

WESTERN PACIFIC
Mileposts

MAY JUNE 1961



Mileposts

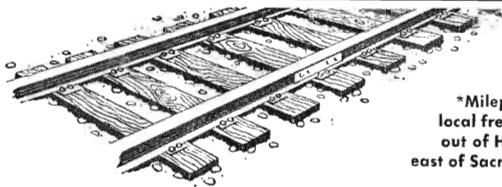
WESTERN PACIFIC

Volume XIII, No. 7

MAY-JUNE, 1961

*Milepost No. 139

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. 139: A local freight westbound out of Haggin yard just east of Sacramento station.

FEATURES

	<i>Page</i>
An "Extra" Freight on the Inside Gateway Route at Greenville.....	<i>Front Cover</i>
To Western Pacific Officers and Employees.....	3
Magna Carta for Transportation.....	4
Hearings Opened on S.1197.....	6
Television Viewers Misled.....	7
How We're Doing.....	8
Colorado Rockies Tour.....	9
New Corporate Officer.....	10
New C.C.T. Manager.....	10
Your Tax Dollars Aid Competition.....	11
Dear Editor:.....	12
Mileposts in Gold.....	16
WP Will Remember.....	18
In Memoriam.....	19
Caboosing.....	20
Sports.....	30
Railroad Lines.....	<i>Back Cover</i>



MILEPOSTS

To Western Pacific Officers and Employees:

I believe most of you are aware either as a result of letters from me or in talks that I made to various groups of employees at Sacramento, Stockton and Oakland, or from advice from officers of the company, as to how it is proposed that Western Pacific will be operated under the Santa Fe proposal

for control of Western Pacific. However, in case you have not been so advised, I think you would be interested in the following letter dated May 29 from President Ernest Marsh of the Santa Fe which quite clearly indicates the Santa Fe's intentions as to Western Pacific's operation.

F. B. Whitman

THE ATCHISON TOPEKA AND SANTA FE RAILWAY SYSTEM
 80 EAST JACKSON BOULEVARD CHICAGO 4, ILLINOIS

E. S. MARSH
 PRESIDENT

May 29, 1961

Mr. F. B. Whitman, President
 The Western Pacific Railroad Company
 526 Mission Street
 San Francisco 5, California

Dear Mr. Whitman:

I want to put an end once and for all to some of the incorrect and irresponsible allegations which I am told are being made in San Jose and elsewhere by certain groups relative to the Santa Fe proposal for control of the Western Pacific.

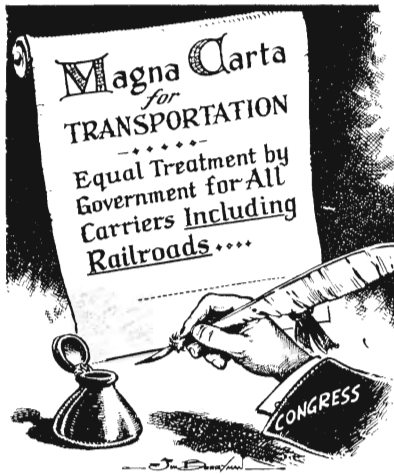
In the first place we have formally pledged that Western Pacific under Santa Fe control will be managed and operated as a separate western railroad. This means that Western Pacific executive offices and management will remain in San Francisco. There will be no change in the location and scope of its business, including such activities as rate making, purchasing, industrial site development, and banking. It is the Santa Fe's intention to keep Western Pacific's board of directors constituted much as it is today, with a majority of outside businessmen serving on it, but obviously with two or three directors representing the Santa Fe. It is the objective of the Santa Fe to preserve the Western Pacific as a dynamic and progressive railroad in its own right.

Sincerely,

E. S. Marsh

MAY-JUNE, 1961

3



Tired of being the punching bag for destructive government policies, the nation's railroads are determined to head off a major crisis which has placed their industry in jeopardy.

