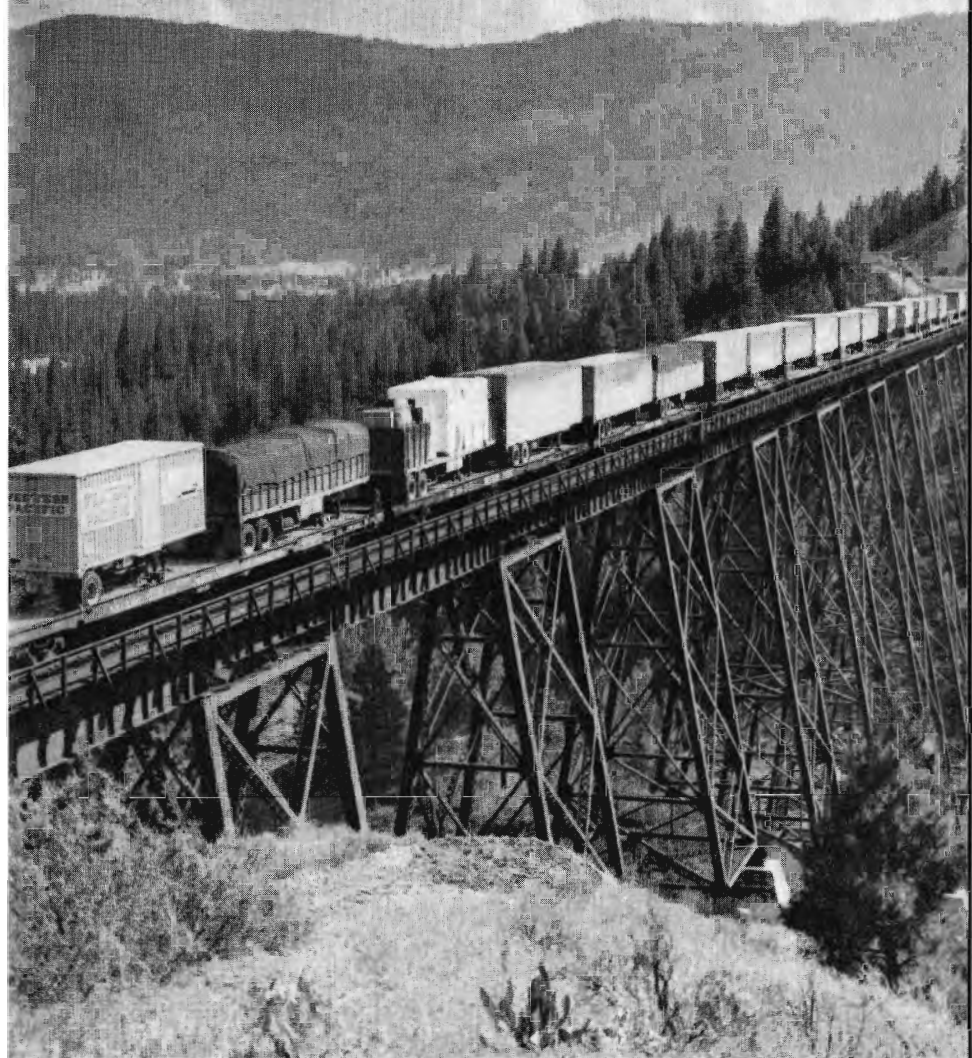


WESTERN PACIFIC
Mileposts

JANUARY FEBRUARY 1961



Mileposts

WESTERN PACIFIC

Volume XIII, No. 5

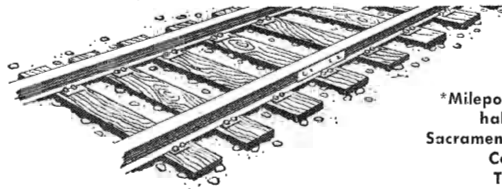
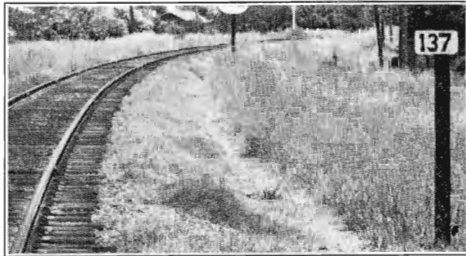
JANUARY-FEBRUARY, 1961

*Milepost No. 137

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. 137: One-half mile beyond is Sacramento Northern and Central California Traction crossing.

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Latest developments favor Santa Fe control of WP

SINCE the filing of applications with the ICC by SFe and SP late last year, the Great Northern announced on December 28 that it had purchased a 156,000-share stock interest in WP and was intervening before the ICC in support of the SFe proposal.

Several interesting developments occurred in January. On the 25th, SP issued a press release announcing that if its application to the ICC for WP control is approved, it will propose that WP offer SFe full joint trackage rights over the WP between Stockton and Bieber.

In commenting on SP's announcement, President Whitman said: "The SP announcement . . . simply makes it increasingly clear that SP's primary objective in seeking control of WP is to effect dismemberment of WP and thus kill off competition. However, the announcement refers to something which SP proposes to do when and if it secures control of WP. Since we regard this contingency as extremely remote, I have no further comment." Ernest S. Marsh, SFe's president, called it a "tactical move" that "hardly constitutes more than a belated confession by the SP that it overreached itself in attempting to acquire its only rail competitor between the Pacific Southwest and the Pacific Northwest."

Also on January 25, Union Pacific announced that it had filed with the ICC to intervene in behalf of the SP in its fight to gain control of WP. President Whitman's comment on UP's action was that "it is regretted that Union Pacific has seen fit to support Southern

Pacific . . . on the basis that this would be in the public interest insofar as the Utah Gateway is concerned. We are confident that convincing evidence to the contrary will be brought out in the ICC hearings showing that SFe control of WP will strengthen the Utah Gateway by preserving competition in contrast to an SP monopoly."

During January and February five other railroads filed with the ICC to intervene in the hearings as a precautionary measure to protect their interests when and if they later decide to support one or another, or neither, of the applications on file with ICC.

SFe, SP, and WP officers have appeared simultaneously in numerous meetings before chambers of commerce and other civic bodies in California, Nevada, and Utah. To date, more than 30 of these organizations have declared their support in favor of SFe-WP.

On February 7, the day the ICC opened preliminary hearings in Washington, D. C., WP and SFe Presidents Whitman and Marsh jointly announced that their railroads have entered into a formal and written agreement for operation of WP as a separate railroad in the event SFe is authorized to acquire stock control of WP. Simultaneously, the general counsel of both roads issued a similar statement at a pre-hearing conference before the ICC.

One of the principal purposes of the agreement is to provide for the tax-free exchange of shares of WP for SFe shares. The plan also assures that traf-

(Continued on Page 9)

More and more piggybacks ride Western Pacific

DURING the past two years there has been a steady increase in the number of trailers riding piggyback over our railroad. If all the trailers hauled by Western Pacific during 1960 were placed end to end, they would extend nearly half the length of the Feather River Canyon. This amounted to about a 50% increase in 1960 over 1959, and a similar increase is expected this year. Piggyback has become responsible for a significant part of Western Pacific's business.

In addition to service over all main lines of the Western Pacific, piggyback is now available over portions of the Sacramento Northern. Service over our Reno branch is expected by Spring.

Historically, railroads might be classed as "retailers" of transportation, in that they handle the entire movement from shipper to consignee. Therefore, it may be strange to some that truckers, forwarders, and railroads should combine their operations to move freight as business for which they compete. But these giants in the transportation business have learned that coordination can pay off. Piggyback Plans I, III, IV and V, put the railroads in the position of "wholesalers" of transportation, wherein they perform that phase of the operation for which they are ideally suited . . . the long haul.

Plan I movements may be recognized by the variety of truckers' names riding on the trailers—Consolidated Freightways, Pacific Intermountain

Express, Interstate Motor Lines, Garrett, Ringsby, and others.

The first years of piggyback saw considerable trial and error in developing suitable flat cars, tie-down hitches, and loading ramps. By using the best of what worked well for others, plus innovations of its own, Western Pacific has been able to provide the most efficient combinations.

Western Pacific also has its own fleet of trailers. Now in service are flat beds, reefers, insulated vans, and auto haulaway units, as well as the more common standard dry freight semi-trailers. The trailers vary in length from 24 feet to 40 feet. Under consideration are trailers especially designed to accommodate specific commodities, such as cement in bulk, liquids, etc.

