

WESTERN PACIFIC
Mileposts

JUNE 1959



Mileposts

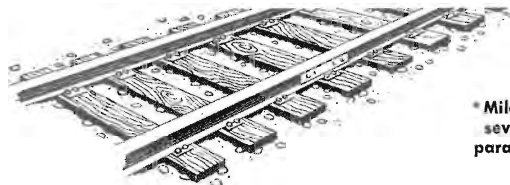
WESTERN PACIFIC

Volume X, No. 11

JUNE, 1959

*Milepost No. 119

Department of Public Relations
WESTERN PACIFIC RAILROAD
 SACRAMENTO NORTHERN RY.
 TIDEWATER SOUTHERN RY.
 526 Mission Street
 San Francisco 5, California
 Leo "Flash" Sherwood, Editor
 A. L. Lloyd, Associate Editor



*Milepost No. 119: For several miles railroad parallels Franklin Blvd.

CONTENTS

	Page
Piggyback Future Looks Good.....	3
46% of WP's Property Taxes go to Support Schools.....	8
How We're Doing.....	9
Dear Editor:.....	10
Mileposts in Gold.....	12
In Memoriam.....	13
Caboosing.....	14
Sports.....	22
Railroad Lines.....	24

COVER: An eastbound TOF freight passes through Portola yard with trainload of highway trailers. See story beginning on Page 3. Photo by Miller's.



On-line railroaders can expect to see more and more piggyback trains such as this one seen from highway overpass at Portola.

Piggyback future looks good

ONE of the brightest stars on the horizon of the railroad industry is the movement of truck trailers atop railroad flatcars—rather than over public highways. Last year, while over-all carloadings on the nation's railroads declined 15 per cent compared with 1957, piggyback loadings showed an 11 per cent increase. For the first three months of this year national piggyback loadings totaled 97,784, a 36 per cent increase over the corresponding period of 1958. More and more railroads are engaging in this piggyback service, which has the blessings of the I.C.C., the shippers, and the truck-dodging motoring public.

Piggyback isn't new to Western Pacific. The railroad first handled trailers on flatcars back in September, 1955. Since that time the service has been greatly expanded. The railroad now operates the service under three Plans (see box on Page 6). Plan II was first used when, in 1955, the Santa Fe,

Western Pacific, and Great Northern entered into a joint service hauling rail-billed trailers between Southern California, Northern California, and the Pacific Northwest. In September, 1958, Western Pacific began Plan II trailer-on-flatcar service between Northern California and Utah-Idaho points.

In July, 1958, Western Pacific began moving trailers under Transcontinental Freight Bureau Tariff 1 and 2 series. This is known as Plan IV, and is available to any shipper who meets the terms of the tariff. The tariff permits loading two 40-foot trailers, or containers (trailers without wheel assemblies) on a flatcar and, among other provisions, requires that not more than 30,000 pounds of any one commodity may be carried on one car. The arrangement has been most popular with freight forwarders and carload consolidators.

The principle of Plan IV has been

under attack by the truckers, and is currently under investigation by the I.C.C. Recently, suspension by the I.C.C. of a similar tariff between Chicago and the Pacific Northwest expired, and Plan IV is now operating between Chicago and all major West Coast points. This type of piggyback service may be one of the greatest sources of new business for the railroads.

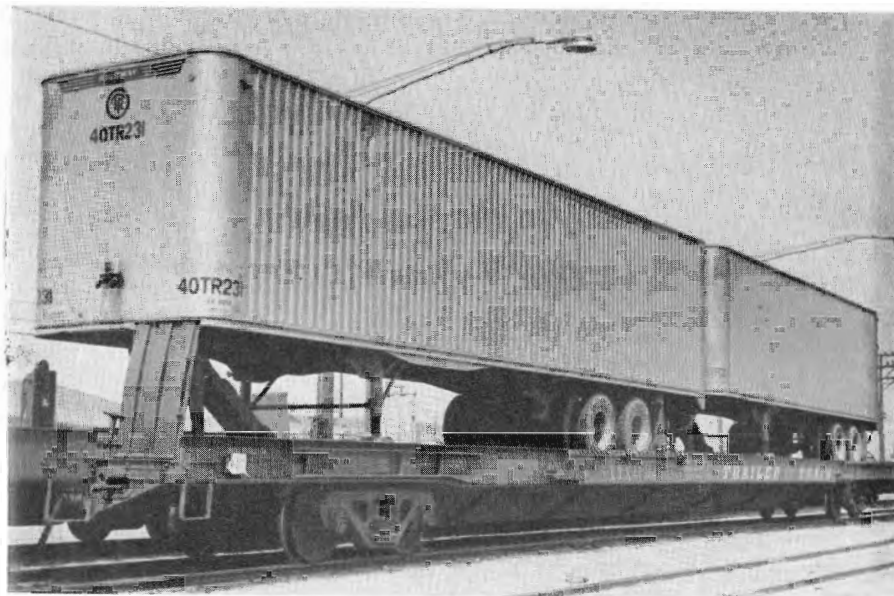
On March 16 of this year, Western Pacific entered a third Plan of piggyback, known as Plan I. We are now hauling trailers between Northern California and the Utah area for Garrett Freight Lines, Interstate Motor Lines, Pacific Intermountain Express, and Ringsby Truck Lines.

Recently, our railroad tested still another type of piggyback service—"piggyback on piggyback." Highway automobile trailers loaded with Fords

from the Milpitas plant were successfully test-shipped atop flatcars between Oakland and Portland, and between Oakland and Salt Lake City. In each test, the autos were reported to be in better condition upon arrival by rail than were the usual highway shipments.

Until this year, piggyback on our railroad was in the development stage. One reason was that equipment being used by railroads that had earlier entered piggyback service was not standardized, and much research and experimentation was (and still is) in progress. Flatcars varied in length, many types of tie-down equipment were in use, loading methods differed, and as a result, what worked well for one railroad did not for another.