A major cause of this condition lies in unequal government treatment of the railroads compared with other forms of transportation. As a result, thousands of jobs in the railroad and

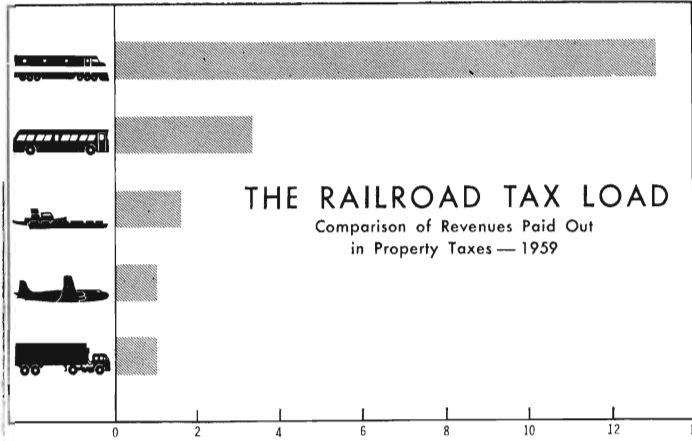
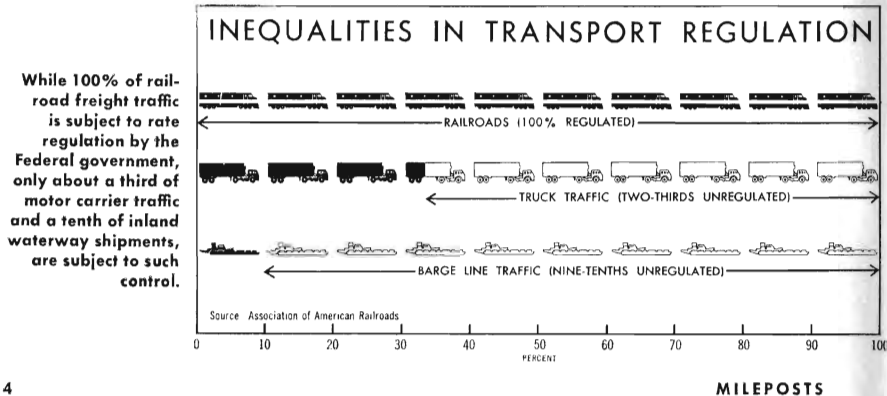
related industries have been lost and more thousands are in jeopardy; the public has been denied the kind of fast, low-cost transportation a dynamic economy demands; and the nation's defense capability has been weakened to an alarming degree.

Since only legislative action can correct this distressful condition, the railroads have issued an urgent plea to Congress and the new Administration in the form of a "Magna Carta for Transportation" (a constitution guaranteeing rights), adopted by 20 presidents as members of the Board of Directors of the Association of American Railroads.

"Railroads seek no favors or special privileges. They seek only equality of treatment for all forms of transportation — the traditional American concept of fair play," commented President F. B. Whitman in giving his support to the AAR's legislative goals.

The "Magna Carta" calls for four freedoms for the railroads—

Freedom from discriminatory regulation . . . only the railroads are 100 per cent regulated by government; their competitors are largely regulation-free.



Railroads, which provide and maintain their own rights-of-way, paid \$381 million in property taxes in 1959, compared to \$11½ million by regulated truck lines; \$5¼ million by air carriers; \$4½ million by intercity bus lines; \$1 million by regulated inland water carriers. These payments reflected the fact that these competitors pay no property taxes on their "ways" which are furnished by government.

Freedom from discriminatory taxation . . . only the railroads' rights of way are taxed for support of schools, police and fire protection and other essential services of government; other "ways" — publicly owned — are tax-free. Assessed values on railroad property are higher than on other properties subject to the same tax rates in most states and local taxing jurisdictions. Based on the Federal tax policy on depreciation, the railroads may recover in writing off original equipment far less than the amount required to purchase replacements at today's inflated prices. Railroads are subject to a 52 per cent Federal income tax rate.

Freedom from subsidized competition . . . every form of transportation except railroads (and pipelines, which are highly specialized carriers) is heavily subsidized by the taxpayers.

Freedom to diversify . . . railroads are presently denied the right to offer one-package transportation to shippers and are usually restricted to providing transportation service by rail, a right not denied other forms of transportation.

Given these legislative reforms, railroads are confident that the transportation problems which have plagued this nation for years will be quickly resolved. Without these reforms there is only the prospect of continued and ever-deepening crisis in the vital transportation field.

In summing up the railroad's action, AAR's President Loomis said: "The Magna Carta of Transportation provides the way to more jobs, better service, and a strengthened defense in this time of national peril."

"The rails could be helped most, and helped immediately, if they were given the right to run their business and cut needless costs.

"If Congress really wants to help, an easing of the government's heavy hand is the way to start."—Omaha, Nebraska, *World-Herald*.

Hearings opened on S.1197

"We will fight with all our strength to preserve the simple right to give America better transportation service and lower prices," Daniel P. Loomis, president of the Association of American Railroads, declared in a special statement released at Washington on May 11 as the Senate Commerce Committee opened hearings on Bill S.1197.