In addition to its own fleet of piggyback flat cars, the railroad is also a proprietary member of the Trailer Train Co. Similar to Pullman Company's operation of sleeping cars, Trailer Train furnishes specialized flat cars on a pooled basis from coast to coast. Identified by symbols "TTX" and "STTX," these extra length (85-ft.) cars are now a familiar sight. All are equipped with the popular ACF piggyback hitch which, with its shock absorber, allows for a cushioned movement of the trailer (as much as 10-in. fore or aft) should longitudinal shocks occur.

Piggyback flat cars have proven useful in developing new business other



than the transportation of highway trailers. Already tested and proven satisfactory have been shipments of huge containers for liquid oxygen used at missile bases, Post Office vehicles, military armored personnel carriers, jeeps, and 2-wheel army tactical trailers.

These extra-length flat cars have also been responsible for the return of the movement of automobiles to the railroads. A new phase of piggyback is the movement of cargo containers (trailers without wheel assemblies). Test shipments have been successful. Coordinated operations with steamship lines to handle foreign freight promises to develop considerable new business. An article on these two services will appear in an early issue of MILEPOSTS.

WHAT moves by piggyback? Almost everything you can name that can be moved by truck. The railroads have one added advantage. Loads that are difficult or impossible to move over the highway because of excess height, weight, width, or length can be readily handled by piggyback where clearances and restrictions are more liberal in all respects. Building materials and beverages lead the list of commodities hauled over our railroad. A new source of revenue is clothing.

Behind the success of any railroad operation are people. Piggyback is no exception. A well-trained staff, adept

(Continued on Page 6)

Pictures taken at Oakland show trucker backing another trailer on string of flatcars, worker engaging ACF hitch with power wrench, and a WP switcher pushing in another string of flatcars.



Two loaded WP trailers leave yard of a San Francisco brewery as another truck in distance enters yard to make another pickup.

* * *

Opposite page: this recent ad about Western Pacific's insulated, mechanically refrigerated trailers appeared in several national magazines.

(Continued from Page 5)

at making the impossible possible, has never yet had to turn down a load.

Supervising piggyback sales are Charles G. Hartje, Jr., sales manager-trailer on flatcar service, and John W.

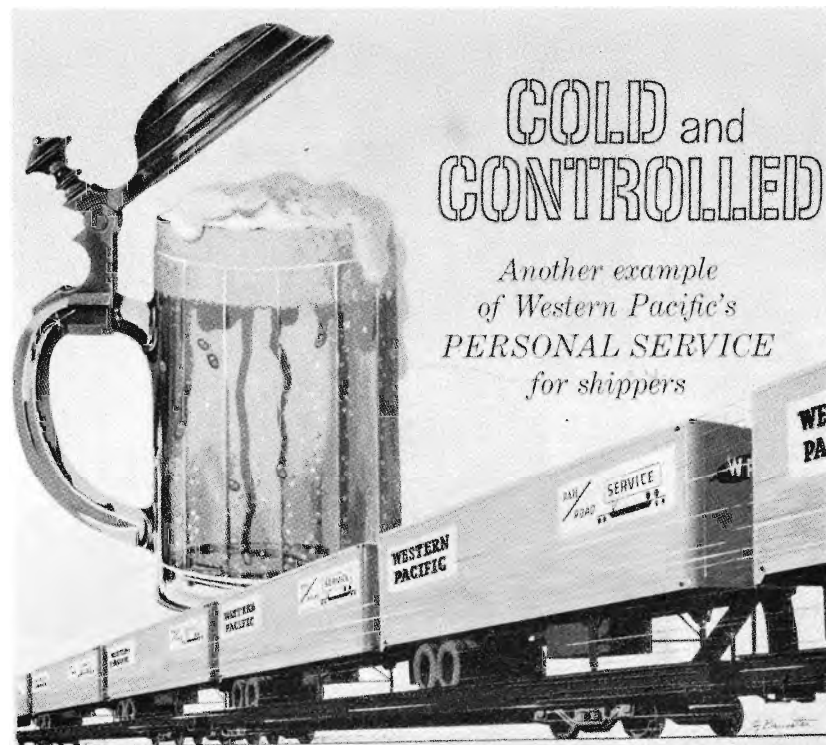
Burkard, assistant to Hartje. "Bud" Hartje joined the railroad on September 1, 1959, after many years of experience in the trucking industry. "Jack" Burkard has been with WP since 1957,

(Continued on Page 8)



Carl Mangum, Oakland district sales manager, and two Army officers observe inspection of tie-down hitches by Colin Eldridge, assistant

to superintendent of transportation. The fifteen jeeps were alternately loaded crosswise on the trailer to equalize weight distribution.



COLD and CONTROLLED

Another example of Western Pacific's PERSONAL SERVICE for shippers

The same rigid temperature controls maintained by West Coast breweries are now being provided by Western Pacific for the shipment of draught beer in kegs by "piggyback" between the San Francisco Bay Area and points in the Pacific Northwest. Insulated, mechanically refrigerated trailers, built to WP's specification and riding on high-speed, roller-bearing flat cars, keep the beer at precisely

the temperature (only two-degree allowable tolerance) specified by the breweries.

This is the kind of service you'd expect from the railroad that has led the way in helping shippers improve materials handling and packaging techniques... introduced the Compartmentizer and many other special purpose freight cars.



526 MISSION ST., SAN FRANCISCO 5

WESTERN PACIFIC

ROUTE OF THE VISTA-DOME

California Zephyr



"Personalized" handling of piggyback shipments occasionally requires a conference for "Jack" Burkard, "Bud" Hartje, Jr., Colin Eldridge, and Rita Connolly.



(Continued from Page 6)

first as staff assistant to the vice president-marketing.

Piggyback operations are under the supervision of Colin C. Eldridge, assistant to superintendent of transportation. Colin came to Western Pacific from the Burlington in 1947 and is experienced in operations, motive power, equipment, economics, and research.

Much of the success of Western Pacific's "personalized" piggyback service may be credited to Rita M. Connolly, car service inspector, who handles piggyback dispatch. She has a definite hand in the movement of every piggyback trailer over the railroad. There's a phone in her hand the best part of each day, and in less time

than a shipper can say "trailer on flat-car service," Rita can have a trailer and flatcar ready to go. Rita has been with the railroad since 1943, first as a stenographer-clerk in the transportation department.

These qualified people are putting their heads together to get more of this business riding over our railroad and they're coming up with the right answers. They are getting fine assistance from many more of our railroaders in various departments, too numerous to list their names individually. Collectively, they all are seeing to it that piggyback has come to Western Pacific to stay. The results for 1961 should be another steady increase in the amount of freight moving piggyback over our railroad.

Begin work rules study

Pictured above with President Eisenhower are 14 of the 15-member group appointed by the Chief Executive to study the work rules dispute between U. S. railroads and five train-operating unions. John T. Dunlop, Professor of Economics, Harvard University, was not present for the picture.

The special Presidential Commission was appointed under terms of an agreement reached last October 18 between the two parties, and consists of five public members chosen directly by the President, five nominated by rail management, and five by labor.

The group convened on January 6 with its chairman, Secretary of Labor James P. Mitchell, and is due to report its findings to President Kennedy on or before December 1, 1961.

The Commission will deal specific-

ally with six major rules revision proposals which the railroads served on their unions last November. Labor's counter-proposals of September 7, 1960, will also be dealt with.

Though the recommendations of the Commission will not be binding on either labor or management, Secretary Mitchell said at a news conference on October 18 that he believed they will have "great weight" in bringing about a solution to the problem. Secretary Mitchell called it "a monumental step forward in one of our basic industries."

President Eisenhower on November 1 called the Commission "a landmark in the history of labor-management relations in the United States . . . another indication of the maturity that has been achieved in industrial relations in this country in recent years."

Latest developments . . .

(Continued from Page 3)

fic movement through the Utah and Bieber gateways will be fostered and maintained. Also, that the plan will assure that the public will continue to receive the benefits of active and aggressive rail competition, and that WP employees and stockholders would be benefited by consummation of the agreement.

The new plan, the presidents asserted, contemplates the creation of a new corporation as a wholly-owned subsidiary of the SFe. The new company, which would be called Western

Pacific Railway Company, would issue all of its stock to the SFe in return for a number of shares equal to 1¼ shares of SFe stock for each share of outstanding stock of the present Western Pacific Railroad Co. The new company would thereupon transfer these SFe shares to the present Western Pacific Railroad Co. in return for the conveyance by the latter company of all of its assets of every description. The Western Pacific Railroad Co. would then be dissolved, apportioning its sole remaining assets, consisting of Santa Fe shares, pro-rated among its stockholders as a final distributive dividend.

Personnel changes

The following personnel changes have been announced:

Myron M. Christy, previously superintendent of Western Division, appointed executive assistant to president, San Francisco.

Charles J. Fischer, previously acting regional sales manager-intermountain region, appointed regional sales manager-intermountain region, Salt Lake.