Western Pacific's fleet of trailers are silver with lettering in WP's familiar bright orange.



Trailer Train's 85-foot flatcars, like the one shown, are equipped with ACF type tie-down hitches, partially visible behind upright apron.

WITH the rapid growth of piggyback traffic, more progress is now being made to standardize the service to avoid restrictions in interchange movement, in tying down trailers, in loading and unloading, and to permit faster handling. The desirability for standardization and a more flexible car supply led to the formation of Trailer Train Co. in late 1955. Operations started with a fleet of 500 cars. Today, twelve railroads, including Western Pacific, whose contract with Trailer Train became effective on March 24, 1959, and one freight forwarder are proprietary members. The fleet now totals 1,914 cars, bearing

identifying symbols "T.T.X." and "S.T.T.X.," and operates from coast to coast. The cars are of three standard lengths, 85-, 75-, and 50-foot. All have roller bearings, heavy duty rubber draft gears, ride control trucks, and multiple wear wheels. Most have the ACF piggyback hitch. The cars are easily loaded and unloaded at standard ramp facilities. Such a pooled car supply, handled similar to Pullman's operations of passenger cars, meets the fluctuating demands of individual railroads while keeping total car requirements to an efficient minimum.

Western Pacific's piggyback loading ramps are located at Oakland, San Jose, Stockton, Sacramento, and Salt Lake City. The ramps at Oakland and Salt Lake City were just expanded at a



Piggyback Plans

Plan I—Carriage by railroad of trailers of common carrier trucks either at a flat charge per trailer or a so-called division of the rate. Trucker solicits business, bills shipper.

Plan II—Railroad performs all service, including furnishing of trailer, loading and unloading, pickup and delivery. Railroad solicits business at truck-competitive rates and bills the shipper.

Plan III—Railroad furnishes flatcar and provides loading and unloading of trailers. Shippers handle pickup and delivery. Ramp-to-ramp rates made for these shipper trailers based on commodity and quantity moved, or at a flat per-trailer charge.

Plan IV—Railroad furnishes only power and rails for shippers who not only furnish both flatcar and trailers, but perform all loading, unloading, and

pickup and delivery services. A flat charge per car is made for not exceeding two trailers, and whether trailers are loaded or empty.

Plan V—Joint rail-truck rates. In effect, such rates extend the territory of each carrier into that served by the other, permitting each to handle shipments originating in or destined to the other's territory. Each may sell for the other.

Note: There are many variations of these basic plans. Under Plan II, for example, there are special rates which require shipper to load, consignee to unload. Other rates restrict the terminal area; still others apply only when shipper picks up the empty trailer at the ramp and delivers the loaded trailer at the same location. In many cases, allowances are made for use of shippers' trailers—and so on.

(Description of Plans courtesy
Modern Railroads)

Loading ramps first built by Western Pacific were of timber construction, earth filled, and asphalt

surfaced. New ramps just completed at Oakland and Salt Lake City are pre-cast concrete.



J. H. Archbold, Jr., general service manager, National Automobile Club, left, and Malcolm W. Roper, WP's vice president-marketing, watch loading of test-shipment of Fords which rode piggyback between Oakland and Portland, Ore.

in the import-export trade, which would offer direct shipper-to-consignee service without the present re-handling operations which are numerous.

cost of about \$160,000. All are end—or circus-type—loading.

A source for future piggyback traffic, now being explored by WP, is the through movement of cargo containers

As a result of its improved facilities, equipment, and service, WP is in an excellent position to handle an ever increasing volume of piggyback traffic—and the future looks promising!

46% of WP's property taxes go to support schools

Education is one of our most costly goals, and today local governments in the United States spend more for schools than for any other service of government. School attendance is increasing constantly. School administrators are desperate for more classrooms and teachers, and the demand for taxes is growing.

Railroads contribute heavily toward the support of schools, unlike other forms of transportation. Operators of trucks, planes and barges escape most property taxes by using tax-free roads, airports, and waterways. In more than half of our states, constitutional

amendments insure that practically all motor-fuel and license fee collections from motorists and truckers will be spent on highways, and in the remaining states nearly every cent collected is used for highway construction and maintenance. Railroads, on the other hand, construct and maintain their own rights-of-way, yet pay property taxes on them to support schools and other government services.

Of Western Pacific's total property taxes paid to California, Nevada, and Utah (see footnote), more than 46 per cent went to the support of schools. Individually, the three states received:

	Total Property Taxes	Paid to Schools	
		Amount	Per Cent
California	\$2,029,345.93	\$ 880,282.18	43.38
Nevada	449,715.18	205,950.76	45.80
Utah	203,241.02	152,185.37	74.88
Total.....	\$2,682,302.13	\$1,238,418.31	46.17

Tax years: California—July 1, 1958 to June 30, 1959. Nevada—July 1, 1957 to June 30, 1958. Utah—January 1, 1958 to December 31, 1958.

Throttlebottom at the Throttle

(A California Feature Service editorial)

If the American railroads, seeking long-needed relief from federal shackles, feel they've been running into a congressional stone wall, they can take some comfort from the fact that the U. S. Senate hasn't done too well itself. The great deliberative body's own railroad ran into a two-foot-thick concrete and granite wall before it even left the station.

Seems that when the Senate authorized construction of a new \$24 million office building, it also voted more than 2 million more tax dollars to provide for its members a rubber-cushioned underground railroad to trundle them back and forth between office and Capitol. The only trouble was that somebody forgot that even the best train will have a tough time highballing

through a reinforced foundation, so they had to blast a hole to get the line out of the basement.

