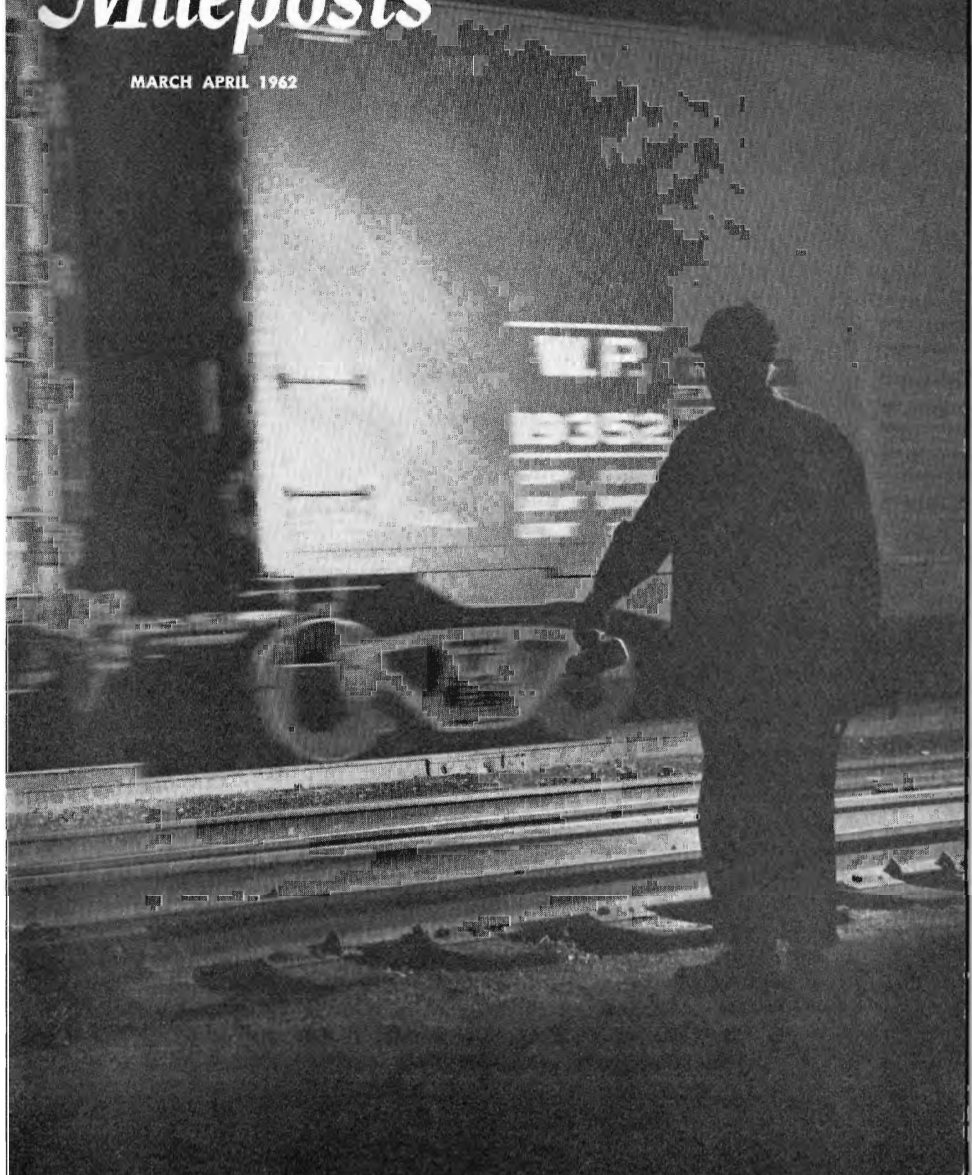


WESTERN PACIFIC
Mileposts

MARCH APRIL 1962



Mileposts

WESTERN PACIFIC

Volume XIV, No. 2

MARCH-APRIL, 1962

*Milepost No. 144

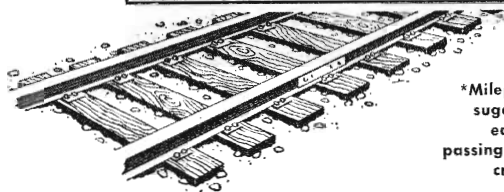
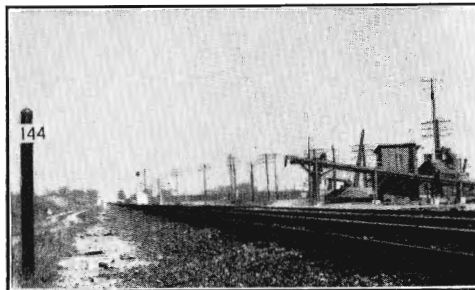
Department of Public Relations

WESTERN PACIFIC RAILROAD

SACRAMENTO NORTHERN RY.
TIDEWATER SOUTHERN RY.

526 Mission Street
San Francisco 5, California

Lee "Flash" Sherwood, Editor



*Milepost No. 144: Beet sugar loading ramp at east end of Del Paso passing track. Main street crossing in distance.

IN THIS ISSUE

| | Page |
|--|-------------|
| <i>Alert WP Employees in Yards and Along Main Line Watch Passing</i> | |
| <i>Freights to Make Sure They're in Good Running Order</i> | Front Cover |
| This Railroader Helps to Control Freight Damage..... | 3 |
| Western Pacific Purchases Stock in S.P. and Santa Fe..... | 6 |
| 1961 Annual Report..... | 7 |
| Muzzling Our "Brass"..... | 8 |
| New Office at San Jose..... | 11 |
| Dear Editor:..... | 11 |
| Mileposts in Gold..... | 12 |
| In Memoriam..... | 15 |
| Peter Zars' Birthday Party..... | 16 |
| Slogan Contest Winners..... | 18 |
| Caboosing..... | 19 |
| Railroading in England..... | 28 |
| WP Will Remember..... | 30 |
| Railroad Lines..... | Back Cover |



MILEPOSTS

This Railroader helps to control freight damage and keep business on the rails

(Second in a series of articles on loss and damage prevention)

At busy Stockton yard, Assistant Chief Clerk Harvey L. Ross is one of the men charged with the important business of moving freight cars in and out of the yard.

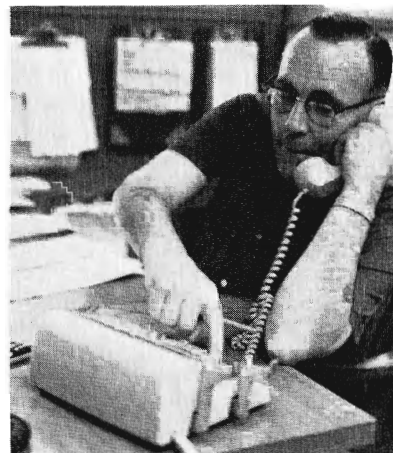
This 17-year WP veteran has a shrewd grasp of his railroad's need for not damaging customers' shipments. "Anybody with sense enough to come

in out of the rain can look at the streams of trucks on our highways and figure out the fact that we've lost a lot of freight—and a lot of jobs, too—to trucks even since I came to work for WP."

Harvey knows that the decline of railroad business is serious for every railroader. His personal contacts with shippers near Stockton yard give a first-hand urgency to his views. "More shippers than ever are changing their mode of transportation because of damaged shipments. We just can't afford to damage any shipments at all—much less pay out more than \$100 million which I understand was the railroads' loss and damage figure last year. I know the trucks damage shipments, too, but that means we just can't afford to damage any shipments at all if we are to go out and regain business."

Harvey's views underscore a serious problem on the Western Pacific as well as on other American railroads. On the Western Pacific last year, damage to shipments amounted to more than \$672,000. These smashed-up shipments represented enough money for about 95 jobs on this railroad alone! It affected our business, too. Many shippers who experienced inconvenience, delay and frustration because of a smashed-up shipment turned to other modes of transportation. As Ross succinctly put it, "I wouldn't be surprised if the sweetest music in the world to the

(Continued on Page 4)



Harvey L. Ross, who is quoted in the article on Pages 3 to 5 has been with Western Pacific since March 30, 1945. He is secretary-treasurer for the San Joaquin Lodge 330 of the Brotherhood of Railway Clerks and lives in Stockton with his wife, Amelia, and daughter Judy, 17. Judy is president of the Senior Class at Edison High School, is an outstanding student and plans to major in law after entering college. Harvey also has two married daughters, Mrs. Donna Darado, a former PBX operator at Stockton yard, and Mrs. Helen Herrera. Three grandsons, 1, 5, and 12, complete the family.