James E. Baker, previously chief-sales and service, appointed manager sales-special equipment, San Francisco.

John W. Burkard, previously staff assistant to vice president-marketing, promoted to assistant to sales manager-trailer on flatcar service, San Francisco.

Melvin E. Graham, previously sales representative, Sacramento, appointed agent, Oakland.

Robert F. Brew, previously assistant staff specialist, vice president-general manager's office, appointed administrative assistant, VP&GM, San Francisco.

Raymond Adams, previously staff specialist to vice president and general manager, appointed assistant manager labor relations, San Francisco.

Walter G. Treanor, previously commerce attorney, appointed general attorney; Richard W. Bridges, previously labor relations assistant, appointed attorney, as is Leighton Hatch, who joined the railroad last year.

Leland D. Michelson, previously assistant superintendent, Sacramento, appointed acting superintendent, Western Division.

L. W. Breiner, previously terminal trainmaster, Stockton, to trainmaster, second subdivision; P. E. Rutherford, previously assistant trainmaster, Oakland, to terminal trainmaster, Stockton; R. A. Christ, previously assistant trainmaster, Sacramento, to assistant trainmaster, Oakland-San Francisco; A. E. Stene, previously assistant trainmaster, Oakland-San Francisco, to assistant trainmaster, Sacramento; J. H. Brown, previously assistant trainmaster, Sacramento, to assistant trainmaster, first subdivision; jurisdiction of Trainmaster P. F. Prentiss, Milpitas-San Jose, to include San Jose branch.

Fred C. Reith, assistant roadmaster, assigned to Roadmaster C. R. Barry's jurisdiction, Keddie; T. A. Merritt, assistant roadmaster, first district including San Jose branch, reports to Roadmaster D. J. Laughlin; M. D. Moudy, track supervisor, second district, reports to Roadmaster R. J. Mounkes, whose jurisdiction now includes Tidewater Southern Railway.

Roadmaster J. L. Kelly's Sacramento Northern Railway jurisdiction extended to include lower end of Sacramento Northern Railway.

P. E. Rutherford, acting trainmaster, and R. M. Verhaege and J. H. Brown, acting assistant trainmasters, Tidewater Southern Railway, in addition to Western Pacific duties.

A. A. Schuetter, track supervisor, Mileposts 89.8 to 95.2, in addition to Tidewater Southern Railway.

John L. Murphy, previously assistant accountant, promoted to chief clerk to superintendent of Eastern Division, Elko.

How to win extra money

"It's still too early to determine any winners in our TIP CARD contest," according to Jim Hickey, director of passenger sales. "All I can say is that good tips are coming in, and some of our retired railroaders have been pretty active in the contest. This doesn't mean, however, that you still can't win one of those U. S. Savings Bonds I'm holding for the winners. A good tip or two on prospective *California Zephyr* passengers could put you right in the winners' circle."

There are ten prizes in all, ranging from \$100 U. S. Savings Bond for first prize, to 10th prize of two box seat tickets for any Giants' home game during the 1961 regular season. Other prizes are a \$50 U. S. Savings Bond, three \$25 U. S. Savings Bonds, and eight Giants' home game box seats.

You have until midnight on April 30, 1961, to mail in your TIP CARDS, and your prospective customers have until June 1 to make their trips.

Winners will be determined by points. Two points will be credited to you for each person named on a TIP CARD who makes a round trip on the *California Zephyr* a distance of 500 miles or more; one point will be credited to you for each person named on a TIP CARD who makes a one-way *California Zephyr* trip a distance of 250 or more miles. One-half of these points will be credited to you for each child aged five to twelve.

Family Plan tickets will be given full credit as indicated above, but no points will be given for reduced-rate travelers such as clergy, charity, and half-fares on passes. No points will be given for convention, sales, or fraternal

groups in name only; but points will be given for tips on individuals traveling in such groups.

"Someone you know, or a friend of theirs, may be planning a trip. Tell them about the *California Zephyr*, put their name on a TIP CARD and send it to me," suggests Hickey. You may be \$100 richer in May!"

Pacific Coast material handling show, February 22

Thousands of industrialists from the Western States are expected to attend the Pacific Coast Material Handling Show at San Francisco's Cow Palace on February 22, 23 and 24. Manufacturers from 18 states have reserved space for exhibits. Visitors will see hand- and powered-industrial trucks, cranes and hoists, monorail and conveyor systems, pallets and racks, containers, accessory products, and protective packaging products.

Show hours on February 22 and 23 will be from 11:00 a. m. to 9:00 p. m., and from 11:00 a. m. to 5:00 p. m. on February 24.

The Sixth Annual Materials Handling and Packaging Conference will be held in conjunction with the show on February 23 and 24. A keynote address will be made on February 23 by L.L. Adams, assistant to vice president-traffic, United States Steel Corporation, Pittsburgh, Pa. Mr. Adams will be introduced by Leo F. Delventhal, Jr., senior transportation engineer for Western Pacific.

Thanks train crew

I would like to thank the train crew that reported to the Herlong depot that a man was lying in the field and a saddle horse was running loose between Mileposts 357 and 358 on November 23.

My four-year-old daughter was helping me gather some cattle. I galloped out to head a calf and her horse followed on a gallop. Being quite small she began to fall. As I headed back to reach for her my own horse shied and losing my balance I, too, fell off. Except for my being knocked out for a few minutes, neither of us were hurt.

Mr. Dore at the Herlong depot phoned several ranches and located help. We welcomed the immediate attention for if we had been injured we might have been there hours except for the observance of the train crew.

Many thanks, "train crew," and the season's best to everyone.

Your Neighbor
Frank M. Rowland
Seven-Up Ranch
Doyle, California

The train crew consisted of Conductor S. D. Seaton, Brakemen J. A. Reed and M. R. Smith, Engineer A. N. Lambert, and Fireman A. C. Sweet. R. A. Dore is agent at Herlong.

* * *

California Zephyr praised

The two following paragraphs were included in a letter I received from a couple who recently rode the *California Zephyr* to Chicago:

"We told the dining car steward that much as we hated to do it we were going to have to tell you we couldn't find one thing to complain about. It's



Dear
Editor:

a beautiful train, the service is excellent and the scenery out of this world. Might add that your roadbed is a lot smoother than the CB&Q—so good on the WP."

"What a delightful trip, scenery magnificent, service very courteous. And the food—every bit tasty and so nicely served. No fooling, this is a marvelous trip—and SO relaxing!"

Lee Classen
Revising Bureau
San Francisco

* * *

In appreciation

I would like to express my sincere appreciation for the wonderful dinner on January 27, the most generous gift, and so many well wishes in honoring me upon my retirement.

The "farewell" words spoken by Mr. Roper, Mr. Munson, and representatives of various departments, were most appreciated and most encouraging.

I will long remember my many friends and long association with Western Pacific. It has been a most pleasant occasion in my life.

Richard C. Beltz
Office Manager
Vice-President-
General Manager's Office

H. Ray Coulam

I would like to pay respect to a great man who worked for a great railroad. H. Ray Coulam was one of the nicest men I ever met. I only met him once but it was worth it. Just six years ago I walked into his office for employment in WP's traffic department. At once he gave me his entire attention and evidenced a sincere interest in recruiting me. Had I been willing to accept immediate employment I'm sure I'd be with the department today. A personal situation did not allow me to hire out then, but in subsequent correspondence Mr. Coulam showed the same interest in my joining the railroad. He was a great man. I know he made many friends.

John A. Elliott
1005 Caledonia Street
Butte, Montana

* * *

Enjoys Mileposts

I would very much like to continue receiving MILEPOSTS if possible.

I am the widow of the late Ernest B. Aughe who was employed by Western Pacific for 20 years and passed away on August 18, 1960.

We both enjoyed MILEPOSTS over a matter of years.

Mrs. Viola Aughe
89 Cleavis Avenue
San Jose, California

Among Abraham Lincoln's finest convictions:
"You cannot bring about prosperity by discouraging thrift.
You cannot help the wage earner by pulling down the wage payer."

* * *

SAFETY HINT: If you have plans for tomorrow, work safely today.

In appreciation

Will you please convey in MILEPOSTS to my many friends on the system my sincere thanks for the camera outfit given me upon my retirement from service with the Western Pacific.

The camera and the thoughts that accompanied it are deeply appreciated by both Bernice and me and we will always cherish them highly.

With best wishes to all.

Loren Ames
148 West Pine Street
Elko, Nevada

* * *

E. P. Huffman

I wish to inform you of the death of my father, E. P. Huffman, a retired switchman, who passed away November 27, 1960, at Chadron, Nebraska, at the age of 79.

