther Witt

Home for the holidays were Patricia Nuffer from Brigham Young University, and Linda Nuffer from Grantsville High School, the daughters of Cashier and Mrs. PRESTON NUFFER; Michael Waters, son of Agent and Mrs. LEO WATERS, from Judge Memorial in Salt Lake; Shirley Ann "Cookie" Lee, daughter of Telegrapher SHIRLEY F. LEE, from St. Marys of the Wasatch; Donna Shea, from St. Marys of the Wasatch, and Patsy Shea, from Steven Henegar Business College, the daughters of T&T Lineman and Mrs. THOMAS SHEA.

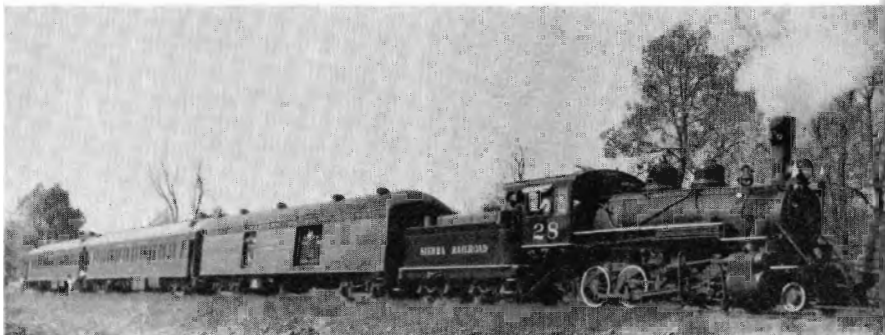
Cashier and Mrs. PRESTON A. NUFFER attended the homecoming festival at Brigham Young University in Provo, where daughter Pat is a student.

Congratulations to Switchman and Mrs. VAUN A. SHELTON on the arrival of a son, Wayne, on September 18. His sister, Susan, and brother, Kent, will help in his care.

Sincere condolences to Signal Maintainer THEAS N. GARFIELD and Waitress ESSIE MAE GARFIELD, whose home was saddened by the death of Essie Mae's father in Claremore, Oklahoma, and the death of Theas' brother in Delta, Utah.

Retired Conductor and Mrs. GUS SNOWBERGER visited with Wendover forces on their return to California. The years of retirement have been kind to Gus and in calling on retired Car Foreman FRED TYROFF while here found Fred as jolly as ever and not having aged one bit.

May your Christmas be jolly and your New Year filled with happiness!



Sierra Railroad's engine 28, a WP baggage car and two WP coaches provided "roaring 20's" flavor for a recent railfan excursion over the Sierra Railroad recently. The short-line operates between Oakdale and Tuolumne and is featured

in many movies and TV's "Wells Fargo" series. Sierra primarily hauls lumber, using two modern diesels for this purpose. The cars were used recently for Walt Disney's new picture "Pollyanna." Photo by Fred Stindt.

The Sacramento Chapter of the National Association of Railway Business Women had its sixth annual Bosses' Night Party on October 21, honoring their bosses of the WP, SN, SP, GN, PFE, and REA with a reception and dinner. For the "bosses'" entertainment, members presented a horse opera "Gunsmoke," written and directed by Shirley Christ, RBWA member. Discussing plans prior

to the dinner are, seated: WP's Maxine Naisbitt, president of the club, who gave the welcoming address; WP's Superintendent N. M. Christy, who gave the response; Beatrice Brickley, third vice-president of the National RBWA; and standing, SN's President Rex Kearney; and George Holt, SP assistant district freight and passenger agent. Photo courtesy Sacramento Bee.



The truck route that isn't on your road map!

A few months ago some of these truck-trailers were crawling up the grades and bucking the traffic on the main highway routes over the High Sierra. But with the growth of Western Pacific's piggyback operations, more and more of them are taking the train . . . traveling over WP's low altitude, all-weather route between Salt Lake City and Northern California.

Western Pacific has recently expanded its loading ramp facilities at key points along the main line; has purchased more piggyback flat cars; and has become a member of the Trailer Train organization. Providing fast, flexible, piggyback service for shippers, truckers and freight forwarders is part of Western Pacific's policy of anticipating our customers' needs and gearing our operations to meet their particular requirements.

General Offices: 526 Mission St., San Francisco

DECEMBER, 1959

WESTERN PACIFIC



Route of the Vista-Dome

California Zephyr

WESTERN PACIFIC MILEPOSTS

526 Mission St., San Francisco 5, Calif.

Return Postage Guaranteed

OS

**M. T. MAYNARD
19741 LOUISE CT
CASTRO VALLEY, CAL.**

Sec. 34.66. P. L. & R.

U. S. POSTAGE

PAID

San Francisco, Calif.

Permit No. 5371



Form 3547 Requested

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