MARCH-APRIL, 1962

This railroader helps...

(Continued from Page 3)

competition is the sound of boxcars slamming into one another hard."

While everyone from section men and trainmen to agency forces and supervisors has a direct responsibility to see that the railroad's business is handled perfectly, Assistant Chief Clerk Ross has some good advice on how to help reduce the railroad's huge loss and damage bill.

"One of the best ways I know of preventing damage is to be a good

need to be especially careful with when switching.

"When I walk through the yard I keep my eyes peeled for certain things. Last fall, for example, I spotted a leak in a car of wheat which already had dumped a bushel or two on the ground. I called the "car-knockers" and they fixed it before it amounted to much. If it had gone on it's quite possible that the loss from that car would have been greater than the revenue we collected for hauling the car.

PERHAPS, when all is said and done, the easiest way for me, or for any of our railroaders with similar duties, to help rail shipments get through safely is to keep on the alert when out among the cars. Checking vents, for instance, is a tremendously important job. Slip-ups have caused thousands of dollars in damage. Failure to assure proper icing has also caused thousands of dollars in damage. Along this line,

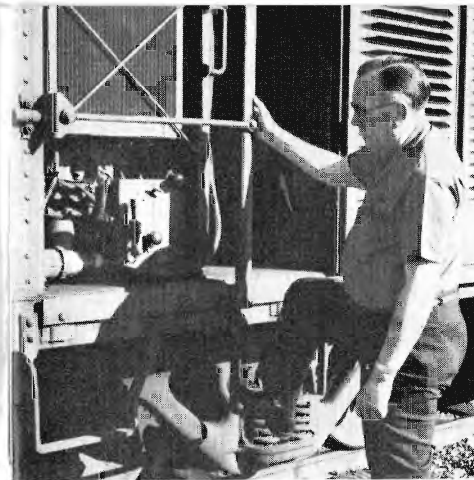
Improperly closed hopper car doors or other defects can cause loss of a customer's load.



Accurate and up-to-date records are important in keeping freight cars moving in good order.

friend to the shipper. Keep him posted on the very latest techniques for proper packing and loading. Shippers are eager to know how they can best brace and load their shipments. If he has special problems with his shipments, call in the railroad's loss and damage prevention folks to see if they can't help—and they most often can.

"When I'm checking in a train I put marks on the consist alongside the cars with delicate lading. Yardmasters appreciate this as it enables them to easily identify cars which switch crews



Mechanical refrigerator car units must function properly to protect perishable shipments.

too, the ever-increasing use of mechanical reefers means that you've got to be on your toes to make sure the units are functioning properly. Mechanical failure can ruin a load."

Harvey commented briefly on a number of other ways in which railroaders in his position can help customers' shipments get through O. K. Empty equipment spotted for a shipper represents how to nip in the bud numerous ways in which loss to the railroad can occur. "When you give a customer a hopper car whose doors won't close properly—you're just asking for trouble. Cars of all kinds need to be the proper kind for the customer's shipment. Cars with damaged floors, leaky roof or sides—or with doors that won't close properly—are invitations to loss."

Another good point brought out by Ross in helping to reduce the railroad's bill for loss and damage to customers' shipments was to be on the alert for open-top shipments. "If something doesn't look right I report it to the car foreman. He can reinforce the

load, or if the load has shifted he can adjust it so it can go through safely.

"I understand that a hefty amount of the money paid out by Western Pacific is not caused by damage from over-speed impacts to cars. That means that suitable cars, proper loading, and other things are also of great importance in keeping our customers happy. Individual care on the part of every railroader who comes in contact with a shipment is needed if we are going to win the fight to keep freight on the rails and get back our lost business."

Harvey also commented on how the Western Pacific has faced up to the loss and damage problem in a number of ways. He observed, "fast trains, new kinds of cars, new techniques in handling unusual loads, piggyback and container cars—all help in attacking WP's loss and damage problem.

"Every railroader should know that every time a shipment gets messed up it's a direct blow to his own job. Shippers are not going to stand for that sort of thing these days. A careless railroader is not only hurting his railroad and alienating a shipper, he's endangering the job of every man around him as well as his own job. And, boy, the shippers know what's going on! They've got impact recorders by the thousands riding around with their shipments by which they can pinpoint damage to the minute and to the exact spot where it occurred. They mean business. Do you blame them?"

Finally, Harvey had this to say: "I guess it all boils down to this. All of us at Stockton yard should think of every shipment in our yard as belonging to us personally. In a sense they do, for a portion of the revenue from every one of those shipments helps to pay our salaries."

Western Pacific Purchases Stock In Southern Pacific and Santa Fe

A statement from our President

THOSE of you who read our Annual Report for 1961 may have noticed under the heading "Financial Review" that we had, up to December 31, 1961, invested about \$3 million in common stocks of Southern Pacific and Santa Fe. Since the first of the year additional purchases have been made bringing the present total up to about \$4.9 million.

This action may have puzzled some people and thus a word of explanation might be appropriate. There are two reasons for taking such a course:

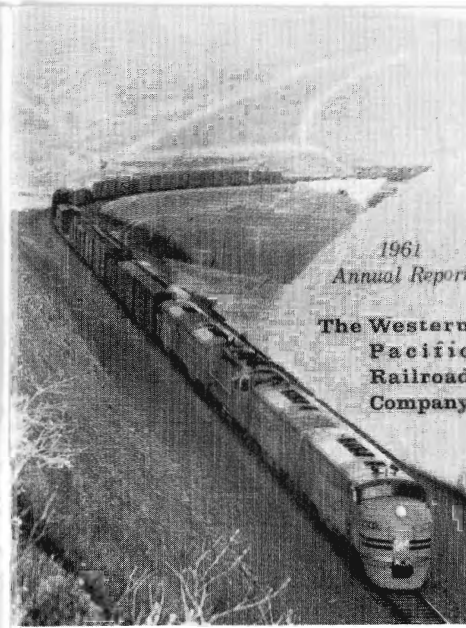
First—Until the control case is finally settled, certain expenditures previously planned for modernizing and improving the property have of necessity been deferred. For example, our planned new diesel facility at Stockton will be built in a different way if we are a part of the Santa Fe System than it would if we were to remain independent. Pending the decision of the Interstate Commerce Commission, the funds accumulated for such deferred

projects will be held and naturally should be temporarily invested to the maximum advantage.

Secondly—Why invest such funds in Southern Pacific and Santa Fe stock? And here the answer is also very simple—we can get a higher rate of return from dividends paid on common stocks than from interest paid on the usual short term securities such as Government bonds. However, under the terms of the mortgage on the property (which is represented by our First Mortgage bonds) the only common stocks which we may acquire for investment without them being pledged with the mortgage trustee are those of Class I railroads. In order, therefore, that we may quickly sell such investments when the time comes to provide funds for our contemplated expenditures for the projects that are being postponed, we decided to put these funds to work in Southern Pacific and Santa Fe stocks.

I hope the above clears up any questions on this matter.

F. B. Whitman



1961 Annual Report

A copy of WP's 1961 Annual Report has been mailed to each employee.

Shown on its front cover is an east-bound *Golden Gate Merchandiser* in Altamont Pass, a regularly scheduled "red ball" freight rushing various commodities to eastern markets. Aboard the train during its Oakland-Stockton run were the crew pictured at the right. MILEPOSTS would have liked to include pictures of all the railroaders whose responsibilities are equally important in handling our customers' products, but space does not permit. Instead, it is hoped that all WP railroaders will be pleased to learn from the Report what success their company enjoyed last year, without which neither they nor the company could continue to benefit as they did.



Engineer Vernon Foster entered service on October 10, 1930.



Fireman Tim Hanlon also entered service with W P on October 10, 1930.



Conductor J. M. Kilgour has been with W P since September 26, 1934.



March 11, 1953, is Brakeman D. A. Lovedal's seniority date.



Rear brakeman G. K. Porter entered W P service on September 12, 1941.

Above photos by Assistant Trainmaster J. H. Brown



Vice President Marketing W. C. Brunberg opened informal meetings by outlining day's program. He then informed the "brass" present at the meetings that they were there only to listen and take notes which is just what one group shown at the left is doing.