He was born in Jefferson, Iowa, on September 22, 1881. He went to work as a brakeman at Portola in 1925, later moving to San Francisco where he worked as a switchman until his retirement in 1946.

He had been living at Chadron the past two years, previously making his home in Oakland, California.

Mrs. Carroll Warnock
16115 E. 14th Street
San Leandro, Calif.

"The *California Zephyr* seems to be the most consistent all-season train extant."—*Railroad News-Letter.*

* * *

The World: A big ball that revolves on its taxes.

* * *

It is rumored that a new toothpaste with food particles will soon be introduced—for people who can't eat between brushings.

MILEPOSTS



IN GOLD

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

40-YEAR PINS		
John C. Baird	Chief, Planning & Control, Purchasing	San Francisco
Richard C. Beltz	Office Manager, VP&GM	San Francisco
35-YEAR PIN		
Harry F. Perrine	Chief Clerk, Signal	San Francisco
30-YEAR PINS		
Howard Carlisle	Machinist Helper	Sacramento
Julian I. Hernandez	Track Laborer	Milpitas
M. C. Wood	Section Foreman	Eastern Division
25-YEAR PINS		
Paul H. Ferrell	Clerk	Oakland
Jack M. Schenk	Carman	Sacramento
Robert L. Shepard	Machinist	Oroville
Edmond A. Tibbedeaux	Locomotive Engineer	Western Division
20-YEAR PINS		
James Alexander	Carman	Sacramento
Clarence S. Bromell	Sheet Metal Worker	Stockton
George Clark	Switchman (International Vice-President, S. U. N. A.)	Sacramento
Thomas E. Clifton	Carman	Oroville
Robert I. Dabbs	Machinist	Oroville
Adrian E. Drummond	Machinist	Sacramento
Harry C. Fleenor	Painter	Sacramento
Charles W. Fosha	Boilermaker	Sacramento
Ira B. Gibson	Machinist Helper	Sacramento
Rulen Jones	Sheet Metal Worker	Elko
Robert T. Jones	Electrician	Oroville
Charles F. Lynch	Carman	Sacramento
Ernest Mancuso	Locomotive Engineer	Oakland
William I. Marsh	District Car Foreman	Oakland
Harold V. Meyers	Painter	Sacramento
Andres Molina	Carman	Sacramento
Reinhold Schmidt	Switchman (General Chairman, R. Y. A.)	Sacramento
Robert E. Searle	Rate Clerk, Marketing	San Francisco
Leon C. Sherwood	Editor, MILEPOSTS	San Francisco
Richard E. Svansberry	Locomotive Engineer	Western Division
John L. Strawn	Machinist	Sacramento
Arthur J. Stout	Car Foreman	Sacramento
Iuan Trevino	Section Laborer	Winnemucca
Wade H. Wald	Carman Foreman	Oroville
Claude P. Wilson	Sheet Metal Worker	Oroville
John D. Work	Switchman	Portola
15-YEAR PINS		
Robert C. Allgeo	Overcharge Claim Clerk, Sr.	San Francisco
James T. Connelly	Machinist	Oroville
John F. Fouche	Machinist	Sacramento
Theas N. Garfield	CTC Maintainer	Wendover
James Goodwin	Second Cook	Dining Car Dept.
Leon A. Gordon	Carman	Stockton
Wallace G. Grice	B&B Carpenter	Western Division
Bernard S. Guzenske	Division Lineman	Portola
Hervil Hayes	Tvnist	Western Division
Guy S. Heaney	AFE Accountant	Sacramento
Marie Hepburn	Apportionment-Estimated Earnings Clerk	San Francisco

(Continued on Page 15)

Lois Hoop	Junior File Clerk	San Francisco
Charles H. Jewell	Laborer	Oakland
Jack H. Jones	Assistant Roadmaster	Western Division
Sotirios Karamanos	Carman	Oakland
Dan W. Lee	Switchman	Wendover
Morton D. Lindley	Dining Car Steward	Dining Car Dept.
Dean W. Lockhart	B&B Foreman	Western Division
Marie A. Matthias	Estimated Earnings Clerk	San Francisco
Chester E. Maxwell	Roundhouse Clerk	Oakland
Wayne R. Orton	Carman	Stockton
Raymond L. Paule	Blacksmith	Sacramento
James F. Pearce	Office Engineer	San Francisco
Rae F. Phillips	Division Accountant, Signal	San Francisco
Charles F. Reed	Relief Iceman	Store Department
Alfred L. Rey	Store Laborer	Sacramento
George Riolo	Carman	Sacramento
Ramon Robles	Assistant Foreman	Western Division
Harold A. Ruyie	Locomotive Fireman	Western Division
Clarisse M. Schmitt	Secretary to Chief Clerk	Sacramento
Bruce A. Stilwell	Storekeeper's Clerk	Sacramento
Irene H. Strobridge	Voucher Clerk No. 2	San Francisco
Harold A. Tetreau	Clerk	Western Division
Gilberto Ybarra	Laborer	Stockton
10-YEAR PINS		
William C. Bond	Dispatcher	Elko
B. L. Coggins	B&B Foreman	B&B Gang No. 2
Frances Courtney	Head Stenographer-Marketing	
MILEPOSTS Correspondent		
Edward N. Dickie	Carman	San Francisco
Loy E. Hibbs	Special Agent-Claim Adjuster	Elko
Robert E. Kostner	Sales Representative	Portola
Julius Loginoff	Stenographer-Clerk, Payroll	Los Angeles
James M. Marshall	Conductor	San Francisco
Phillip M. McLeroy	Carman	Western Division
Robert W. Merrill	Grading Gang Foreman	San Jose
M. P. Messerly	CTC Maintainer	System
H. A. Michael	Tax Commissioner	Elko
Isabella Miller	Order-Stenographer Clerk, Purchasing	San Francisco
Joseph A. Roberts	Hostler Helper	San Francisco
Lavon K. Robinson	Clerk, Store Department	Winnemucca
Doris A. Thorne	Secretary to Division Engineer	Sacramento
James C. Weaver	Laborer	Elko
E. H. Williams	Switchman	Portola
		Wendover



"Maw and me thought Otto here was gettin' big enough to do some of this here piggyback work we hear about."

—J. D. Clifford
Conductor
Portola

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 these railroaders who have applied for an annuity under provisions of the Railroad Retirement Act based on age or disability:

Perry O. Abraham, Sacramento Northern locomotive engineer, Sacramento.

Loren W. Ames, chief clerk, Elko.

Bruce M. Castaneda, section laborer, Jungo.

Marie K. Daly, PBX operator, San Francisco.

Henry E. Davis, brakeman, Portola.
Adolph N. Deonier, locomotive engineer, Winnemucca.

James B. Dillon, Sr., agent-freight, Oakland.

Charles E. Durgan, Central California Traction Co. train dispatcher, Stockton.

Ernst Gommer, manager passenger sales, San Francisco.

Florence E. McClure, telegrapher, Wendover.

William Oberst, switchman, Stockton.

Shelby J. Perry, locomotive engineer, Elko.

Herbert W. Pettengel, shop laborer, Sacramento.

Edward Quinn, telegrapher, Oakland.

Pantaleon G. Reyes, section laborer, San Francisco.

Manuel G. Rodriguez, switch tender, Oakland.

Raymond A. Sargent, yard clerk, Elko.

Benita M. Sibley, freight accounts clerk, San Francisco.

Fred Smith, switchman, Oroville.

Leo J. Smith, freight claims inspector, San Francisco.

Edward Thomas, switchman, Stockton.

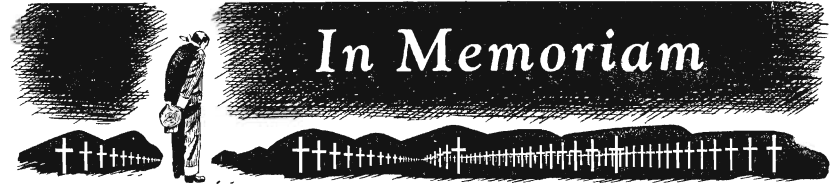
Ruth P. Trimm, car records clerk, San Francisco.

Joe Vialpando, extra gang laborer, Extra Gang No. 77.

Old Indian saying: You have to walk three miles in his moccasins before you know how the other man feels. * * *

Most of us can do more than we think we can, but do less than we think we do. * * *

Any government that gives you everything you want is likely to take everything you've got.



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:

Walter M. Bryant, chief clerk, January 15.

Ray A. Chadwick, train desk clerk, December 24, 1960.

Harrington S. Date, retired locomotive engineer, December 27, 1960.

Claude M. Dryden, retired switchman, November 6, 1960.