Then it seems that some other bureaucratic bigdome forgot to tell the commission remodeling the Capitol building to provide a railroad terminal, so the Javits, Kefauver and Southern, as the Senate's private railway is sometimes called, found itself terminating 300 feet from its destination. Another \$4 million has been asked for completion of the line—surely among the most expensive footage of rails ever laid.

The exclusive passengers of the J. K. & S. needn't worry about that, of course. Their fares are being paid by the taxpayers, who probably would like to rename the line the Junket, Knucklehead and Snafu.



L. W. Hansen, vice president and general manager, Calco Division of Armco Drainage & Metal Products, Inc., turns shovel of dirt at Armco's new plant site in WP's Livermore industrial tract. E. P. Jagels, general manager, Standard Realty Co., left, A. D. Quackenbush, WP's principal assistant engineer, and Armco's plant engineer, Ted Karchner, spoke at ceremonies.



How We're Doing

April, 1959, total operating revenues up 17.63% over year ago; Government freight revenues for first time in 1959 showed increase over 1958.

Hundreds of Armed Services Day visitors at Oakland Army Terminal were among many others viewing WP freight equipment on display there May 16 in observance of National Transportation Week.

WP opens district sales office at Cleveland, Ohio.

New 7,200-foot drill track under construction at Livermore, to serve new industrial tract, nearly completed.

784-foot, double-ended spur track now serving Utah Salt Company's new plant at Silsbee, Utah.

California Zephyr average load for April, 1959, was 52.5%, compared with 62.6% for April, 1958, was first decrease this year. Largely attributable were two special groups totaling 640 passengers who rode the train in April last year.

The lining with concrete of Tunnel 26 (easterly of Virgilia) about one-quarter completed.

Left: Hon. R. G. Menzies, Prime Minister of Australia, and Mrs. Menzies rode California Zephyr to Washington, D. C., for meeting with President Eisenhower. The Menzies told train personnel "finest train we have ever ridden."

Old-Timer writes

After leaving the service of the Western Pacific in October, 1923, I recently obtained the periodical MILEPOSTS through the kindness of our San Jose district agent. I just want you to know how much I enjoy reading the entire magazine. My experience covered the entire line. In 1911 I was in Elko, in 1918 in Sacramento, and then for several years in the Mills Building in San Francisco. I left the railroad to go into business.

I realize that the present personnel does not reach back into this experience, but as I read through the magazine I am always hopeful that some incident or some name will strike a memory.

I worked long and hard for the WP and have a love for it. I just wanted you to hear from an old-timer.

George Ballantyne
San Jose

* * *

Bob Youngblood in Germany

It is with extreme regret that I resigned from the Western Pacific, effective December 30, 1958. During my period of employment, August 21, 1925, until entering the U. S. Army as a commissioned officer on May 30, 1942, I enjoyed to the utmost my affiliation with you all and am so appreciative of all that was done on my behalf. During my period of military service from 1942 to retirement as a Lt. Colonel on September 30, 1958, I was granted Military Leave status which I appreciate very much. I still have two sons to educate and a dependent mother, so from a matter of income find it to my advantage at present to reside here (my oldest son attends the University of



Dear Editor:

Heidelberg) and have accepted employment with Railway Express Agency as assistant European manager for Europe.

I wish to thank all members of the WP staff for all courtesies extended my family, especially during my time of service with the Army, and hope to continue with the many friendships made, and only wish it had been possible to return to WP again. Many thanks for happy memories of Western Pacific affiliation these last 33 years.

Robert G. Youngblood
Eschersheimer Landstrasse 366
Frankfurt/Main, Deutschland

* * *

Former engineer dies

Carl Hellstrom, former WP engineer, passed away on April 30 at the age of 59, and was buried at Tacoma, Washington. His widow, Ruby, took it very hard and asked me to write so you could inform his friends of his passing through MILEPOSTS.

I also was a fireman and engineer on the WP from September 15, 1925, to March 12, 1947, resigning to come home to be with my mother who had been alone and ill for some time. I have been engineer with the Tacoma Municipal Belt Line Railway since. I put in a plug for WP whenever I can

and pass along MILEPOSTS to others who also like it. I have been receiving the magazine from Jim Tobin of Sacramento for several years, but he recently suffered a stroke and finds it hard to write and send the magazine. Would appreciate it a lot if you could place my name on the mailing list as I like to keep posted on Western Pacific.

Frank M. Claffey
322 East 34th Street
Tacoma 4, Washington

* * *

George J. Bullis

To let you know that George J. Bullis passed away May 10 of a heart attack. You may discontinue sending MILEPOSTS. He always enjoyed reading the magazine.

Mrs. George J. Bullis
2006 Castro Way
Sacramento 18, Calif.

* * *

91 years young

William McCard (retired October 26, 1940, as a locomotive carpenter) asked me to write you that June 20, 1959, he will be 91 years old. He is taking your magazine and said it was quite the custom to print ages of subscribers. If you would it please him a lot.

Mr. McCard is living at 341 Estidillo Avenue, San Leandro.

Irene J. Kelly

Still "railroading"

As an old railroad man I wish to thank you again for sending me MILEPOSTS. It is an excellent magazine and I look forward to receiving it each month. After reading I mail it to an old rail friend who looks forward to getting it from me.

Hiram W. Johnson, P.G.H.P.
Grand Secretary
Grand Royal Arch Chapter
of New Hampshire
Antrim, N. H.

* * *

Appreciation

Mrs. Duhig joins me in thanking all our friends of the Western Pacific family for their kindness at the time of my retirement dinner.

The many years of association have been enjoyable, and I take this occasion to express my appreciation of the friendly cooperation extended to me by the dining car department employees and to those of the other departments as well.