Program Chairman Barney Pedersen works controls as Chief Clerk Frank Sell, Los Angeles, demonstrates difference in tone of his voice by smiling or not smiling before picking up phone to answer a customer's call.

The audience got Frank's point when Jim Duyn, Oakland "sales rep" answered call with a smile.



Muzzling the "Brass"

THE Marketing Division held two novel, fast-moving sales meetings during March, one in Chicago, Ill., the other in Berkeley, Calif. Conspicuous at both meetings was the absence of any talk by department officers. The "brass" learned—with some admirable restraint—how to be effective listeners! Sales representatives had the floor and they made good use of their freedom of speech. As a result, they came

up with 1,343 of their own ideas on how to get more business for Western Pacific.

For one thing there was considerable amazement when the "sales reps" learned how much time they spent each week on reports and other details which keeps them in the office. Groups of three estimated their time spent on each activity. Total time was averaged out and the result was flashed on a

screen by projection. It was quite apparent that insufficient time was left the "sales reps" for calling on their customers.

One 20-minute session was spent in writing ideas the men thought could be used to gain more selling time, followed by a 20-minute discussion. Judges tallied the best contributions and 679 ideas were retained for further development.

A highlight of both meetings was a "how to make telephone calls with prospects more effective" demonstra-

tion by Frank Sells, chief clerk, Los Angeles, who has used the system with substantial success. An extension phone was circulated around the room. After answering a "customer's call" in his usual manner, the individual was then asked to *smile* before picking up the phone for the second call. The effectiveness of a voice with a smile could not better have been demonstrated!

The "brass" were given an opportunity the following week to review all ideas submitted. Those ideas selected were put into a brochure for distribution to the entire sales force who are now taking the action required to make the ideas successful.

(Additional pictures on Page 10)

During a 20-minute discussion period, Herbert Spencer, San Francisco sales representative, left, gives his views to sales problem question asked by Sheldon Glatt, Seattle sales representative.

One group working hard on ideas to improve sales . . .



. . . which were judged by Charles Meyer and Paul Harris





Sales force attending meeting in Chicago give full attention to new ideas being presented by Larry Moe, district sales manager, Detroit, shown talking to group in the picture below.



Included in the program at both meetings was a showing of W P's new movie "Vista Dome Adventure" and a seminar "How Freight Sales Representatives Can Improve Passenger Sales."



W P opens new San Jose office

In recognition of the rapidly growing importance of Santa Clara County and its environs as a paramount industrial area, Western Pacific has established a branch office for industrial development in San Jose.

Carl R. Nipper, likewise recognized for the large part he has played in promoting industrial development in the area, will head the office at 790 The Alameda as assistant to the director of industrial development and real estate.

Carl began his Western Pacific career in 1924 as a stenographer and worked his way up through various Marketing Division positions to that as district sales manager at San Jose. He was instrumental in the Milpitas transition from cow pasture to industrial park and in similar transformations such as the Lenfest Tract in San Jose.

The office began operations with a select assortment of choice industrial



Carl R. Nipper

John C. Dullea

sites in San Jose and other Santa Clara County areas.

* * *

John C. Dullea succeeded Carl R. Nipper as district sales manager at San Jose.

From a position as a junior file clerk, John progressed through various Marketing Division positions and became sales representative at San Francisco in 1954. In 1956 he became transcontinental rate analyst and in 1958 he was again appointed sales representative in the San Francisco territory. Since November, 1960, he has been chief, sales and service, at San Francisco.



Dear Editor:

My heartfelt thanks to all my friends and co-workers who so generously donated towards my retirement gift, and for their many wonderful good wishes. Their action will always be remembered and appreciated.

Spencer H. Lewis
Transportation Department

Many thanks for the wonderful considerations given me upon my retirement. Forty-one years of association with the finest railroad and the most wonderful group of officials and employees will always be remembered.

George C. Vedder
Accounting Department

MILEPOSTS



IN GOLD

MILEPOSTS congratulates the following railroaders who are eligible for Service Pin Awards during the months of March and April, 1962:

| | | |
|------------------------|---------------------------------|------------------|
| 40-YEAR PINS | | |
| R. O. Bonner | Yardmaster | Western Division |
| Raymond W. Davis | General Clerk | Western Division |
| Manuel Olivera | Section Foreman | Western Division |
| Harold I. Weckerle | Warehouseman | Western Division |
| 35-YEAR PINS | | |
| J. L. Cook | Section Foreman | Eastern Division |
| H. A. Jorgensen | Claim and Industry Clerk | Western Division |
| Salvatore L. Martello | Carman | Sacramento |
| August A. Ottoson | Cabinet Maker | Sacramento |
| Merle W. Swezey | Ditcher Engineer | Western Division |
| Walter T. Weibel | Carman | Sacramento |
| 30-YEAR PINS | | |
| C. L. Higley | Section Foreman | Eastern Division |
| B. A. Jones | Track Supervisor | Eastern Division |
| J. L. Miller | Section Foreman | Western Division |
| 25-YEAR PINS | | |
| W. M. Amlin | Locomotive Engineer | Western Division |
| Earl D. Brown | Car Service Inspector | San Francisco |
| Walter C. Brunberg | Vice President, Marketing | San Francisco |
| Paul M. Burch | Sheet Metal Worker | Oroville |
| William D. Burns | Locomotive Engineer | Western Division |
| Emmett E. Cronin | Locomotive Engineer | Western Division |
| V. O. Davison | Clerk | Western Division |
| David F. Floyd | Switchman | Western Division |
| Henry Enox | Track Laborer | Eastern Division |
| Edward E. Evers | Carman | Sacramento |
| Winton V. Hanson | Manager Foreign Freight Service | San Francisco |
| M. C. Higley | Section Foreman | Eastern Division |
| Edward J. Hillier | Chief Dispatcher | Sacramento |
| Floyd D. Hilyer | Car Clerk | Oakland |
| John G. Howard | Project Supervisor | Oakland |
| Glen W. Johnston | Brakeman | Eastern Division |
| Robert N. Kilgour | Conductor | Western Division |
| Maurice F. Lawson | Telegrapher-Agent | Western Division |
| Leslie F. McAdams | Clerk | Western Division |
| F. H. Oldham | Accountant | Eastern Division |
| Lillard S. Overton | Machinist Helper | Elko |
| Barty O. Perkins | Conductor | Eastern Division |
| Max A. Potter | Chief Passenger Rate Analyst | San Francisco |
| Lorin Ricks | Statistician | San Francisco |
| Kenneth T. Rosengarten | Section Foreman | Eastern Division |
| Joseph F. Schneider | Switchman | Western Division |
| Charles Tarver | Pantryman | Dining Car Dept. |
| M. O. Waugh | Machinist | Oroville |
| 20-YEAR PINS | | |
| AnnaBelle D. Albrecht | Telegrapher | Eastern Division |
| Nels J. Anderson | Brakeman | Eastern Division |
| Richard W. Applegate | Fireman | Western Division |
| Harry E. Beem | Fireman | Western Division |
| Harry E. Carver | Right-of-Way Engineer | San Francisco |
| Gerald T. Coffey | Chief Clerk, Marketing | Chicago |

| | | |
|---------------------|---------------------------------|------------------|
| Jack C. Cooper | Brakeman | Western Division |
| Hugh B. Dressel | Laborer | Sacramento Shops |
| Alvah D. Downer | Brakeman | Western Division |
| Harold G. Eckenroad | Conductor | Eastern Division |
| G. E. Gerald, Sr. | Day Foreman, Perishable Freight | Elko |
| Thomas N. Gilbraith | Conductor | Eastern Division |
| William A. Gray | Brakeman | Western Division |
| Dale O. Groshart | Fireman | Western Division |
| Charles D. Hein | Fireman | Western Division |
| E. P. Jagels | General Manager, S.R.&D. | San Francisco |
| Ise L. Johnson | Stationary Engineer | Portola |
| Robert P. Joy | Fireman | Western Division |
| John H. Kaler | Fireman | Western Division |
| John F. Kaufman | Brakeman | Eastern Division |
| Everett E. Kibler | Fireman | Western Division |
| Walter Kirchner | Blacksmith Helper | Sacramento |
| Robert J. Lawrence | Brakeman | Western Division |
| Fred I. Lyell | Brakeman | Eastern Division |
| Garrett W. Maybury | Switchman | Western Division |
| Stuart E. McVean | Clerk | Western Division |
| W. A. Mendenhall | Chief Clerk, Marketing | Salt Lake City |
| Burton J. Miller | Fireman | Western Division |
| Marion M. Nesbit | Per Diem Clerk | San Francisco |
| A. L. Quigley | Fireman | Eastern Division |
| Frank M. Rankin | Conductor | Eastern Division |
| Paul E. Scott | Assistant Agent | San Jose |
| Vance N. Shipton | Night Foreman | Eastern Division |
| Raymond Siejo | Sheet Metal Worker | Portola |
| Lawrence I. Singley | Switchman | Western Division |
| Audrey F. Stafford | Blacksmith Helper | Sacramento |
| Walter E. Thacker | Fireman | Western Division |
| Fitzgerald Turville | Conductor | Eastern Division |
| Claud D. Wilson | Carman | Stockton |
| Frances F. Ziegler | Clerk | Western Division |