William French, retired carman, November 1, 1960.

Harry W. Gibson, retired conductor, December 10, 1960.

Robert A. Hansen, sheet metal worker, December 22, 1960.

Charles J. Hardin, retired car inspector, December 30, 1960.

Eric H. Hecker, locomotive engineer, January 9.

Harry T. Hilton, retired locomotive engineer, December 2, 1960.

Frank J. Hoffman, assistant rate clerk, January 7.

E. P. Huffman, retired switchman, November 26, 1960.

Eugene Hurley, retired car repairer, January 20.

John A. Johnson, retired car inspector, December 12, 1960.

Charles R. Kyser, retired waiter, January 3.

Edwin M. Lee, retired carman, October 31, 1960.

Horace A. Little, retired car inspector, January 2.

Elmer A. Manier, retired freight agent, December 24, 1960.

Everett G. McAllister, retired brakeman, December 17, 1960.

Gerald P. McCarthy, switchman, November 22, 1960.

Herbert R. McGinnis, conductor, December 20, 1960.

Bruce L. McNeill, retired roadmaster, December 3, 1960.

Joaquin Melin, retired marine captain, December 25, 1960.

George Milosevich, retired crossing watchman, October 17, 1960.

James E. Morgan, general clerk, January 11.

Ivan F. O'Maley, retired telegrapher, December 1, 1960.

Carl J. Peterson, retired yardman, November 5, 1960.

Hugh T. Price, retired chair car porter, December 17, 1960.

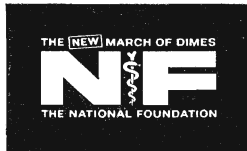
Samuel T. Siler, conductor-brakeman, Oroville.

Benjamin F. Smith, retired carman, October 23, 1960.

Hans M. Teichman, retired clerk, January 7, 1961.

George W. Tilbury, retired carman helper, November 27, 1960.

Leonard Wallis, retired machinist helper, January 15.



PLEASE SAY YES TO THE NEW MARCH OF DIMES

BIRTH DEFECTS • ARTHRITIS • POLIO

This railroader doubles in politics

Surveys indicate that about six out of 10 Americans vote, but that only one voter in five takes an active role in politics. For the most of us, it seems, politics is someone else's business 364 days out of 365.

This is not true, however, for one of our railroaders and his wife in Nevada. James F. McElroy, joint agent at Elko, was elected to his eighth term as Assemblyman from Elko County to the Nevada Legislature at the general election last November. At two different sessions he was elected Speaker pro-tem, and at the 1955 session he was elected majority floor leader.

That isn't all. "Mac" has been chairman of and a member of some of the most important committees in the lower House. These include the Ways and Means, Judiciary, Livestock, Banks, Banking and Corporations, Legislative Rules and functions, and several other minor committees.

"Mac" was first elected to the Nevada Legislature in 1939 while serving Western Pacific as agent at Wells, Nevada. It was while at Wells that he also became active in other community relations which no doubt led to his present political activities. Let's pick up the story from the beginning.

McElroy was born at Leavenworth, Kansas—"outside the walls," he insists. He attended grade and high schools in Kansas City, Missouri, and business school in Kansas City studying telegraphy and business management. He came to Elko in 1905 as a very young man and hired out as a telegrapher with Southern Pacific. His Western Pacific service began on July 9, 1909,



James McElroy and his wife, Pearl

when he was hired by T. J. Wyche, Sr., as agent at Shafter, Nevada. Wyche then was in charge of construction of the railroad between Winnemucca and Salt Lake.

"I was the first Western Pacific agent at Beowawe, Nevada," he recalls, "going there from Shafter when the depot was completed in 1910. After Beowawe I worked as agent at Carlin in 1914. About two years later I left WP to work at several points between Salt Lake and Los Angeles for the Los Angeles & Salt Lake (now Union Pacific)."

In July, 1919, "Mac" returned to Western Pacific as car distributor and dispatcher at Elko until he bid in the Wells agency in 1922. "At that time I had three children of school age and as Wells afforded excellent schools I stayed there for 26 years until the children completed high school," he told MILEPOSTS.

It was during these 26 years at Wells that "Mac's" interest in public service got under way. He was elected president of the Wells Chamber of Com-

merce and later served as secretary for 14 years. He was also vice president of Bank of Wells for several years prior to his election to the Legislature in 1939.

It was not inconceivable that some of "Mac's" political interest should rub off on other members of the family, as it did on Mrs. McElroy. Pearl Beatty McElroy was born in Marceline, Illinois, to parents who were old-time prominent residents of Adams County, Illinois. It was while living in Wells that Pearl became the first president of the Business and Professional Women's Club. For 12 years she represented the State of Nevada as Democratic National Committeewoman, during which terms of office she attended two national conventions. She also had the honor of being the guest of President Truman and rode his special train through Nevada to Reno in 1948. During a parade in Reno, Mrs. McElroy rode with Mrs. Truman.

The McElroys' three children were all born in Elko. Mrs. Hazel Schindler, Fred L. McElroy, and Mrs. Ruth Goodale are now all living in Reno.

"Mac" is also a Past Grand Master of Odd Fellows in the State of Nevada, member of Elko Lodge No. 15 F & A M, Royal Arch, and the Consistory and Kerak Temple of the Shrine at Reno and Elko Lodge 1472, B.P.O.E. He is a past president of the Nevada Civic Club of Elko, and a member of the Elko Chamber of Commerce.

Mrs. McElroy is Past Grand Chief of Pythian Sisters in the State of Nevada, a member of Rebekahs, and Daughters of the Nile in Reno.

Why and how does "Mac" find the time for all these activities? His answers are: "To do a good job you must

keep busy. It takes no longer to do a good job than a poor one. Therefore, if you do a good job you will find time to do other things. To beat old father time and his scythe of age—keep busy both physically and mentally. An inactive mind and body soon rusts away and rapidly deteriorates."

25th Cinerama train

On January 28 almost 900 Sacramento school children and teacher-parent chaperones rode a Western Pacific special train to San Francisco to see the latest Cinerama production, "Seven Wonders of the World."

During the past four years Western Pacific has operated 24 such Cinerama special trains for school children. Most have originated in Sacramento.

No special trains of this kind are planned for the immediate future.



LIKE TO GAMBOL?
crippled children do, too.

let your dollars help them—
GIVE TO EASTER SEALS!

National Society
for Crippled Children
and Adults
2023 W. Ogden Ave.
Chicago 12, Ill.

Jack Godwin—good Scout

"In appreciation for your outstanding service to Boy Scouts."

So read the inscription on a plaque presented last November to Jack Godwin, Western Pacific agent at Carbona. The plaque, a donation from Troop 108 and Explorer Post 110, Tracy, was presented during the annual recognition dinner held at Tracy High School.

There was good reason for the presentation, for Jack has a long record of Boy Scout activities which began in 1939. His Scouting achievements include the following: Eagle Scout with 58 Merit Badges; Silver, Bronze, and Gold Palms; Scouters Award; and Scouters Key Award. He is a member of the Order of The Arrow, the Scout Campers Honor Society, and presently is assistant Scout Master of Troop 108 and Explorer Advisor of Post 110 in Tracy. Jack also is a member of the Mt. Oso District committee, committee member for Troops 108 and 110, and a member of the National Jamboree Committee who selected leaders and transportation for the Scout National Jamboree held at Colorado Springs last summer.

Jack has two sons also active in Scouting. David, 17, is an Eagle Scout, and Mike, 14, is a Life Scout. Both belong to the Order of The Arrow, and both attended the Jamboree at Colorado Springs.

The service referred to in the inscription on the plaque, in addition to that listed above, includes organizing and spark-plugging a committee which collected \$4,900 to send 18 boys from the Tracy-Carbona area to the Jamboree.



Agent Jack Godwin received plaque from Scout Executive Chet Wilson (right). Scout Russ Thompson was also honored. Tracy Press photo.

Annual Boy Scout Week will be held this year between February 7 and 13, and it is a certainty that Jack Godwin will see to it that the Boy Scouts in the Tracy area will be well represented in these important activities.

Those most deserving of a pat on the back are usually the last to divulge such information. MILEPOSTS is grateful to William A. Linehan, sales representative at Stockton, for supplying the above information, including a clipping from the Tracy Press, which states that Jack is a real booster for the Boy Scouts in the Tracy area.

"I might add," wrote Bill Linehan, "that Jack is also well liked by our customers at Carbona. He is a real asset to Western Pacific."



WINNEMUCCA

Rosemary M. Leavy

Our regular correspondent, Roundhouse Clerk RUTH SMITH is working at the Oakland Coach Yard shop for 90 days to avoid the winter season in Winnemucca. Ruth and her husband, retired Engineer JOHN SMITH, Sr., are living in a trailer while in Oakland.