James H. Duhig
Commissary Buyer

* * *

Open House

I will hold open house at my home, 165 Kelsey Avenue, Salt Lake City, on the afternoon of June 20, celebrating my 80th birthday. I want all my Western Pacific friends to be sure and come and help me celebrate. A good time is planned for all

George A. Lorenz
Retired Engineer

* * *

The 1958 tax bill of Class I railroads amounted to \$957 million, nearly a third more than the lines were able to spend for plant and equipment modernization during the year, records of the Association of American Railroads disclose.

MILEPOSTS

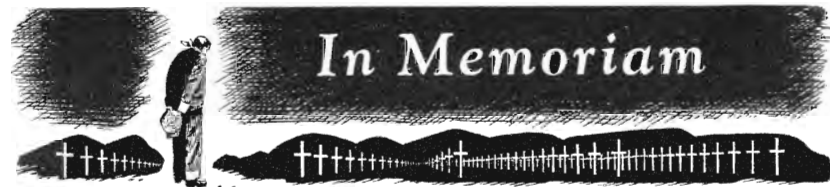


IN GOLD

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

40-YEAR PIN		
Frank N. Bennyhoff.....	Roundhouse Foreman.....	Mechanical Dept.
35-YEAR PINS		
James G. Albertson.....	Locomotive Engineer.....	Eastern Division
Charles L. Hawkins.....	Locomotive Engineer.....	Eastern Division
Lind Hutchinson.....	Motor Car Maintainer.....	Eastern Division
David W. Jones.....	Foreman, Section and Extra Gangs.....	Western Division
Seth L. Manca.....	Locomotive Engineer.....	Eastern Division
Joseph E. Moore.....	Locomotive Engineer.....	Eastern Division
Foster J. Parker.....	Conductor.....	Eastern Division
Wallace M. Sholl.....	Locomotive Engineer.....	Eastern Division
30-YEAR PINS		
William C. Emerson.....	Transportation Inspector.....	San Francisco
Ernest F. Giersch.....	Yard Clerk.....	Western Division
Vincent J. Howard.....	Transit Clerk.....	San Francisco
Frank J. Pelzman.....	Carman.....	Mechanical Dept.
Robert L. Runge.....	District Sales Manager.....	Fresno
Jesse E. Schmidlin.....	Machinist.....	Mechanical Dept.
25-YEAR PINS		
Daniel L. Gonsalves.....	Upholsterer.....	Mechanical Dept.
Melvin E. Graham.....	Sales Representative.....	Sacramento
James J. Hickey.....	Director of Passenger Sales.....	San Francisco
Thomas D. Howard.....	Head File Clerk-Marketing Division.....	San Francisco
Fred J. Saunders.....	Warehouse Foreman.....	Western Division
Arnold S. Skootsky.....	Accountant.....	Western Division
Edward E. Strayer.....	Locomotive Engineer.....	Western Division
Harold G. Wyman.....	Superintendent.....	Dining Car Dept.
20-YEAR PINS		
Harold R. Brothers.....	Carman.....	Mechanical Dept.
Mickey T. Pantalone.....	Diesel Shop Foreman.....	Mechanical Dept.
Willie Williams.....	Waiter.....	Dining Car Dept.
15-YEAR PINS		
Eric R. Borg.....	Krane Kar Operator.....	Purchase and Stores Dept.
James Chisholm.....	Waiter.....	Dining Car Dept.
Dorothy G. Davidson.....	Chief, Passenger Solicitation Bureau.....	San Francisco
Louis Falcon.....	Switchman.....	Western Division
Mary Jane Hyland.....	Accountant, Treasury Dept.....	San Francisco
Georgia Jackson.....	Laborer.....	Mechanical Dept.
Joseph C. Jimenez.....	Laborer.....	Mechanical Dept.
Roy A. Maine.....	Locomotive Engineer.....	Eastern Division
Charles Smith.....	Brakeman.....	Western Division
Edwin Wickliffe.....	Waiter.....	Dining Car Dept.
Frank Williams.....	Steno-Ticket Clerk.....	San Jose
10-YEAR PINS		
Kenneth E. Cochran.....	Sales Representative.....	New York City
Ian M. Ferguson.....	Assistant to President-Personnel.....	San Francisco
Jose Franco.....	Section Laborer.....	Eastern Division
Alan R. Hudson.....	Sales Representative.....	New York City
James W. Lassiter.....	B&B Carpenter.....	Western Division
Loren D. Monroe.....	Section Laborer.....	Western Division
Felix Montanez.....	Section Laborer.....	Eastern Division
Charlie W. Pate.....	Wire Chief.....	Western Division
Paul D. Phelps.....	Telegrapher.....	Western Division

(Continued on Page 13)



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 who death has been reported:

Vance Collins, retired laborer, March 9.

Anton A. Czekalla, retired carman, April 9.

Henry A. Daugherty, retired SN section laborer, date not known.

Walter B. George, retired laborer, March 28.

Ray E. Good, sheet metal worker, March 20.

Thomas Graves, retired laborer, date not known.

Rex J. Hall, retired section foreman, April 21.

Harold E. Halton, ABL locomotive engineer, February 22.

James Harnett, retired trucker, February 7.

John M. High, retired boilermaker helper, April 6.

Ira L. Hogancamp, retired brakeman, February 19.

Jess R. Hutchinson, B&B carpenter, April 26.

Oscar D. Jensen, retired clerk, April 23.

Eugene L. Jordan, retired locomotive engineer, January 20.

Alson R. Kilgore, retired chief surgeon, May 20.

Rudolph C. Lavey, retired carman, March 31.

Thomas H. Lee, retired laborer, April 5.

Angelo Lombardozi, retired carman, February 21.

Victor C. Lopez, yard clerk, March 11.

Jack V. Murray, retired B&B carpenter, April 20.

James Purcell, retired blacksmith foreman, April 5.

George F. Rice, retired store laborer, May 8.

Ralph E. Richardson, retired conductor, March 25.

George Spiliopulos, retired SN section laborer, January 27.