15-YEAR PINS

| | | |
|-------------------------|---------------------------------|----------------------------|
| Bernice Burton | Coach Cleaner | Oakland |
| Irene E. Burton | Stock and Report Clerk | (MILEPOSTS' Correspondent) |
| Willie Bush | Coach Cleaner | Oakland |
| Stanley J. D. Goodnight | Carman | Sacramento |
| Balser D. Hefner | Machinist | Oakland |
| Freeman E. Jones | Upholsterer | Oakland |
| Arthur R. Jorgenson | Machinist | Sacramento |
| Anton Jovick | Telegrapher | Western Division |
| Roy B. Kunde | Signal Foreman | Signal Dept. |
| Clarence Mitchell | Laborer | Oakland |
| William N. Mortensen | Carman | Oakland |
| William B. Nunes | Signalman | Signal Dept. |
| Carlos Prieto | Store Helper | Sacramento Store |
| Paul N. Ramos | Carman | Stockton |
| Rene A. Robichaud | Dozer Operator | Western Division |
| Melvin H. Robinson | Section Laborer | Western Division |
| George J. Shank | Carman | Stockton |
| Ruth G. Smith | Roundhouse Clerk | (MILEPOSTS' Correspondent) |
| Herbert W. Spencer | Sales Representative, Marketing | Winnemucca |
| Rodolfo Verduzco | Section Laborer | San Francisco |
| John S. Walker | Electrician | Western Division |
| | | Oakland |

(Continued on Page 14)

Mitzi Staley, public relations department, overheard Carl Rath, communications department manager-wire chief, and a retired WP old timer in this conversation:

Carl: "It's been a long time since I saw you last. Remember the good old days in the canyon when we used to talk about wine, woman, and song?"

Old Timer: "Sure do—but times have changed. Now all we talk about is Metrecal, good ol' gal, and Sing Along with Mitch!"

I have learnt to drive a car. However, I should have learnt to drive two cars—my own as well as the one in front of my own.

—Bertold Brecht

Mileposts in Gold . . . (continued from Page 13)

10-YEAR PINS

| | | |
|---------------------|---------------------------------|------------------|
| G. Asay | Switchman | Eastern Division |
| Joseph R. Baxter | Electrician | Oroville |
| N. J. Davis | CTC Maintainer | Signal Dept. |
| Jose M. Garcia | Laborer | Extra Gang 14 |
| Phyllis Hibbs, Mrs. | Nurses' Aide | Portola Hospital |
| Robert E. Justice | Switchman | Western Division |
| Jack McClanahan | Track Patrolman | Western Division |
| J. H. Milton | Division Lineman | Winnemucca |
| Adolfo Munozledo | Laborer | Extra Gang 5 |
| Fred C. Reith | Assistant Roadmaster | Keddie |
| Robert W. Rouse | Sales Representative, Marketing | Sacramento |
| Clifford C. Skinner | Clerk | Stockton |
| Lloyd P. Swanson | Carman | Oakland |
| F. M. Tapia | Laborer | Eastern Division |
| Richard Tom | Welder | Eastern Division |
| Eve Whitlock, Mrs. | Nurses' Aide | Portola Hospital |
| Louie T. Wright | Machinist | Oroville |
| William H. Young | Carman | Oakland |



A 40-year service pin was presented to Harold Heagney, chief clerk, auditor of revenues department (fourth from right) in February by his boss Nick Schoepflein, far right. Co-workers watching are Jim Drury, Larry Lewis, Lee Brown, Mike Baptiscos, Jim Ferrol, George Welch, John Sandstrom, and Verne Geddes.

Spring golf tournament

Frank Rauwolf, personnel department, will soon send out announcements and advance sign-up forms for the next Western Pacific golf tournament. The tournament will open to all our railroaders, their wives, and friends.

The date is June 23 at the Kiote Hills Golf and Country Club in Newark, not far from the Eastbay entrance to Dumbarton Bridge. First tee-off time is scheduled for 10:00 a. m. Green fees are \$4.00.

F. B. Stratton, director of industrial development, received 40-year service pin from President Whitman in February.



MILEPOSTS

In Memoriam



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

Walter D. Argo, retired head agents account clerk, February 22.

Robert H. Bruce, retired switchman, November 7, 1961.

Thomas A. Cruise, retired signalman, December 27, 1961.

Samuel G. Evans, retired TS locomotive engineer, February 26.

William L. Gwillim, SN brakeman, February 22.

George Hakin, retired SN conductor, October 31, 1961.

Orvil R. Hanks, retired machinist, March 29.

Ben F. Hayden, retired Alameda Belt Line switchman, December 19, 1961.

William Q. Herron, retired switchman, January 28.

Jesteen R. Jacobs, locomotive engineer, January 14.

Lawrence W. Johnson, brakeman, February 15.

George T. Johnston, retired machinist, date not known.

Walter Kozal, clerk, January 9.

Walter A. Lewis, retired trackwalker, January 19.

William M. Liggett, retired relief agent, November 17, 1961.

William T. Mansell, retired agent-telegrapher, January 25.

William I. Marsh, district car foreman, February 1.

Jack K. McCracken, retired Oakland Terminal Railway switchman, December 14, 1961.

Joseph C. Menchenger, retired brakeman, January 1.

Harry A. Muiridge, retired clerk, December 24, 1961.

Matteo Musillami, retired SN section laborer, November 1, 1961.

John Mynick, retired trucker, December 27, 1961.

Hugh H. Nolan, retired section foreman, January 30.

Jesse A. Parker, retired SN track laborer, date not known.

Alfred C. Petty, retired telegrapher, February 5.

Jacob J. Pletka, retired Central California Traction Co. brakeman, November 18, 1961.

Roland A. Read, patrolman, January 17.

Frederick C. Rodewald, retired agent-telegrapher, January 26.

Albert E. Severson, electrician, January 21.

Joseph H. Smith, retired boiler-maker, date not known.

Fred Stanlund, retired tunnel gang miner, December 2, 1961.

LeRoy Taylor, retired third chef, December 8, 1961.

Roy A. Williams, retired machinist, February 5.

Calisto F. Ybarra, retired section laborer, December 11, 1961.



Mr. and Mrs. Peter Zars of Alameda boarded the *California Zephyr* at Oakland on February 28, 1955, in time, they believed, for Mrs. Zars' expected child to be born in Hayden, Colorado, with the help of her childhood family physician and in the tiny hospital which her father had helped to build.

The eastbound streamliner was right



Mr. and Mrs. Peter Zars, left rear in picture above, assisted young Reed Zars in cutting his birthday cake in the *California Zephyr's* diner.

on time as it crossed the state line into Colorado on March 1, but the child was well ahead of schedule. Aided by Pullman Conductor R. E. Donovan, Pullman Porter Roosevelt Williams, and Zephyrette Helen Schwartz, Mrs. Zars gave birth to young Reed Zars as the train sped along. He is the only child ever born on the train.



Reed could hardly wait as G. H. Kneiss, assistant to president-public relations, opened the present before the wandering eyes of Assistant

This year Reed Zars celebrated his seventh birthday aboard the *California Zephyr*, hosted by Western Pacific, Rio Grande, and Burlington railroads which operate the train. Reed and his classmates from Berkwood School in Berkeley were served cake and ice cream in the gaily decorated dining car, where Reed was presented with



Engineer Gardner Roger's two daughters. After closely examining the miniature *California Zephyr*, Reed shows it off to his friends.

a miniature Vista-Dome *California Zephyr*.