Fireman and Mrs. RAY ELGES are the parents of a son, Gary Allen, born December 1.

Our condolences to LES NOBLE, water service maintainer, whose brother, Lloyd Noble, passed away at Lovelock Hospital on November 10.

Condolences also to Fireman LELAND YORK, whose brother, Orville E. York, died at Elko from injuries received in an automobile accident.

KEDDIE

Elsie Hagen

A note was received from former Roundhouse Employee L. C. SMITH and his wife telling how much they enjoy MILEPOSTS. The Keddies news is, of course, first on their list for reading. The Smiths are now enjoying their retirement in Cedar City, Utah.

Brakeman L. C. GILBERT's wife has been a patient in Plumas District Hospital for nearly two months recovering from surgery, and hopes to be home before long.

Trainman JIM LYNCH's wife is now home recovering from surgery, and the

Caboosing

wife of Roadmaster CHET BARRY is feeling fine again following surgery several weeks ago.

Retired Engineer and Mrs. JOHN SMITH, Sr., spent Christmas in Keddies with their new granddaughter, daughter of Mr. and Mrs. JOHN SMITH, Jr. The senior Smiths live in Winnemucca, but moved to Oakland for the winter months where Ruth is working temporarily in the district car foreman's office. Ruth is regular MILEPOSTS correspondent for Winnemucca railroaders.

ROY BARKSTROM, roadmaster's clerk, is now back at work after being on the sick list for several weeks.

RAY CHADWICK, train desk clerk, passed away from a heart attack while hunting at Robbins, in Sutter County.

Our sincere sympathy to Engineer ROBERT L. HOLT and his family in the recent death of Bob's father.

NEW YORK

James B. Hansen

We will miss the services of ROSE FLARMINO who left the railroad on January 20. Rose was secretary to KEN RANK, sales manager—eastern region. Our best wishes accompany her.

A brief illness, followed by hospitalization, is over for BEVERLY TROPP, stenographer-clerk, and we're happy to have her back at the office again.

Senior Sales Representative JOE MASON must be the first Western Pacific employee to take a 1961 vaca-

tion. Joe says that one week in Florida was just the thing to start out the New Year right.

ELKO

John L. Murphy

Yard Clerk LINO MICHELI is recovering from surgery that resulted in the loss of his right foot. Lino suffered injuries in World War II that finally terminated in his recent loss. We wish him a fast recovery with the hope that he soon will be able to return to his duties.

Our best wishes go with two old-timers who retired with a combined service of 74 years. LOREN W. AMES, chief clerk to superintendent, completed 41 years of WP service which began on August 15, 1919, as chief timekeeper. Prior to that time Loren worked as engine crew dispatcher for the Oregon Shortline Railroad in Salt Lake City for about four years before enlisting in the Army on November 30, 1917. He served overseas in Company C of the 24th Engineers. After



Mr. and Mrs. Loren Ames

joining Western Pacific he held several positions in the accounting department at Elko and as a train adjuster at San Francisco. He returned to Elko as chief clerk in 1937, and except for a term as chief clerk at Sacramento, he held the chief clerk's position here until his retirement.



Mr. and Mrs. Ray Sargent

RAY SARGENT concluded 33 years of service with Western Pacific which began on September 22, 1927, as a maintenance of way timekeeper. He was personal record supervisor for a number of years and on February 25, 1947, was appointed assistant roadmaster, which position he held until his retirement.

MILPITAS-SAN JOSE

Robert J. Mead

Mr. and Mrs. Willard W. Wright hosted a family dinner party in their San Jose home to announce the betrothal of their daughter, Ann, to James W. Evans, Jr. James is the son of Engineer and Mrs. J. W. EVANS, for-

merly of Portola. Jim is a junior education major at San Jose State Teacher's College, and Ann is a senior at Del Mar High School. Nuptial vows will be exchanged June 17 in Los Angeles, after which they plan to establish a home here in San Jose.

Trainmaster PHIL PRENTISS played his usual roll as Santa again this year and, as always, was well received by all kids as well as parents. By next year Phil will need some padding around the middle, something not required in previous years. We might add, though, he looks swell during the rest of the year.

CHARLES H. MYERS, sales representative, has been elected to the Board of Directors of the Transportation Club of Santa Clara County, and we know WP will be well represented.

Retired Chief Clerk RALPH CHRISTY recently visited our Milpitas office and he never looked better. Ralph is not just sitting around as he is kept quite busy as an officer of the Veteran's of Foreign Wars in San Jose.

Retired Conductor and Mrs. C. A. BURKETT, SR., recently celebrated their 58th Wedding Anniversary. Attending were his son, C. A. B., Jr., and family, and his daughter from Los Angeles.

OROVILLE

Helen R. Small

Diane Chapman, 11-year-old daughter of Conductor and Mrs. B. J. CHAPMAN, was awarded first prize in a nationwide senior art contest sponsored by The New Wonder World, Inc., distributors of the *Encyclopedia*. Using techniques learned while a sixth grade student in Central School last year, Diane drew a three-by-four-foot enlargement of a three-by-four-inch



Cartographer Diane Chapman

map of South America. About six weeks of painstaking work were required by the talented artist to complete the project done in pen and ink and color. An example of her workmanship, a world globe, was seen at a recent International Fashion Show at Oroville where it served as a centerpiece on one of the tea tables. Diane's prize was a movie camera and a photograph of her entry.

Agent A. I. REICHENBACH, JR., and family were in a serious auto accident en route to the Bay Area when their car collided with another near Vacaville. Art sustained fractured sternum and ribs; his wife, Martha, fractured ribs, left wrist, injury to jaw and face; the children received cuts and bruises. After one week in the Fairfield hospital they were all able to come home. All are recovering and Art is back at work.

Retired Switchman C. M. DRYDEN passed away on November 5. He is

survived by his widow, Rose, one sister and two brothers, all of Oroville.

Barbara Ann Ware, daughter of the late GILBERT WARE, communications department, and his wife, was married at the First Methodist Church on November 5 to Charles William Chapman.

Congratulations to the following: Brakeman and Mrs. BOB LAMKA, a son, born November 23; Clerk and Mrs. CHARLES E. LEAR, a daughter, born December 5; Switchman and Mrs. CARL A. ROSS, a son, born September 30.

Brakeman S. T. SILER passed away at Portola on January 4 after a long illness. Surviving are Harley A. Siler, son, and Thad Siler, brother.

The annual meeting of the Oroville WP Employees Federal Credit Union was held in the Women's Community Building on January 20 with a covered dish dinner. Clarence V. Murphy, secretary-treasurer of the California Credit Union League, from Oakland, was a guest speaker. An annual dividend of five per cent was declared, and election of officers and reports of various committees preceded the speaker.

CHICAGO

Gene Hamilton

CAROL M. PAVLOVIC, assistant export and tracing clerk, became engaged to Robert L. Callon on December 14, 1960. They plan to be married on April 29. Robert is with the D. & M. Motors, Lemont, Illinois. We wish them both much happiness.

Sales Representative G. A. SCHROEDER was elected vice president of the Heels Club. This is a group comprised of shippers and railroad men of the Chicago area that have worn down their heels in the efforts of securing

business for their respective firms. George was elected after serving as secretary-treasurer of the Club for the past year.

STOCKTON

Elaine Obenshain

Good luck to Terminal Trainmaster L. W. BREINER who has been transferred to Sacramento as trainmaster, and welcome to Stockton's new Terminal Trainmaster P. E. RUTHERFORD, transferred here from Oakland.

Congratulations to Beverly Jean Gray, daughter of Conductor and Mrs. J. C. GRAY, and Robert M. McColl, who were married in Grace Methodist Church, Stockton, on October 29, 1960. Their home is in Stockton where Robert is employed by California Water Service Co.



Mrs. and Mr. Robert McColl



Mrs. and Mr. Robert Grude

Another marriage on October 29 was that of Rosalie Stephens and Robert Grude, son of Crew Clerk MIRIAM GRUDE. The ceremonies were in Temple Israel. Bob is a member of the Stockton City Police Force. Much happiness is our wish for them.

Switchman A. E. COLEN, Electrician AL SEVERSON, and retired Clerk WILLIAM MOORE have been out of action because of illnesses, which we all hope will be brief.

Our deepest sympathies to the families of Conductor H. R. MCGINNIS who passed away on December 20; retired Brakeman LEONARD M. KIRKMAN who passed away on December 3; and to retired Carmen C. J. HARDIN and E. H. JACKSON.