The proposed bill is being pushed by James Hoffa's Teamsters Union, truckers and barge lines. It would sharply limit the ability of railroads to provide lower freight rates to shippers and the public.

In his statement, Loomis also said: "S.1197 would rob the public of the benefits of railroad progress. It would jack up transportation prices to inflationary levels and put government in the position of restraining fair competition by requiring railroads to hold a protective umbrella over the rates and traffic of truckers and waterway operators. It would place rigid regulatory road-blocks in the track of such brilliant rail advances as the piggyback hauling of truck trailers on flatcars."

"I do not believe," said Loomis, "any responsible Congressman will go along with this reactionary, price-rigging bill. Competition must be allowed to

work both ways and not simply when truckers and barges are siphoning off the railroad's traffic.

"The wheel is now turning. The railroads have built a better mousetrap and the public is entitled to get this improvement as cheaply as possible," he concluded.

Railroaders' letters flood Congress

Senators and Representatives know—in no uncertain terms—that the three bills pending in Congress are no good for the future of railroads.

A torrent of mail poured into Washington in recent weeks from railroad employees, their families, from shippers, from business and professional people and others. All want the railroads to have a fair chance to compete.

Michael Fox, vice chairman of the Railway Labor Executives' Association, in testimony before the Senate Commerce committee recently, said any rate-making modification such as is sought by the Bartlett bill (S. 1197) "would do irreparable harm to the railroads by drastically curtailing their ability to compete through reduction of rates."

Senator Lausche (Ohio), a Senate Commerce committee member, assailed the Bartlett bill as a "travesty of the worst type." The Transportation Act of 1958 gave some freedom to the railroads in rate-making, and it was accepted by all as the proper remedy, Lausche said. "Now Congress is being asked to repeal what was done in 1958."

Television viewers misled

ON the evening of May 23 the nation's television audience viewed a prime-time hour-long documentary railroad show titled "Railroads; End of the Line?" The show could not have been more misrepresentative as a true picture of the railroad industry. The show was more an attempt to offer viewers a typical "Hollywood-type dramatization" designed to attract the viewing audiences from competitive TV programs.

Rather than explain to the American public the railroad's real problems—such as subsidization of competing forms of transportation, burdensome regulations, unjust taxation, political apathy, etc.—the show was for the most part a picture of mass transportation problems, and even they were not well explained. The viewers of the show never did learn the causes behind the mass rapid-transportation problems nor how they could be solved were the railroads given the freedom to operate such a service in a manner which could be successful. Neither was any attempt made to let the railroads fully explain to the viewing public (who foot the transportation costs) how the industry's entire services could be better operated at lower costs.

So misinforming was the telecast that President Whitman the next morning telegraphed Robert W. Sar-noff, chairman, and Robert E. Kinter, president, of the National Broadcasting Co., Inc., with copies to President D. P. Loomis and Vice President J. Handly Wright of the Association of American Railroads, as follows:

"My faith in NBC as a good reporter was very much shaken as a result of

viewing last night's NBC documentary 'Railroads; End of the Line?' If you will review the film I believe you will agree that the title was a complete misrepresentation. It should have been entitled 'Railroads; Mass Rapid Transit and City Traffic Stagnation.'

"The report completely ignored the part railroads play in the efficient movement of almost 50% of the nation's freight and presented very little information as to the basic cause of the railroads' problems in their dynamic efforts to compete against the handicap of subsidized competition and lack of freedom to make lower prices based on an inherent advantage as a low-cost producer.

"I would hope that in all fairness you will prepare and show a much broader based documentary highlighting the basic changes in transportation policy which the nation's lawmakers must make if railroads are to be given the chance to demonstrate their essentiality to the nation's industrial health and national defense."

At press time, no replies had been received by President Whitman from the National Broadcasting Co.

Getting back to the show. There was one touch of humor, however, when interviewed passengers on a New York-Chicago train admitted they were aboard the train because the "subsidized jets" were unable to take off because of inclement weather!

In railroading, as in baseball, you get home more often by not taking chances.

* * *

People who "no can do" are a dime a doesn't.

The first Interstate Commerce Committee hearing, involving the control of Western Pacific as sought by Santa Fe and Southern Pacific, will be held in the Sheraton-Palace Hotel, San Francisco, on Monday, July 17.

How We're Doing

Gross freight sales in April, 1961, were 2.1% below the same month in 1960 and total freight volume for the month was down 1,089 cars this year compared with April, 1960. The volume of steel and related items in April showed an increase for the first time in many months, however, and gross freight sales for the first half of May showed a slight increase over May, 1960.