When the train reached Pleasanton the party was over, and the youngsters returned by special bus to their school. As their teacher, Miss Halpern, had expected, there wasn't much work done in class that afternoon. They learned about a railroad instead.

There's a hint of a romance here as young Reed makes his way to a seat in a Vista-Dome car for ride to Pleasanton.



Reed's party was widely publicized by newspapers, TV and radio. This is one of the pictures shown on Channel 4's 6 p.m. telecast.



Slogan Contest winners

"Our only product is service—
Don't DAMAGE it"

THOSE eight words won \$50 in cash for Dispatcher George Stratton, Sacramento, winner of Western Pacific's loss and damage prevention Slogan Contest.

The contest judges, Superintendents L. D. Michelson and J. F. Lynch, and Editor Lee Sherwood, were unanimous in selecting the winning slogan, and Freight Claim Agent W. F. Paden was in complete agreement. It was the judges' opinion that the slogan is easy to read, carries a good punch, and the well-arranged words clearly indicate the importance to the railroad of loss and damage prevention.

As winner of the Western Pacific contest, George's slogan will be entered in the National Contest being sponsored by the American Railway Magazine Editors' Association in competition with first-place winners from other railroads. Winner of that contest, to be announced about mid-year, will receive at least \$1,000. This total amount has already been contributed to the National Contest prize fund by Western Pacific and other railroads, and additional railroad contributions are expected.

Second-place winner of WP's contest was Ruth Chan, steno-clerk in the transportation department. Her slogan, which won for her \$30 in cash, was: "Stop—freight damage; Look—careful handling; Listen—more satisfied customers."

Fireman L. P. Wirthlin, Winnemucca, won third place and \$20 in cash



"I wouldn't be surprised if your slogan is a strong contender in the National Contest," Vice President H. C. Munson told George (left) as he presented WP's \$50 first place award.

for his slogan "Damaged freight on arrival gives business to a rival."

Two other slogans the judges thought deserved "Honorable Mention" were "Shippers depend on you so be careful what you do," submitted by Baggage man William B. McCullough, Oakland, and "With careful attention we will have damage prevention," entered by Eva Pera, Medical Department relief clerk-typist.

MILEPOSTS wishes to thank the many employees throughout the system who entered the contest for their interest and support. A cross section of all slogans entered indicates that WP railroaders are concerned over this vital problem for both their concern as well as for that of the railroad. Such interest, backed by action, should have good results.



STOCKTON

Elaine Obenshain

Road Foreman of Engines and Mrs. JOHN C. LUSAR are happy parents of Loretta Germaine, born on March 9. The 7 lb. 4¼ oz. daughter, a namesake of both grandmothers, is the only daughter in the Lusar family which also includes six sons, Jim, Jack, twins Greg and Gary, Chris and Mark!

Carman ROBERT J. CLEMENT received Stockton La Sertoma Club's annual Youth Award at a recent luncheon. Robert was honored for his work in the re-establishment of Cub Scout Pack 147 sponsored by the First Presbyterian Church. He has served as cub master, award chairman and committee member. He is also a committeeman for Boy Scout Troop 18.

For the second time in one year Switchman S. W. COOPER's son, Lance Corporal Lyle G. Cooper, has been named Marine of the Month of his helicopter squadron at El Toro Marine Air Base in Santa Ana. Young Lyle, 19, received his basic training at San Diego and was assigned to a helicopter school at Memphis, Tennessee, before reporting to El Toro. He enlisted in 1960 upon graduation from Franklin High School.



Caboosing

Switchman and Mrs. S. W. COOPER became grandparents for the second time when Robin Denise was born to son Robert and Sharon Cooper on March 4.

Congratulations and good luck to GERONIMO RAMOS, car department laborer, who retired on January 5 after employment with WP since November, 1944. His son, Ralph, is a carman at Stockton.

Switchman and Mrs. J. W. NICHOLS are proud parents of a son, Dennis James, born January 5. He has a sister, Jan Adell, 4.

Jeffery George recently joined the family of Division Lineman and Mrs. ROBERT HERNANDEZ, their second son.

Our deepest sympathy to the family of Electrician A. E. SEVERSON who died on January 21. Also to the family of retired Tidewater Southern Engineer SAMUEL EVANS, who died on February 26. His brother is Conductor GRANT H. EVANS.

ALFRED C. PETTY, retired telegrapher, who celebrated his 85th birthday on February 4, died in the Livermore Veterans Hospital on February 5. His death ended his long fight with Washington officials to win the honors he claimed for valor at San Juan Hill in the Spanish-American War. While he had received special citations and the Distinguished Service Cross, Mr. Petty remained bitter for not receiving recognition for capturing two prisoners

after having outraced Teddy Roosevelt and his Rough Riders to the top of famed San Juan Hill. He returned his medals and citations to the government and until his death he had waged a continuous fight with the help of service organizations and congressmen to win for him the honors he claimed were due.

OAKLAND

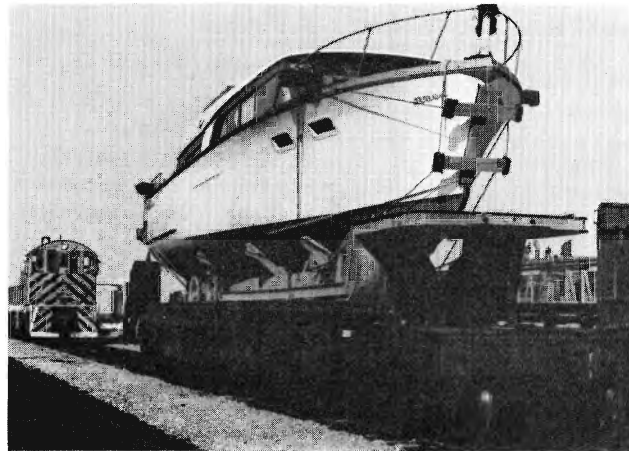
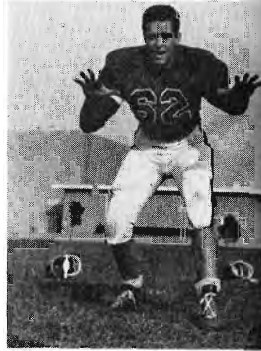
John V. Leland

Retired Chief Engineer ALBERT R. CURTZWILER and wife, Geneva, celebrated their Golden Wedding Anniversary in January. He was chief engineer of the SS *Humaconna* when he retired several years ago. Among those at the party were Captain JAMES E. ENGSTROM, master of the MV *Las Plumas* and Oiler CHARLES B. CHRISTIANSEN.

Clerk PAUL C. EVANS has been in St. Joseph's Hospital and is recovering from surgery.

Yardmaster KENNETH H. CROUSE's son Gary has been placed on the Wigwam Wiseman of America Football Committee's National High School All-American All-Star team. The selection places Gary among seniors throughout the United States being considered for berths in the All-Star Football game to be played on May 19 in Oklahoma City, Oklahoma. The six-foot 190-pound guard has been an all-Hayward Athletic League selection, both offensively and defensively, for the past two seasons.

Thirteen retired carmen were honored at a party given by the members of the Brotherhood of Railway Carmen of America, Lodge 735, at their meet-



Too large for truck transport on California highways W P brought this 40-ft. double cabin flying bridge cruiser to Oakland from Reno for exhibit by Executive Yacht Sales Company at the San Francisco Sports and Boat Show in February. The boat, on a trailer and flat-car, rode piggy-back across San Francisco Bay on the deck of W P's *Las Plumas*.

ing hall on March 2 during an "old-timers" get-together.

MILTON J. AYDLLOTTE, carman, has been in San Jose Hospital recovering from injuries resulting from a fall from a ladder while repairing a box car.

One of the largest groups of railroad employees from many departments and locations attended memorial services in Hayward for WILLIAM I. MARSH, district car foreman who was killed in an automobile accident on February 1. He was buried in South Carolina, where Mrs. Marsh and their two sons are now living.

SACRAMENTO STORE

Irene E. Burton

"Binka," mascot of the scrap dock, has been under the weather for a spell. After a visit to a veterinarian the fellows are happy to report that the pooch is now well and is again going strong.