Congratulations and best wishes to Switchman EDWARD THOMAS who retired on November 16, 1960. Ed started his railroad career on the Frisco in 1914 as a brakeman, later became switch-

man, then hired out with WP on December 2, 1942. Mr. and Mrs. Thomas have a daughter and four grandchildren living in Kansas City. Plans are to "go fishin' and enjoy livin'."

Switchman and Mrs. J. L. BANNING are the proud parents of their second son, Jerry Wayne. The 8-lb. boy arrived on December 4. Big brother is John Davis, 18 months.

Switchman and Mrs. G. R. BICKNELL have returned from a 3-month visit to Hayle, Cornwall, on the most southern tip of England. They sailed on the *Queen Elizabeth* and while in England spent some time sightseeing in London. Mrs. Bicknell is a native of England. They were accompanied by their daughter, Anna, son, Richard, and Mrs. Bicknell's mother, Mrs. Margaret Crothers.

SALT LAKE CITY

J. B. Price

Retired Conductor HARRY W. GIBSON, 84, passed away on December 10. He was an employee of WP for 39 years when he retired in 1947, and since 1951 was Utah representative of the Masonic Service Association serving Utah Veterans' Hospitals. Last May the *Salt Lake Tribune's* Dan Valentine closed his daily column, "Today's Valentine," with a report on Harry's all-time championship of having spent more than 7,600 hours visiting hospital patients. Last June the Gibsons observed their 60th wedding anniversary with a family dinner. Harry's regular contributions to this column will be missed by all of us. Our sincere sympathy is extended to Mrs. Gibson and her family.

When 14-year-old Richard Hammond bowled games of 120 and 130 he

was well below his 140 average and he decided to do something about it. He did, by racking the pins for a 277 game recently. In picking up his first 200-game in his two-year bowling activities he scored nine strikes in a row, picked up a 3-6-8 split in the 10th frame, and finished the game with another strike. He ended up with a 507 series. Richard is the son of Trainmaster and Mrs. M. A. HAMMOND.

Gordon N. Gudmundson, brother of Conductor STANLEY C. GUDMUNDSON, passed away in his dressing room at a Utica, New York, theater on December 9. His singing career started while he was a student at West High School and in 1928 he sang over various Salt Lake radio stations. He was a member of the Elgin Four Quartet (now Evans Brothers Quartet) and also sang with the Happy Chaps Quartet. He sang with Horace Heidt in San Francisco from 1933 to 1936. In 1937 he became a member of the Fred Waring Glee Club for whom he wrote several musical compositions.

Wives of Western Pacific train and enginemen are holding "get acquainted" meetings each month under the direction of Pat Bell and Sharleen May. Meetings are held on the third Wednesday of each month and all wives are cordially invited to attend. Attending the first meeting were Bea White, Peggy Grandall, Claudia Worthington, Frakie Turville, Shirley Freeman, Irene Biggs, Irene Turville, Bette Carr, Norma Heitkamp, Elsie Langston, Pat Bell and Sharleen May. Anyone wishing to join may call Pat Bell (CY 8-0534) or Sharleen May (HU 4-6909) for further information.

Brakeman ANTON T. CLAWSON was best man for his brother, Gordon B. Clawson, who was united in marriage

to Sharon Jones on November 23. Sharon is teaching in the Salt Lake schools and Gordon is a student at the University of Utah.

Retired Conductor EVERETT G. McALLISTER passed away on December 17. He had been a resident of Salt Lake for 15 years and is survived by his widow and a son, Glendon W. McAllister of San Francisco.

SACRAMENTO SHOPS

Marcella G. Schultze

California Football Association Honorary Life Time Passes were recently bestowed upon Sheet Metal Worker H. G. "RED" MAHLIN and A. "DICKIE" STADLER by Matthew J. Boxer, president of the association. These passes were presented for outstanding ability and sportsmanship in the game of soccer.

Of interest to his Shop friends was the recent engagement of Julie George, daughter of Mr. and Mrs. Frank George, Sacramento, to JAMES MAMMALIS, son of P. D. MAMMALIS, machinist. Jim, also a Shop machinist, is presently serving with the Army in Germany. Miss George is organist for the Greek Orthodox Church choir, and Jim is also a member of this choir.

Missed by both MRS. SPRATT, Shop nurse, and this reporter, is Laborer H. W. PETTENGELL. "Bert," who did so many favors for both of us, retired after 17 years with the WP. We wish many happy years ahead for Bert, who already is looking forward to the summer months at his son's new cabin in the Tahoe area.

Attending the Annual California Credit Union League Convention in San Francisco, December 2, 3 and 4, as representatives of the WP Sacra-

mento Employees Federal Credit Union, were LAVON ROBISON, store department; S. J. D. GOODNIGHT, carman; and this reporter.

SAN FRANCISCO

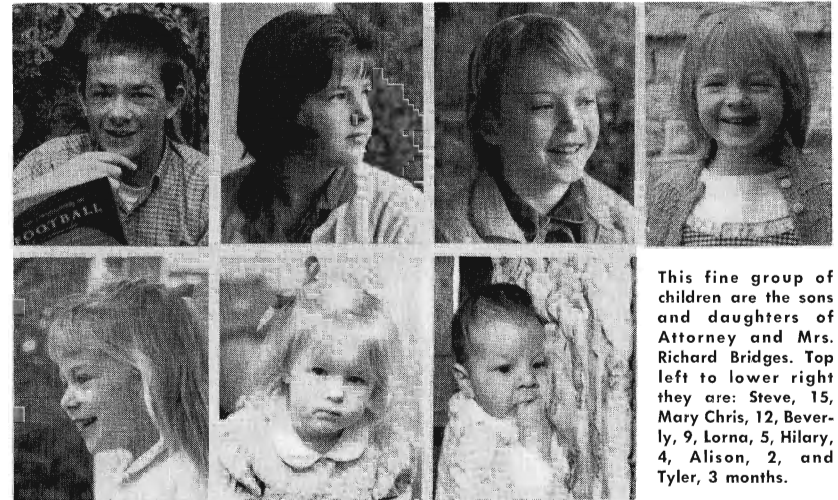
George Bowers, Doug Bruce, Jean Bruce, Frances Courtney, Elizabeth Fagan, Lawrence Gerring, Carl Rath, Frank Tuf

RICHARD C. BELTZ, office manager and manager of the pass bureau in the general manager's office, also retired on January 31. Dick was born in Ridgway, Pa., on January 10, 1896. He first worked for WP on February 11, 1921, in the traffic department located in the Mills Building. He became secretary to Vice President and General Manager E. W. MASON on May 16, 1927. In those days he spent 50 per cent of his time on line in the business car, a practice since discontinued. He later became chief clerk and manager of the pass bureau and was promoted to office manager in January, 1949. Dick

is married and lives in Berkeley. A son, Howard, is a minister in Illinois.

Best wishes to WILLIAM A. RACINE upon his retirement from the railroad on January 31. Bill was born on January 3, 1896, in New Orleans, La. He served with the American Expedition Forces in the Army in France during World War I. His railroad career began with the Southern Pacific Company in San Francisco, handling rates and divisions in the years of 1920 and 1921, and 1924 and 1925. He worked for Western Pacific during the years 1922 and 1923, and from 1926 until his retirement. Bill was head rate and division clerk for a good many years, and during the last 15 years with Western Pacific he was chief clerk-passenger accounting department, auditor of revenues.

"It happened again, and missed my birthday, November 30, by three days," advises BYRON LARSON, assistant freight pricing manager. He was speaking



This fine group of children are the sons and daughters of Attorney and Mrs. Richard Bridges. Top left to lower right they are: Steve, 15, Mary Chris, 12, Beverly, 9, Lorna, 5, Hilary, 4, Alison, 2, and Tyler, 3 months.

about the arrival of a grandson, Dean, at Herrick Hospital, Berkeley. This is the second son for his daughter, Bona Chisum. Dale was born on June 1, 1959. This isn't all. Son, Donald, is the father of twin boys, Steve and Doug, born January 25, 1958, and a girl, Laura, born December 3, 1959.

KENNETH E. COCHRAN, sales representative at Portland, Oregon, was elected a director of the Portland Transportation Club for the coming year.

Cashier CARL H. FLAIG, treasurer of Western Pacific's S. F. Employees Federal Credit Union, reports that the Board of Directors on January 5 declared a 4% per annum dividend.

A note was received from VINCENT J. CARR, retired sales representative at Cleveland, advising that his new address is 862 44th Avenue, N. E., St. Petersburg 3, Florida, from where he sends his best wishes to all his friends and former co-workers.