* * *

On May 1 Western Pacific took over for one year the operation of the Stockton Belt Railroad as its alternating turn with Santa Fe and SP in serving the Port of Stockton.

* * *

California Zephyr occupancy ratios for March and April, 1961, were 65.6% and 48.5%, respectively, compared

with 56.4% and 71.1%, respectively, for those months in 1960.

* * *

Track and cross-over re-arrangement and extension work at South Sacramento yard, made possible by the Sutterville Road overpass, is better than 50% completed.

* * *

Bissinger & Co. began construction on a new hide processing plant on a 10-acre site at Woodland to be served exclusively by Sacramento Northern.

* * *

Increased WP traffic is expected with the transfer of Army Ordnance Depots from Benicia, Calif., Tacoma, Wash., and Toledo, Ohio, to Warner, Utah, and Herlong, Calif., and Navy Supply Depot from Clearfield, Utah, to Stockton, Calif.

	APRIL 1961	APRIL 1960
RECEIPTS:		
From our customers.....	\$4,307,329	\$4,422,217
Other income	85,973	29,040
EXPENSES:		
Wages, payroll taxes, fringe benefits.....	2,115,586	2,331,928
Materials, fuels, other operating expenses.....	1,214,590	1,370,572
Other taxes	419,231	284,180
Net rentals for equipment and joint facilities..	92,117	62,995
Interest and fixed charges.....	186,008	182,696
Miscellaneous	41,837	31,121
LEAVING:		
For improvements to property, purchase of new equipment, payments on debts, dividends, etc.....	\$ 323,933	\$ 187,765

Colorado Rockies tour

A one-week Autumn color Holiday Tour to Aspen, Colorado, beginning September 23, has been announced by the Western Pacific Travel Club. Aspen, famed winter sports area, at this time of the year is a magnificent montage of fall colors which tour members will see at their best. Rustic, quaint Aspen is a bit of Switzerland transferred to the Colorado Rockies, offering many scenic attractions for the eye as well as for the camera.

The tour will leave Oakland on Saturday, September 23, aboard the *California Zephyr*. Early Sunday afternoon a transfer from train to buses will be made at Glenwood Springs, midway between Salt Lake City and Denver, for the 40-mile trip to Aspen. Accommodations will be ready at picturesque Hotel Jerome.

During the stay at Aspen there will be added attractions such as ski-lift rides on the world's longest double chair lift to the top of surrounding peaks which afford a breathtaking vista of the mountain panorama. There will be a full-day tour to historic Leadville, a once thriving bonanza silver community and still busy mountain mining town with many museums. A stop will be made at Sgt. Preston's famous Husky Dog Training Center.

The area boasts of two exceptional restaurants. The Red Onion is one of the outstanding steak houses in the west. The Copper Kettle, a continental type restaurant, is considered as one of the 25 finest restaurants in the United States.

Departure from Aspen will be made on Saturday, September 30, for the return trip from Glenwood Springs



Maroon Bells, Aspen region. D&RGW photograph

aboard the *California Zephyr*. The tour will arrive in Oakland Sunday, October 1.

The \$85 minimum cost for employees and dependents includes the following: round-trip coach from California points to Glenwood Springs and return; round-trip bus between Glenwood Springs and Aspen; ski-lift rides; two dinners while in Aspen; two day-long scenic tours; lunch at Leadville; cocktail party; and hotel accommodations. Pullman accommodations are additional, depending upon type of occupancy.

Further information about the personally escorted tour may be obtained from Frank Rauwolf, Personnel Department, Western Pacific Railroad, 526 Mission Street, San Francisco 5, California.

New corporate officer

At a meeting of the board of directors on April 4, Fred A. Tegeler was elected assistant secretary and assistant treasurer of the railroad. He succeeds J. L. Michael, who recently resigned from the company. In addition to his new duties, Tegeler will continue to have responsibility for budgetary control, although his position as budget control officer is abolished.

Tegeler came to Western Pacific in 1946 as assistant signal engineer after serving five years as sales engineer with the Union Switch & Signal Com-



pany, Pittsburgh, Pennsylvania. His subsequent career with Western Pacific was as acting signal engineer, signal engineer, assistant engineer-special projects, and budget control officer.

A native of Brookfield, Missouri, Fred graduated from the University of Kansas in 1940 with a degree in electrical engineering.