Our deepest sympathy to the family of TONY CAPAUL who died the latter part of December. Tony had been a patient at Portola Hospital. He had worked for the store department for 25 years.

The annual installation of officers for Capital City Lodge No. 266, Brotherhood of Railway Clerks was held at Veterans Hall on Stockton Boulevard. The new officers are KENNY WILCOX, president; FRANK CONLON, store department, vice president; DON RICHMOND, transportation department, financial secretary - treasurer; MARCELLA G. SCHULTZE, Sacramento Shops, recording secretary; LOUIS DEL MORO, mechanical department, chaplain; FRANK GRIMES, yard office, sergeant-at-arms; and PETER DEL MORO, mechanical department, inner and outer guard.

A number of Credit Union conferences sponsored by the California Credit Union League during March were attended by some members of the WP Sacramento Employees Federal Credit Union. At the Sacramento Seminar were MICKEY PATALONE, ABRAHAM LYMAS, EDWARD HAWKINS, and IRENE E. BURTON. Irene also attended the Inland Empire Conference at Palm Springs, and, with TRUMAN FASSETT, the Northern Area Conference in Santa Rosa.

OROVILLE

Clayton D'Arcy
Helen R. Small

Carman CLAYTON HEINEMAN, with 24 strikes out of 36 chances, recently rolled the highest three-game series in the history of league bowling at Oroville's Central Lane Bowling Alley. He bowled 258, 254, and 218 for a 730 series.

GEORGE JOHNSON, retired machinist, died in December and was buried in Golden Gate Memorial Cemetery.

GILFORD RICE was elected president of Local No. 286, International Association of Machinists for 1962. Also elected were LOU WRIGHT, JR., vice president; NICK CABITTO, financial secretary; JAMES C. CAUGHEY, JR., treasurer; WARREN D. SCOTT, recording secretary; M. CARRILLO, conductor; RAY SOUTHALL, sentinel; L. R. BARCE, trustee; and GILBERT POWERS, local chairman.

ROBERT L. SHEPARD, machinist, was installed Worshipful Master of Oroville Lodge No. 103, F. & A. M. at the 106th annual installation on January 13. Machinist CLAYTON D'ARCY was installed Eminent Commander of Oroville Commandery No. 5, Knights

Templar, for the year 1962 at the 104th annual installation.

Mrs. Olive Muhl, widow of the late CARL MUHL, road foreman of engines, died recently. She was grandmother of Machinist W. V. RANDOLPH.

The Oroville WP Employees Federal Credit Union held their annual pot-luck dinner meeting on January 19 and announced that a 6% dividend had been declared. Officers elected for the coming year are R. H. ERICKSON, president; ALBERT B. TEDD, vice president; MRS. L. I. SINGLEY, secretary-treasurer; MRS. WALTER J. WILLIAMS and W. B. "BERTIE" LONG, other directors; and W. F. CHANDLER, manager and assistant treasurer. Guest speaker was CUNA League representative Robert Miller.

Yard Clerk FRANK DELANEY has been absent for several months recovering from surgery and we hope he will be back at work soon. During Frank's absence Clerks ROGER A. SGOGEN and BRUCE M. BONNER were employed. Skogen since resigned for other work.

Retired Janitor SAM LAMBROS died on October 13, 1961, in a rest home. Sam was a native of Greece and had worked for WP about 20 years.

Mrs. Alta Matich, wife of retired Carman M. MATICH, died on January 1, and retired Boilermaker ALBERT LEQUELLEC, 78, died in October.

Congratulations to Engineer BILL J. LINDLEY and Phyllis Openshaw on their marriage on December 23.

Retired Conductor O. G. MEAD is home and getting around very well after being hospitalized for removal of a cataract on November 13.

Retired Ditcher Engineer WILLIAM H. SANFORD and his wife left San Francisco on February 14 for Puerto Rico

to spend a month with their son, William, and his family at Mayaguez. William is pastor of an interdenominational church there. Leaving Puerto Rico the Sanfords will go to Guadalajara, Mexico, to visit with retired Brakeman MARK WINDUS.

MRS. W. D. EDGERTON of Stockton was in Oroville in the late fall visiting at the A. E. JONES home. While there she enjoyed a deer hunt in the Lassen area, lots of Canasta games, and visiting.

H. L. VLASAK has transferred here with his wife and young son from the signal department in San Francisco. "Mike" will have charge of signal operations in the new railroad construction project.

WENDOVER-SALT LAKE CITY

J. B. Price
Esther Witt

Our sincere sympathy to Mrs. Ralph Saxton and family in the death of Brakeman RALPH SAXTON on February 25. He will be sadly missed by us all.

We are glad to have back with us again Roundhouse Clerk and Mrs. E. L. EDDY and we hope they stay with us this time.

On July 27, 1913, not long after WP had completed their new line, DENNIS J. MCKENNA hired out as a fireman. He became engineer on November 8, 1919, first in freight service, and then as passenger engineer on Trains 39 and 40, 1 and 2, and later No. 17 and No. 18. Dennis is now retired due to ill health and he will be very much missed by his many friends, especially those with whom he played pinochle. We wish him many years of happiness and time to enjoy that easy chair given him by his fellow workers.



Shown with Engineer Dennis J. McKenna (center) on the day of his retirement are Fireman F. A. Burdett, left, and Engineer H. R. Hargrove. Together their WP service adds up to 102 years. Photo by Engineer C. E. Hart, 34-year veteran.



Engineer Hart also took this picture for "Boomer" Ford on the day he retired. Left-right: Yard Clerk F. K. Byrne; Switchman E. T. Lavalle and L. D. Nelms; "Boomer"; Roundhouse Foreman Bob Calvin. On engine: Fireman W. S. Bogue; Engineer A. E. Biggs; and Switchman D. W. Lee.

After 20 years of service with WP, Switchman HARLAN C. FORD retired on February 28. "Boomer" was born in Wooldridge, Tennessee, on February 14, 1897. Informed by his parents in 1916 that he couldn't go railroading because of his age, he decided to go on his own and joined the Army on May 20 and four years to the day was discharged from the service on May 20, 1920. He first worked for the Louisville & Nashville in August, 1920, but left their service on December 25, 1922. He came to Utah in January, 1923, and has made his home in Salt Lake ever since. "Boomer" worked for the Continental Oil Company from 1923 to 1936, owned an oil station in Salt Lake until 1942 when he decided to again become a railroader. He hired out as brakeman on January 25 that year and entered switching service at Wendover on May 19, 1943. He was pro-

moted to yardmaster on February 12, 1945, holding that position until it was abolished on October 28, 1960. His fellow workers presented him with a billfold and monetary gift along with their best wishes for many happy years of retirement. He hopes to have more time for that game of golf which he has played whenever he was where he could.

Sincerest sympathy to Retired Telegrapher MRS. MARY W. NAYLOR and her family on the death of her mother on January 29 at the Tooele Valley Hospital.

Miss Sharon Lyons represented Western Pacific at the annual "Sweetheart Ball" on February 10, sponsored by the American Legion Auxiliary. Though not the winner, Sharon represented WP very well.

Sincerest sympathy to Section Laborer MALVIN J. HURLEY, whose wife, Kathryn, died in the Tooele Valley Hospital following surgery. After making progress toward recovery, she suddenly had a turn for the worse which resulted in her death on February 11.

Marriage vows were spoken on February 10 at the Manti L. D. S. Temple for former Roundhouse Clerk HARRY WIND, son of Mr. and Mrs. Harold Wind of Wendover, and La Dawn Okerlund, daughter of Mr. and Mrs. Dent Okerlund of Salina, Utah. A wedding reception and dance in their honor was given at the Salina First Ward Chapel that evening, and an open house was given them by Harry's parents at Wendover on March 3. They will live in Salt Lake City where Harry is attending the University of Utah.

Newly sustained Bishopric of the

Wendover L.D.S. Ward were LEONARD F. MAUER as Bishop; VAUN A. SHELTON as First Counselor; LYNN POULSEN, Second Counselor; and PRESTON A. NUFFER, Ward Clerk. Leonard was former roundhouse clerk, Vaun is a switchman, and Preston is a yard clerk. Mr. Poulsen manages the Wendover Hotel.