Charles W. Stock, retired stationary engineer, February 1.

Robert M. Taylor, retired section foreman, March 24.

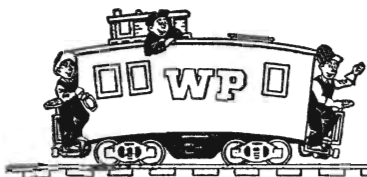
Martin L. Toomey, retired boiler-maker helper, April 19.

Fred H. Veal, assistant valuation and estimating engineer, May 16.

Henry M. Wesolowski, yardmaster, April 6.

MILEPOSTS IN GOLD

Harry Sarafian.....	Traveling Accountant.....	San Francisco
Watt Sells, Sr.....	Section Laborer.....	Western Division
Earl W. Smiraldo.....	Fireman.....	Eastern Division
Hermene Stephens.....	Clerk.....	Western Division
Patrick Sullivan.....	Engineer-Inspector.....	Engineering Dept.



Caboosing

STOCKTON

Elaine Obenshain

Roundhouse Clerk JIM HIGHTOWER bid in the roundhouse clerk position at Oroville some time ago. Recently he traded jobs with Roundhouse Clerk C. E. "GENE" ROWE, enabling Jim to return to Stockton. We welcome Jim home, and wish Gene the best of luck.

Our deepest sympathy to Mrs. Pendergraft, wife of Conductor N. G. PENDERGRAFT, whose father passed away recently.

Belated congratulations to Car Foreman and Mrs. W. L. SWOPE on the arrival of their "long-awaited" son, March 22. The Swope family previ-

ously consisted of all daughters, who now have a brother, Matthew Walter.

Congratulations also to furloughed PBX Operator BARBARA OBENSHAIN and husband, Ted, who recently adopted a baby boy born on March 11. He has been named Ronald Dean.

Belated congratulations and best wishes for a long and happy life to Carman SAM SEEDS, who began his retirement on March 1.

On April 30 Western Pacific completed its one-year term of serving the Port of Stockton. On May 1 the operation was turned over to the Santa Fe, who will serve the Port until May, 1960, when Southern Pacific will take its turn for one year.



Port of Stockton crew: George Duchart and Rocky Jordan, switchmen; Ed Foley, foreman; Harry Main, engineer; Tim Hanlon, fireman.

SACRAMENTO STORE

Irene Burton

ROSS SHENKEL believes his son, Michael "Dynamite," is the youngest member of the WP Sacramento Employee's Federal Credit Union. Now



Michael believes in saving money while young.

nearly a year old, Michael was only 14 days old when his dad signed him as a member. Ross is a member of the Union's credit committee.

JOSE CHAVEZ and his family have returned from a vacation spent in Chihuahua, Mexico.

Roseville, California, is celebrating the 50th anniversary of its incorporation, which is the reason for RENO PICCHI's beard. Roseville is Reno's home town and his appearance on the street without a beard would mean his appearance before a Kangaroo Court.

AL DABBS and his wife vacationed for a few days in Denver.

SALT LAKE CITY

J. B. Price

Marian Rae Jones, daughter of Engineer and Mrs. HEBER D. JONES, was married to Commander Robert L. Arthur on April 25. The ceremony was performed at the picturesque Swedeborgian Church in San Francisco, built in 1895. In one corner of its quaint garden is a bell from a Western Pacific Mikado-type engine. A reception was held at the Officers' Club on Treasure Island.

Mrs. Arthur is a graduate of the University of Utah, has attended law school at the University of San Francisco, and is a lieutenant in the U. S. Naval Reserve and serves as personnel officer for a helicopter squadron at the U. S. Naval Air Station in Oakland.

Commander Arthur attended Hofstra College of New York University and Ithaca College. He completed his training as a Navy pilot and has had an extensive and varied Navy career. He is stationed at the Alameda Naval Air Station, but expects to be transferred to Hawaii in August.

Retired Conductor and Mrs. HARRY W. GIBSON celebrated their 59th wedding anniversary on April 19 with a family dinner held at the home of their daughter, Mrs. Roy (Peggy) Ascani. The Gibsons have five other children.

Montgomery Parry, father of Conductor GUY PARRY, who would have been 90 on his next birthday, passed away suddenly at his home. Our deepest condolences to the Parry family.

Sincere sympathy to Conductor and Mrs. CHARLES W. OWEN, whose home was saddened by the sudden passing of William Lester Owen, father of Charles.

OROVILLE

Helen R. Small

Visiting old friends in Oroville for a few days was retired brakeman MARK WINDUS, from Guadalajara, Mexico. Mrs. Windus was unable to accompany him because of the serious illness of her mother.

Engineer and Mrs. AL VRISMO left April 29 to begin a trip to the Hawaiian Islands. They planned to be gone about a month.

REX A. HALL, maintenance of way foreman, passed away at Oroville on April 21 at the age of 57. He was born in Telluride, Colo., and was employed with Western Pacific for the past 38 years. Our condolences to his widow, Agnes; a son, James S. of Carmichael; two daughters, Mrs. Pauline Griggs of Westwood, and Mrs. Irene Joseph, of Taylorsville.

Student brakeman LOWELL L. HANSEN and Doris June Bershers were married in Oroville on April 18 in the home of the groom's parents. Congratulations to the couple, who plan to live in Oroville.



For several years retired Ditcher Engineer and Mrs. William H. Sanford have shared their lovely Cecil Brunner pink roses with California Zephyr passengers. Zephyrette Margaret Smith is shown receiving basket of roses from the Sanfords at Oroville for delivery to passengers.



Left to right in back row are Mrs. Max Hockenberger, wife of WP brakeman; Mrs. Emery Field, wife of test signalman; and Mrs. Ernest Lewis with members of Oroville's Eastside Brownie Troop No. 167 before leaving on Zephyr trip to Marysville. It was the first train trip for ten of the Brownies.