WENDOVER

Esther A. Witt

The Clayton Green home was the setting for the marriage and reception on November 12 of Mrs. SHIRLEY F. LEE and George F. Seymour. Shirley is the daughter of retired Telegrapher Mrs. MARY NAYLOR of Salt Lake City. The double ring ceremony was performed by Judge LEO P. WATERS, WP agent at Wendover and was witnessed by a number of relatives and friends. Mrs. Glenda Green was matron of honor and the bride's brother, Harvey J. Naylor was best man. The couple will live in Wendover, where Shirley is employed as telegrapher. Mr. Seymour is a member of a trio which plays at night spots throughout the West. At

the time of their wedding he was entertaining at the State Line Hotel.

Switchman and Mrs. COLEMAN PETTIT were guests at the wedding of Mrs. Pettit's brother, Paul Antry, to Lois Ann Markowski on December 23. The couple will live in Logan where Mr. Antry is completing his studies in civil engineering at Utah State University.

On November 27 a number of friends and co-workers gathered at the home of Telegrapher ANNA BELLE ALBRECHT to honor Telegrapher FLORENCE McCURE who retired from Western Pacific on November 30. Florence first hired out with the railroad in 1918 and resigned five and one-half years later. In the Spring of 1936 she returned to WP with continued service from that date. She worked at many stations on the Eastern Division which have since passed into oblivion except for name. The longest she worked at any one station was the 10 years as second trick operator at Winnemucca. She has returned to her native California and will make her home in the Bay Area. Florence was presented with a purse containing a liberal cash donation from employees up and down the line which will be used for a TV set.

STORE DEPARTMENT

Irene Burton

Congratulations and best wishes to ERIC BORG, locomotive crane operator, and Kathy McDonald, who were married in Reno on December 10.

ED HAWKINS, section stockman, flew to Pachuta, Mississippi, on a recent weekend. Mrs. Hawkins had been called there earlier due to the illness of their daughter. Mrs. Hawkins returned home with Ed.

Railway Clerks, Capitol City Lodge No. 266, had a dinner dance at their annual installation of officers, held January 20 at the Veterans of Foreign Wars Building on Stockton Boulevard. Officers installed were: DALE ROBINSON, store department, president; KENNY WILCOX, store department, vice president; DON RICHMOND, transportation department, financial secretary and treasurer; MARCELLA SCHULTZE, mechanical department, recording secretary; FRANK GRIMES, yard office, sergeant at arms; PETER DEL MORO, mechanical department, inner and outer guard; and GEORGIA CHINDAHL, store department, chaplain.



Alton Dabbs hooked this 47-lb. salmon after a good fight at Verona, on the Sacramento River.

OAKLAND

John V. Leland

CECIL T. STALEY, assistant manager of dining car services, was appointed by the president of the Association of American Railroad Dining Car Officers as one of a committee to serve on the Association's committee on Wages and Agreements for the current term. Others on the committee are J. J. Reilly, Pennsylvania Railroad; A. B. Corpeny, AT&SFe; and W. T. Reed, Illinois Central.

WILLIAM A. BOWDIDGE stepped up as sales representative in the district sales office after his return from a two-week Christmas vacation in Mexico.

WILLIAM E. GINTER replaced Bowdidge as chief clerk, moving in from his clerical position at the San Leandro agency.

JIM DUYN, sales representative spent the Christmas Holidays as: (1) soloist at Bohemian and French Clubs in San Francisco; (2) soloist at Bishop's Meeting of the Mormon Church in Oakland; (3) soloist at Grace Cathedral for the Netherlands Community Christmas Services; and (4) as soloist with the San Leandro Symphony in the performance of The Messiah.

BARBARA BERGMAN, assistant cashier, announced the birth of a son, 9 lbs. 4 oz., on New Year's Day. Traditional "stogies" were passed out by "father," WILLIAM A. BERGMAN, special agent.

Welcome to ROY CHRIST, assistant trainmaster for Oakland-San Francisco.

We inadvertently overlooked reporting the retirement of Switchman WALTER A. ROBERTS last July 30, and would like him to know that he is sorely missed by fellow employees and

shippers on the "long street." Walter, for ten of his 18 years with Western Pacific, was foreman on the midnight shift. We hope he is enjoying his retirement immensely.

PORTOLA

Louise Wilks

Gary Servia, son of Conductor and Mrs. CHARLES SERVIA, was elected student of the month for the Junior High School in October. In naming Gary, the Junior High student council noted his activity in the freshman class, of which he is student representative. During October he played on the junior varsity football team, and now plays on the "C" basketball team. He is an important member of the advanced band and also plays in the "Pep" band. Gary has been commended for his superior citizenship.



Student of the Month, Gary Servia

Calling all "brass pounders"

The Morse Telegraph Club of America, Inc., is looking for new members. The Club is strictly social, with the purpose of promotion, renewal and continuance of friendships and fellowships made during the progress of telegraph.

An annual banquet and entertainment is held on the last Saturday in April each year and in all of the 55 local chapters throughout the nation to commemorate the birthday of their benefactor, Samuel F. B. Morse, inventor of the telegraph. All telegraphers, active, retired, or in other lines of endeavor, together with wives and friends are invited to attend. The Club sets up instruments with Morse cir-

cuits at the annual banquets for a period of nine hours, so that old-timers present may "chit-chat" with each other via Morse Code.

Carl H. Rath, manager-wire chief of WP's communication department, has been a member of the Oakland chapter for some time.

"It's a worthwhile project," comments Carl, "and in the case of a national emergency, these members are all ready to hit the key again."

Yearly dues are \$2.00. Further information and application for membership may be obtained from Jack B. Welles, National Historian, 502 Elm Avenue, Long Beach 12, California.

Do cold cures really work?

There's one fairly safe prediction that can be made for 1961. A giant sneeze will echo across the land, bringing the first epidemic of the common cold. You are one of the lucky ones if you escape the sniffles and the other all too familiar symptoms.

According to the January 1961 issue of *Today's Health Magazine*, published by the American Medical Association, each year 83 per cent of the population catches cold. Aside from the misery, it costs industry six billion dollars in lost working time each year.

What can the cold sufferer do?

Western Pacific's Chief Surgeon G. F. Cushman agrees 100 per cent with the A.M.A. article which offers the following advice:

Stay home and take other precautions to prevent spreading the cold to others.

Go to bed and rest, keep covered, and avoid becoming over-heated.

Eat an adequate, well-rounded diet including plenty of fluids.

Blow your nose gently when necessary.

Use steam from a kettle or vaporizer to relieve nasal congestion.

See your physician if the cold persists for more than a week, if you have more than one degree of fever for more than a day, or if you get more than three or four colds a year.

By all means skip the folk "cures" such as catnip tea, hard cider with cayenne pepper, and soaking your feet in a mustard bath. These are a waste of time. So are gargles and applications of chest ointments as far as treating a cold is concerned.

There is no known drug which will cure a cold, the A.M.A. magazine stressed. None of the cold remedies on the market today can do anything more than provide temporary relief of certain cold symptoms it said, adding:

"Many do not even relieve symptoms effectively. Hence they do little more than subtract from your pocket-book and add to the feeling that you've done something."

Nevertheless, the magazine pointed out that Americans spent \$309,350,000 for packaged cold and cough medicine off the drugstore shelf in 1959.

"The cold remedy racket owes much of its success to the fact that the cold is a self-limiting disease," the magazine said.

Since the cold will disappear in a matter of days of its own accord, it said, the improvement is easily attributed to any medicine which is taken.

A five-year study, conducted by Dr. Harold Diehl, involved thousands of students at the University of Minnesota. Dr. Diehl found that about as many students taking sugar pills (with no medicinal properties) reported that colds went away in a day or so as did students who were given medicine.

A cold is a nose and throat infection caused by an unknown number of viruses. To date, at least six of these viruses have been isolated. When all of the viruses causing the infection have been isolated, it may be possible to produce a preventive cold vaccine.

Until that time, follow the advice of physicians—not fancy!

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RAILROAD LINES



Railroads rate of return for first 11 months of 1960 was 2.28%; 28 Class I railroads failed to earn their fixed charges in the same period.

. . .

Milwaukee asked ICC for permission to end operations of the Olympian Hiawatha west of Minneapolis as out-of-pocket losses amounted to \$2.1 million first ten months of 1960 despite intensive advertising and promotion and incentive fares.

. . .

Burlington expects 1960 to show highest passenger revenues since the end of World War II.

. . .

REA Leasing Corp., subsidiary of REA Express, established a pool of piggyback trailer equipment on January 1.

. . .

Pennsylvania slashed more than four hours from New York-St. Louis TrucTrain piggyback schedule.

. . .

Southern Railway and Southern Pacific have joined Trailer Train Co.'s flatcar pool.

. . .

Merger of Signal Section and Communications Section of the Association of American Railroads became effective January 1.