The Brotherhood of Railroad Trainmen entertained at an evening social in Carpenter's Hall recently at which wives and sweethearts were guests. All report having had a delightful time playing bingo and visiting, after which delicious food was served.

PORTOLA

Louise Wilks

Engineer CLAIR DONNENWIRTH, Plumas County Supervisor, has been reappointed to President Kennedy's Advisory Commission on Inter-Governmental Relations. He is one of three county officials appointed to this commission from the entire United States.

New arrivals . . . a daughter, Claudia, for Trainman and Mrs. JACK KERBER; Engineer NOBLE WAKEFIELD is the granddad. A son, Rick Harold, for Trainman and Mrs. LARRY WRIGHT; Machinist and Mrs. ROY WRIGHT are grandparents. A granddaughter, Loreen Marie Guidici, for General Clerk and Mrs. EVERT HUMPHREYS. A son, Robert Stephen McCormick, for Telegrapher "MIKE" McCORMICK.

The WP Hospital Auxiliary has been busy with spring cleaning at the hospital, and fresh paint has been applied to the waiting room, four private rooms, X-ray, therapy, utility and drug rooms, halls, linen closets, three bathrooms and the ladies' ward.



Lana Parrish, daughter of Yardmaster and Mrs. H. C. PARRISH, has been named as a semi-finalist in the American Field Service's Americans Abroad Program. She has applied for the school program which would send her abroad for a year, her preference being Argentina or New Zealand. Lana is one of 2500 semi-finalists selected from American schools, 1300 of whom will actually be placed in a home in a foreign nation.

The California Zephyr round trip to Portola from the Bay Area was given a lively "plug" in a recent issue of *Sunset* magazine, with the result that a number of people made the trip, especially during the recent snow storms.

The single taxi mentioned in the article as meeting all trains is still operated by retired Engineer JACK HARDY.

Trainmaster L. E. Thomas took this picture of a strip of ice standing away from a telephone pole after a recent storm.



WINNEMUCCA

C. C. Duck for Ruth G. Smith

Masonic funeral services were held January 29 for WILLIAM T. MANSELL, age 83. Bill was agent at Red House, Nevada, for many years before retiring about five years ago. He moved to Golconda upon retirement and served there as justice of the peace for the past several years, and was very active in other community affairs. He is survived by his widow, Viola. Bill will be very much missed by his many friends.

Switchman TROY THOMPSON accepted retirement effective January 31 and all of us wish Troy and Mrs. Thompson many happy years ahead.

This is my first attempt at reporting as a pinch hitter for Roundhouse Clerk RUTH SMITH with whom I'd be glad to trade places. Ruth, and her husband, retired Engineer JOHN SMITH, are passing the cold and wet months in the Arizona sunshine, and report having a nice vacation. Ruth is expected to return sometime in March and will then pick up where I left off.

SACRAMENTO SHOPS

Marcella G. Schultze

Leaving WP after 35½ years of service, A. G. BAKER, carman, was presented with a purse of money and best wishes of his co-workers for many and healthful years of retirement. Alex purchased a new home just before retiring, and plans to spend much of his leisure time landscaping and remodeling.

Our condolences to the family of ROY A. WILLIAMS, retired machinist. Roy was 70 years old at the time of his death on February 5.

KEDDIE

Elsie Hagen

Sarah Jane Mathews, daughter of Engineer CHARLES MATHEWS, passed the Civil Service examination and is now qualified to become Postmistress of the Keddie post office.

Conductor CLYDE FISHER was a patient in Plumas District Hospital for several weeks following a heart attack, but is now home in Oroville and getting along fine.

Engineer JACK SHANNON returned to his home after a siege of pneumonia and is recovering slowly.

MRS. MILDRED CHAPMAN, our retired postmistress, is a patient in Plumas District Hospital and hopes to return home soon.

Marine Private Richard L. Thomas, son of Conductor and Mrs. ALDEN THOMAS, has completed a four-week combat training course with the Marine 2nd Infantry Training Regiment at Camp Pendleton.

We belatedly wish many long years of happiness for FRANK N. BENNYHOFF, who retired as roundhouse foreman last November 31, after more than 43 years with Western Pacific. He first worked at Sacramento



shops in 1918 as a machinist apprentice, was later machinist at Oroville and Portola, and became roundhouse foreman at Keddie on February 1, 1940. He plans to spend most of his time gardening with Mrs. Bennyhoff, hunting and fishing, and in his work

shop. They have two sons, Bob, a representative of the United Press in Australia, and Jim, a geological surveyor living in Oakland. Frank was presented with gifts and many well wishes from all his friends.

SACRAMENTO NORTHERN

Milton Ziehn

WILLIAM S. LAMONT retired on December 31 after 32 years with Sacramento Northern—23 of those years as tender on Sacramento's Tower Bridge. His bridge control house is on that part of the bridge that rises to let boats pass on the Sacramento River, from where Bill has a good look over a large area. "I've seen many things from up there," he said. "Auto wrecks, traffic jams, train derailments, suicides, and even robberies. Sometimes I've had to climb down and run cars and people off the bridge before I can raise it and I've never lifted the bridge with someone or something on it."

Lamont and his wife, Karen, live in a house near the river between the Tower and I Street Bridges where he can watch from his windows the boats passing on the river. Living with them are a dog, Skipper, and a parakeet named Pete.

Lamont was first a pile driver for the SN when he hired out in June, 1929. He started as a tender's helper in 1938 and became a full time bridge tender in 1941.

"I've been shooting ducks and geese



and catching fish on my vacations and weekends for years," Bill said. "With no more bridges to tend, now I'm going to do it all the time."

SAN FRANCISCO

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

Three of our railroaders are serving as members of the faculty for the evening Traffic classes during the Spring Term at Golden Gate College in San Francisco. JOHN L. AMOS, JR., freight pricing manager, is teaching terminal and transit privileges; T. P. WADSWORTH, assistant director of freight pricing, is teaching tariffs and rates;

The sign at Vice President H. C. Munson's right reads: "Caught at Kona, Hawaii; H. C. Munson, angler; Palo Alto, California; Blue Marlin species; weight 550 lbs.; length 11 feet 9 inches; girth 64 inches; fighting time 50 minutes; date January 18, 1962; Henry Chee, skipper; Boat 'Malia'; Kona Inn." The catch was a near record for this type of fish in those waters.



and WALTER G. TREANOR, general attorney, is teaching I.C.C. practice and procedure. Amos and Wadsworth have been on the school's faculty for several years.

CARI OLSON began working as a stenographer-clerk in the marketing division on March 15. Born in Panama, she is a former Pacific Southwest Airlines employee. Cari is an ardent and talented student of colorful, exciting, but difficult Flamenco dancing and she expects it will require about two more years of study to reach her goal.

Members of the transportation department surprised Car Service Inspector EARL D. BROWN during "coffee break" recently by presenting him with a candle-light cup cake in honor of his 25 years with the railroad.

The *San Francisco Examiner's* Inquiring Photographer, Paul Olsen, found exceptional talent for his lens at First and Mission streets in March. Among eight gals interviewed for his March 30 column were three Western Pacific lovelies, JUDY KINZEL, ROSE QUESADA, and HELEN HARAIS, all key-punch operators in our tabulating bureau. To Olsen's question "Does the Color of your Dress affect your Mood?", all three answered in the affirmative. All agreed that bright colors make them feel gay and cheerful and help to "pull a girl up out of the doldrums." Judy feels that black makes her feel sophisticated, while Rose believes dark clothes are depressing. "I just like bright colors," answered Helen.

John V. Leland, chief clerk Oakland trainmaster's office and MILEPOSTS' correspondent, reports that a better class of transient was seen in the Oakland yard recently. While waiting for the next "eastbound" this fellow was whiling away his time listening to a popular concerto on his transistor radio.

Railroading in England

An English driver writes to WP friends he met during a visit to the United States

FRANK GILES, an English driver (engineer) from London, made a trip over Western Pacific on the *California Zephyr* last year during his first visit to the United States. He became acquainted with several of our railroaders and it wasn't long before they began comparing railroads in their respective countries.

The following excerpts have been condensed into one report from letters received by Engineers Joe Burt and Bruce Vance, Portola, and by Brake-man J. M. Webb, Stockton, from Mr. Giles since his return to London.

"My holiday in America was the finest I've ever had. I hope I shall be able to return one day. Travelling around Europe will now be pretty flat.