Also, congratulations to PHILLIP BURCH and wife who were married in Grace Baptist Church, Oroville, in April. The bride was Carol Irene Leonard, daughter of Mr. and Mrs. Jess R. Leonard. Phillip is the son of Mr. and Mrs. Paul Burch, and is employed with WP at Sacramento where they are living.

Mrs. Mabel Griffin, wife of Clerk D. W. GRIFFIN, has had to spend some time in the hospital because of a heart condition. Others recently hospitalized are Conductor O. W. LIND, and Telegrapher F. W. GORDER. Away because of sickness have been Yardmaster R. O. BONNER, Telegrapher T. L. BARRY, Clerks TOM FILSON and BERT LEWIS.

Carman and Mrs. CLARENCE BRANDT are proud of their daughter, Linda, attending Chico State College. For the school's 41st annual Pioneer Day celebration, Linda was chosen to be "Little Nell" of the fete. Reigning with Linda is John McCarthy whose title for the day is "Sheriff."



Melva Ann Lynch, daughter of Superintendent J. F. Lynch, pins corsage on Governor Sawyer.

ELKO

John L. Murphy

The morning of April 23 found Engineer ADOLPH LOSER on his last run at the controls of passenger train No. 1. Upon arrival at Elko he terminated a period of service which began on August 7, 1920, as a fireman. He was promoted to engineer on October 8, 1927. A native of Missouri Valley, Iowa, Adolph's new address will be Box 174, North Highlands, California.

Head Timekeeper ALLEN THORPE put in at Elko General Hospital for a couple of days.

Statistics Clerk JOHN VLASAK put his two-week vacation period to good use by traveling to Nebraska and visiting his parents and old friends. Seems as though they fed him well during his stay there.

Congratulations to ROBERT F. STENGWICK, special agent, upon his appointment to the position of Superintendent of the Nevada Highway Patrol, effective May 20.

THEDA L. MUELLER, secretary to Superintendent JAMES F. LYNCH, did a commendable job in collecting funds for the Elko County Cancer Crusade. As chairman for the Crusade, Theda arranged to have four real cute young ladies dressed in cocktail dresses carry large baskets of corsages. These were passed out at the Lions convention at the Stockmen's Hotel, and at a joint meeting of the Rotary and Soroptimist Clubs at the Commercial Hotel. All in all the flowers brought in \$171. The local radio station ran seven spot announcements on the flower drive for funds and additional publicity appeared in local papers. (See picture at left.)

SACRAMENTO SHOPS

Marcello G. Schultze

Congratulations to "newlyweds" Electrician Apprentice and Mrs. P. M. BURCH. Philip and the former Carol Leonard, daughter of Mr. and Mrs. Jess Leonard, were married in the Grace Baptist Church, Oroville, April 4, and are now "at home" to friends in Sacramento.

The Shop flag was half-mast in April for three retired employees, and our condolences are extended to the families of JAMES PURCELL, ANTON CZEKELLA, and MARTIN TOOMEY.

James Purcell was the first blacksmith on the Western Pacific hiring out at Oakland. When the blacksmith shop opened in Sacramento, he transferred as Blacksmith foreman and remained in that position until his retirement.

Anton Czekelia, a retired carman, passed away at the Portola Hospital after a lengthy illness.

Martin Toomey, retired in 1957 after working 34 years as a boilermaker helper, passed away in the Sacramento County Hospital following a long illness. Funeral services were held in Arcata.

WINNEMUCCA

Ruth G. Smith

Conductor FRANK RANKIN underwent eye surgery recently. Following confinement in St. Mark's Hospital in Salt Lake City he convalesced at the home of his mother in that city.

Marian Laughlin, daughter of Roadmaster and Mrs. DAN LAUGHLIN was selected as an appointee to Gamma Pi Epsilon, National Jesuit Honor Society for Women at the University of San Francisco.

Conductor and Mrs. GEORGE STONE-STREET were made grandparents for the first time on April 21 when their daughter, Mrs. Edward Allen (Jackie) Murashie gave birth to a son. The boy has been named Edward Allen, Jr. His father is an Airman 2C, stationed at the Air Force Radar Base here.

PORTOLA

Louise Wilks

Colleen McMahon, daughter of Extra Gang Foreman and Mrs. HOWARD A. McMAHON, will be graduated from the University of Nevada this Spring. Colleen attended the University on a Harold's Club scholarship awarded her when she was graduated from Gerlach High School. Colleen will teach in the Reno elementary schools next year.



A large group gathered at the Red Feather Cafe in Portola to honor retiring Icing Supervisor and Mrs. IRA C. BALDWIN at a dinner sponsored by the Brotherhood of Railway Clerks. Superintendent JAMES F. LYNCH acted as master of ceremonies. He introduced KENNETH V. PLUMMER, assistant superintendent of transportation, who paid high tribute to Mr. Baldwin's years in the perishable department and to his ingenuity. Wishes for a long and happy retirement were also expressed by "RUBE" DALTON, Ira's successor, Yardmaster C. M. BEAM, and retired Clerk "JIGGS" WORK, here from San Jose for the occasion. A beautiful

portable barbecue was presented to the Baldwins by the group.

Mrs. Amy "Sis" Dewhirst, widow of Machinist HARRY "SCOTTY" DEWHIRST, and mother of Clerk SAM T. DEWHIRST, now on military leave, retired recently after 33 years as librarian in Portola. She is leaving to join Sam who expects to be transferred from Fort Sill, Oklahoma, to Okinawa.

Engineer and Mrs. JOE SONZONZI spent their vacation in Mexico, visiting Mexico City, Acapulco, and the silver mining city of Taxco.