"Upon my return to work I had to answer many questions about my trip. My answers were in disagreement with some of the lurid stories our press prints about America at times, which have an underlying tone of sarcasm

During a trip to Europe last year, Joe Burt took the three pictures shown below of English railroad equipment. From left to right they are a gondola car, yard engine, and box car.

Frank Giles at Cannon Street station in London with one of the electric locomotives he drives.



which I think is pretty contemptuous. I think most of our people picture America as it was during the 'roaring twenties' with a gangster on every corner. I soon cleared these misunderstandings. On the whole I found New York no faster than London or Paris, and your traffic conditions are much better.

"Our railways are undergoing many changes. Steam is rapidly being replaced by diesel and electric power. Last June saw the end of the steam engine on all the main lines in the County of Kent, but a few steam en-

gines remain on branch lines and in freight work. This is the area I work, driving electric trains over a 'third rail' system.

"This system was commenced in 1915 on the London South Western Railway (now western section of Southern Region), but the first phase of electrification on the eastern section was not started until 1926. By 1936 all suburban lines in the London area of the Southern were electrified. Stopped by the war, work was restarted in 1957. Many sections have been completed a year ahead of schedule and full electric service will start in mid-1962.

"Electric service from London to Dover began last June and we run on the old steam schedules. I did most of my 'firing' on this road and used to think we moved pretty fast. With these electric trains, time has to be really 'murdered.' One driver took a continental express from Dover to London in 30 minutes and was given two days' suspension by the superintendent. We have to run these trains with our 'watch in hand' to keep within schedule. I'll be glad when full electric service begins next year with the altered timing.

"At Cannon Street (my depot) there are 32 men and 32 turns of duty. The

earlier turn begins at 4:30 a.m.; the latest at 4:40 p.m.; with two night duties of 12:20 and 12:35 a.m. Each duty is for six days with variations on Saturdays. All electric depots work every other Sunday, as do some steam depots.

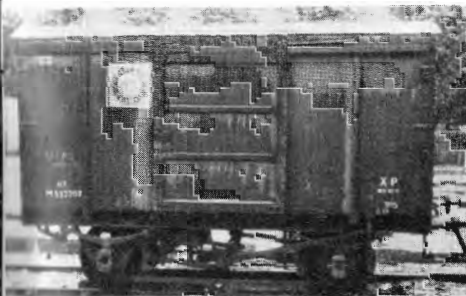
"Although the steam engine is disappearing rapidly from the London area, there is still a chronic shortage of firemen. Our latest vacancy list shows one London depot requires 27 firemen. There is also a shortage of guards (conductors) and many in the London area are well past retirement age of 65.

"I was surprised to discover that your 4 ft. 8½ in. rail gauge is the same as ours since your engines are huge in comparison with ours and your coaches are much larger. Most of our track is double and the remaining stretches of single line are worked on the 'staff and ticket' system or by

(Continued on Page 31)



After visiting the English railroads and sight-seeing in and around London, where Joe has an aunt and a cousin, the Burts went on to France. In the picture above, Joe, his wife, Rita, and daughter, JoRetta, are shown at the site of a landmark in Paris, the famous Eiffel Tower.



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 happiness to the following employees whose applications for annuity have been received:

Willie E. Adams, store helper, Sacramento, 19 years.

Ortell J. Anderson, SN yardmaster, Sacramento, 38 years.

Alexander G. Baker, carman, Sacramento, 35 years.

Lawrence Campbell, track laborer, Western Division, 24 years.

Frank B. Clark, conductor, Oroville, 24 years.

Lovelder Draper, waiter in charge, Oakland, 16 years.

Earl Dufour, bridge and building helper, Western Division, 26 years.

Harlan C. Ford, switchman, Wendover, 20 years.

Cecil H. King, section laborer, Oroville, 24 years.

Jack K. Lafferty, telegrapher, Oroville, 13½ years.

William S. Lamont, SN bridge tender, Sacramento, 32½ years.

V. V. Scott, agent at Sacramento, retired on January 31 with 45 years of service. A feature of the lunch attended by 80 of his friends and associates was presentation of a certificate of appreciation by *Rex T. Kearney*, president and general manager Sacramento Northern.



William T. Lindsay, waiter, Oakland, 17 years.

Edmund R. Millfelt, sales representative, Los Angeles, 34 years.

Frank F. Moreno, extra gang laborer, Sacramento, 11 years.

Thurman J. Mozino, store helper, Sacramento, 18½ years.

William A. Page, SN agent, Woodland, 36½ years.

Rae F. Phillips, division accountant, San Francisco, 16 years.

Geronimo Ramos, shop laborer, Stockton, 18 years.

(Continued on Page 31)



That fancy cap on "Spen" Lewis' head is made of "greenbacks" collected for "Spen" as a retirement gift. Others in picture are *Ruth Chan*, *Grant Allen*, *Ken Plummer*, *Ken Lewis* and, with back to camera, *Mrs. Lewis*. Photo was taken by *W. C. Emerson*.

MILEPOSTS

Railroading in England . . .

(Continued from Page 29)

electric token. The signalling is by semaphore or colored lights. The colors are the same as yours but work somewhat differently. We have no 'winking light' and when a train is switched to another track a series of white lights (we call them lunar lights), placed at an angle, indicate to the driver which track he will take. If no lunar lights show the driver knows his train will not be switched. All the London area on the Southern Region is worked by colored light signals and, except at junctions, is automatic.

"Traffic to the continent seems to increase every year. During summer many trains are run exclusively for travel agencies to Dover and Folkestone, the main continental ports for France and Belgium. There is a through train from London to Paris complete with sleepers and diners, which crosses the Channel by rail ferry boats from Dover to Dunkirk. In recent years this

train included a portion for Brussels, and this year the load has reached as high as 850 tons, the heaviest passenger train this region has ever had. At one time it required two steam locomotives, but now one 2500 h.p. electric locomotive does the job with speeds of up to 100 m.p.h.

"The city station where I work deals almost entirely with 'business traffic' and some postal traffic. From Monday to Friday between 400,000 and 500,000 people use the station daily. It is closed to passengers on Sunday, but is still used for turning around empty trains. There is a triangle junction just outside the station with lines leading to Charing Cross and London Bridge stations which is in continual use and deals with about 1400 trains daily."

(EDITOR'S NOTE: Anyone interested in corresponding with Frank Giles, may write to him at 32 Galleywall Road, Bermondsey, London SE 16, England.)

There's not much you can say to a child who can't walk, but your Easter Seal donations will go a long way toward making her well again.



WP will remember . . .

(Continued from Page 30)

Dario C. Reyes, extra gang laborer, Oroville, 15 years.

Harry E. Rush, carman, Oroville, 32 years.

Volney V. Scott, freight agent, Sacramento, 47 years.

Troy Thompson, switchman, Winnemucca, 17 years.

Russell E. Timberman, clerk, Stockton, 18½ years.

Robert J. Wickham, switchman, Sacramento, 19 years.

Louis Wilson, CCT bridge foreman, Stockton, 12½ years.

MARCH-APRIL, 1962

31

WESTERN PACIFIC MILEPOSTS

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J. W. HENDERSON
1328 DE SALO DR.
PACIFICA, CAL.

Bulk Rate

PAID

San Francisco, Calif.
Permit No. 5371

RAILROAD LINES



Resumption of passenger service between Chicago and Indianapolis will be considered by the Monon at the request of the Indianapolis Chamber of Commerce.

A rapid transit system proposed for Edmonton, Alta., would use existing Canadian Pacific and Canadian National lines, consist of 7.2 miles of rail lines and 1.7 miles of subway, and move 6,000 passengers per hour into the heart of the city in about 12 minutes.

Santa Fe will construct and operate a common carrier pipeline and related facilities to transport refined petroleum products from Los Angeles to San Diego and intermediate points.

With a new extension to Wilmington, Del., Baltimore & Ohio's piggyback network now serves 24 cities.

Great Northern had a seven percent increase in passenger revenues in 1961.

Five railroad supply associations will hold America's largest transportation show in Chicago in October 1963.

U. S. trunk airlines had their worst year in industry history, recording an aggregate net loss estimated at \$30 million.

Atlantic Coast Line Railroad now operating its third all-piggyback train from Florida to New York; its piggyback traffic for 1961 was triple that of 1960.