Engineer and Mrs. W. C. AMLIN and two children, Debbie and David, have returned from a three months' visit with Mrs. Amlin's parents in London. They visited many points of interest in England, Paris, and Omaha Beach, Normandy, the scene of the initial landing during World War II. Bill was a member of the 1177 Special Engineering Group, Airborne Assault Troops, which took part in the landing. A museum there shows the docks and breakers used during the landing, and a film taken at the time is shown. The Amlins flew home via the Polar Route.

KEDDIE

Elsie Hagen

Road Foreman of Engines and Mrs. JOHN LUSAR are proud parents once again. Mark B. Lusar arrived at Oak Park Hospital in Stockton on April 9, weighing seven pounds. Baby and mother are doing fine. So are father and the other five boys!

Conductor and Mrs. VIRGIL SIMPSON have moved into their new home in Quincy near Gansner Park.

Popular springtime sport in Keddie this year is horseshoes, and even the women are trying their skill at throwing ringers.



Recent winner in a contest sponsored by the Disabled American Veterans in Athens, Georgia, was infant Beauty Queen Gwen Kae Westbrook, granddaughter of Conductor Fred Stogsdill.

travelling through the isles of pacific, the party were ne
taken right in the heart of HONOLULU by camerame
"Paradise of the Pacific"



IN WAIKIKI

Enjoying the Hawaiian Islands on a recent Western Pacific Travel Club trip was Mrs. Toni Steinert, wife of Engineer H. W. Steinert.



Feather River Short Line engine with trainload of equipment and "extras" pulls up in front of "Deepwell," Western Pacific's station at Blairsdén. Station was revamped for use in "Guns of Timberland," starring Alan Ladd, Jeanne Crain.

* * *

At left, Karolyn Bosswell Miller, daughter of the late Conductor Floyd Miller, Jr., gets an autograph from movie queen Jeanne Crain.



SAN FRANCISCO

George Bowers, Doug Bruce, Kathleen Brunette, Elizabeth Fagan, Lawrence Gering, Carl Rath, Frank Tufo.

A heart attack on May 16 was fatal to FRED VEAL, assistant valuation estimating engineer, signal department. The attack occurred following Fred's return from sun bathing on the roof of his apartment.

SIDNEY HENRICKSEN, chief clerk, engineering department, suffered a heart attack on May 14 while appearing as a witness for Franklin Louie, draftsman, in a court case at the City Hall. He was confined to St. Joseph's Hospital before going home on June 5.

MURIEL DOWNS has been assigned to a newly created position as secretary to F. A. TEGELER, budget officer. Muriel's former position as secretary to

G. S. ALLEN, superintendent of transportation, has been filled by KATHY BRUNETTE, formerly steno-clerk in the marketing department.

CHARLES W. DOOLING, vice president-consultant, law department, spent a few days during May in St. Joseph's Hospital because of a strained muscle in the lower part of his back.

During a visit at general office, HARRY L. DAVIS, who retired as locomotive engineer about 12 years ago, reported the deaths of his son, HAROLD R. DAVIS, on May 6, and his wife just a few days later. Harold was an employee in WP's freight traffic department until about 1944. At the time of his death he was regional manager of the Republic Carloading & Distributing Co.

ELIZABETH BORGWARDT, popular ditto machine clerk, communications, was operated on May 18. She is expected back at work about mid-June.

VICTOR SWANMAN, veteran clerk on

second trick, communications, is on the sick list for an indefinite period, which we hope will not be long.

TONY JOVICK, T&T operator, leased circuits, is a prospective grandfather.

PETE CASEY, car inspector at 25th Street yard, will retire on June 30, after 23 years with Western Pacific. Pete also worked for the Sacramento Northern, Northwestern Pacific, SP, SFe, UP, and Burlington railroads, but to Pete, WP tops them all! He plans a trip to Yugoslavia to visit a sister he has not seen for 47 years. One of the top bowlers in the WP League for a number of years, Pete intends to keep knocking down the pins after his return to San Francisco.

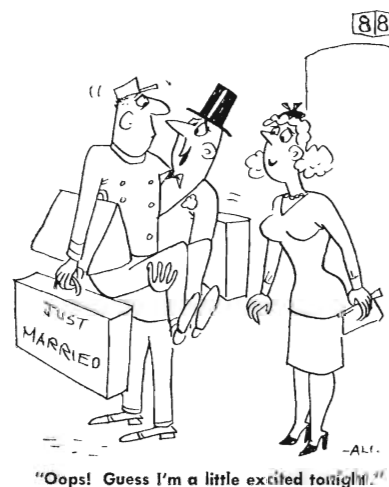
We're glad to see Secretary DENIS PALMER back at work in the engineering department after an absence of three weeks because of illness.

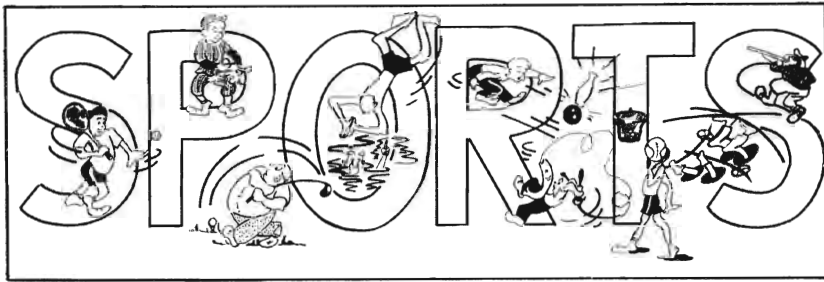
Assistant Chief Clerk (Engineering) and Mrs. ERNIE HUESBY are the proud parents of a third daughter, born April 29.

CLIFF A. GERSTNER, engineer of track layout, has moved his "three girls" (wife and two daughters) into a home in Larkspur, Marin County, following his return to general office after two years at Sacramento.

GILBERT H. KNEISS, assistant to president-public relations, was named by the Board of Regents of the University of Nevada to receive the "Distinguished Nevadan Award" for his achievements contributing to the economic and cultural advancement of the State of Nevada and the Nation. The Award was conferred on Kneiss on June 1 at the University, from which he was graduated in 1923.

ROBY GUSTAFSON, price clerk-purchasing, left in May for a one-year leave of absence.





Golfers tie in double win

Dean Dorsey, WP's pint-sized sales representative from Fresno, and guest Charles Bell tied for both low gross and low net honors in the annual golf tournament held on May 9. Dorsey put together a 39 and a 41 for his eight over par round, and Bell had two 40's. For his low net 77, Dean picked up two strokes on the par-four second, his only double bogey, and one on the par four thirteenth. Bell bogeyed the second, seventh, and thirteenth, all handicap holes, for his net 77.



"How's this for a divot?"

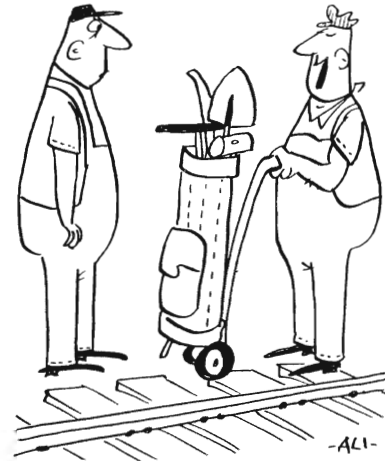
Dorsey and Bell were hard pressed for their wins, however. Dick Hocker, industrial department, grossed an 81, and Ken Stoney, marketing department, and guest T. Dunne toured the wind-swept course in 82. Norm Roberts came in with an 83, and guests Bob Joy, Chet Southard, and Roger Randall, Jr., tied with 24's.

The winner's net 77's were only one stroke better than guest T. Dunne's 78, and two better than the 79's scored by Norm Roberts and guest Bob Joy. Dick Hocker and Ken Stoney, and guests Walt Ridley, C. Southard and Kip Lindee finished in a five-way tie with a net of 80.

Dorsey did well in the "Calcutta," too. His 77 net, together with an 82 by guest Will Crossley, his partner in the draw, was good enough for a 159 tie with Norm Roberts, road foreman, and guest Kip Lindee. They netted 79 and 80, respectively.

Other "Calcutta" winners were Ken Stoney, Roy Sanders, 162; T. Dunne, John Maloney, 164; W. Highsmith, Lee Sherwood, 165; Ray White, Ed Dobbins, 167; and J. F. McNabb, Dick Dunne, 169.

Dick Hocker won the hole-in-one



-AL-

"Got it from a golfer who couldn't break 100!"

contest with a shot eight feet from the pin.

Jean Sanders, wife of a guest, scored a 92 for the ladies low gross and also won low net with an 85. Emily Lindee won second low gross with an 99, and guest Peggy Lou Joy took third with 100. Second low net was Peggy Lou Joy's 90, one stroke better than the 91 turned in by Emily Lindee and Bonnie Logan. Emily and Bonnie are the wives of Frank Lindee and Wally Logan, sales representatives at Stockton.

* * *

An inveterate golfer came home to dinner. During the meal his wife said, "Willie tells me he caddied for you today."

"Now that accounts for it," said Willie's father. "I knew I'd seen that kid before."

* * *

Bill: "I've got a tricky cure for colds. You sit in a bathtub filled with gasoline and light two matches."

Mike: "What's so tricky about that?"

Bill: "Lighting the second match."

Tie in Tennis Jamboree

President F. B. Whitman and Cliff Warner, assistant general auditor, tied for first place among employees in the Tennis Jamboree held on Golden Gate Park courts in San Francisco on May 16. Guest winner was Evan Fog.

The Jamboree was held as a warm-up for the annual tennis tournament to be held in September. All matches were doubles, and partners changed after each set. Winners of the round-robin were determined by the number of games won and lost during the day.

Read in Sports Illustrated

Pauline L. Davis, Plumas County Assemblywoman and widow of former Assemblyman and WP Engineer Lester T. Davis, on becoming the first lady chairman of the Committee on Fish and Game, said: "Many women hunt and fish and, besides, all of the men first have to get permission from their wives."

Coming Events

August 8—Eastern Division Picnic, Elko (special transportation arrangements).

August 29—Third "Caribou Country Special"; return September 7.

September—Annual tennis tournament, San Francisco.

October 10—Two-day Disneyland Tour (tentative).

October 24—Annual Fall Dance, San Francisco.

October 29—Two-week "Mark Twain" Mississippi River Cruise.

November 11—Annual retirement dinner party, Oakland.

December 11—Annual retirement dinner party, Sacramento.

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Chesapeake & Ohio running piggyback trailers on main line passenger trains.

. . .

A \$10 million, 10-story hotel to be built in Chicago on five acres of air rights purchased from Illinois Central.

. . .

Latest ICC check shows freight service diesels handling 96.78 per cent of gross ton-miles.

. . .

Curtiss-Wright Corporation's Wright Aeronautical Division has designed lightweight, 3-car, 276-passenger speedster (using, basically, Budd's Pioneer III car) powered by airplane propellers at each end capable of speeds well over 100 mph.

. . .

Radio Moscow claims an automated subway, electronically operating trains without motormen, is under construction in Leningrad.

. . .

Reading handling all LCL freight by its highway subsidiary, Reading Transportation Co.

. . .

Railroads ready to evacuate 50,000 persons from Washington, D. C., in first 24 hours after enemy attack warning; 100,000 in each succeeding 24 hours.

. . .

First electrified monorail system in U. S. designed for commercial use will be Disneyland's two 3-car trains in a 3,650-foot loop circuit.

. . .

Long Island Rail Road celebrated its 125th birthday in April.