He is presently president of the local chapter of the National Society for Business Budgeting. He is active in the National Association of Accountants, and in the Boy Scouts of America, in addition to holding membership in various other railroad-related organizations.

He lives in San Rafael with his wife, Nell, and their two children, Rick and Jama.

New C.C.T. manager

George M. Lorenz, Western Pacific freight service supervisor, was appointed general manager of the Central California Traction Company effective June 1. His headquarters will be in Stockton.



Lorenz was born in Salt Lake City on May 22, 1908. He was initially employed by Western Pacific as locomotive fireman on the eastern division in August, 1927. He was promoted to engineer in December,

1942. As road foreman of engines, George first worked at Portola in August, 1946, then at Elko in 1947, and

at Salt Lake City in 1948 until his appointment as trainmaster there in January, 1955. He was trainmaster at Portola in September, 1956, and began his present position as freight service supervisor at San Francisco on March 1, 1959.

George is a member of Acacia Lodge No. 17, F. & A. M., York Rite Bodies, and El Kalah Shrine Temple at Salt Lake City, and the Pacific Railway Club, San Francisco.

Mr. and Mrs. Lorenz and their two daughters, Kathryn, age 15, who is a member of Job's Daughters, and Barbara, age 11, have been residing in Menlo Park.

Lorenz succeeds Charles E. McDonald as C. C. T. general manager, who

(Continued on Page 11)

Your tax dollars aid competition

"Government outlays for highway, air and water transportation facilities will load a \$67 tax burden this year on every man, woman and child in the United States," said AAR's Vice President J. Handly Wright in a recent speech.

Wright declared that this year's Federal transportation spending plans, which total \$12½ billion, underscore the "government favoritism shown other carriers."

Included in the 1961 expenditures are \$84 million for direct subsidy payments to airlines; \$614 million for new airports and air traffic facilities; \$11.5 billion for highways by Federal, state and local governments; and \$310 million in Federal money for navigation works on inland waterways and intra-

coastal waterways, the Great Lakes and Coastal harbors.

All of these new tax dollars will be piled on top of the \$165 billion in public spending for transportation in past years, Mr. Wright said.

"And the end is not in sight," he continued. "The public still has to foot a \$30 billion tax bill to pay for the remainder of the \$41 billion Interstate highway system.

"The public will have to dig in its jeans for \$7.9 billion to build waterway improvements contemplated over the next 20 years by the Corps of Engineers, and the Federal Aviation Agency is asking Congress for \$1.1 billion for a five-year program to build 465 new airports and to improve 2,834 existing airports," he added.

* * *

New C.C.T. manager . . .

(Continued from Page 10)

resigned May 31 to go into another business.

McDonald had been with Western Pacific since August 1, 1921, first employed as a stenographer at Elko. He became secretary to the superintendent at Sacramento in 1922, and secretary to the vice president and general manager at San Francisco in 1923. He later became chief clerk in that office and was made assistant to general manager in 1936. For five years he worked as trainmaster at Wendover and Portola before becoming assistant superintendent in 1942 at Sacramento. He was general manager of the C. C. T. at Stockton since March 1, 1952.

"Mac" is married, has one daughter and two grandchildren, ages 3 and 1.

Good example

In the Nation's Capital, the largest single local tax assessment is borne by Union Station, built by the railroads at a cost of \$32 million. Last year it paid \$397,380 in property taxes to the District of Columbia.

Two miles from Union Station is Washington National Airport, also built at a cost of \$32 million—but by the Federal Government at public expense. And, like virtually all other airports in the United States, it is tax free.

This is one of the competitive problems which, repeated in one city after another across America, forms a major cause of the railroads' current economic plight.

Railroads haul nearly half of the nation's freight in normal times, much more in wartime (71 per cent in the World War II year 1943).

Birthday party

Enclosed is an account of a birthday party held in Bellflower for one of our old-timers:

"Waide Cook, retired conductor and later lawman at Elko, was born in 'Ol Miss' 81 years ago. His parents moved to California when he was very young. Attending the party at Waide's home on April 16 were C. R. Coin and wife, Mildred, Ed Percell and wife, Lucile, and G. A. Snowberger and his wife, Jennie. Coin is in the same age group as Waide and is one of WP's pioneers. Waide's wife, Thelma, prepared a wonderful dinner which was enjoyed by all. After dinner the men retired to the patio and 'ran a few trains' and talked of times gone by on the road, while the women inspected the Cooks' beautiful rose garden. The day will be remembered for a long time. Mr. Cook was in rare form as an entertainer."

Waide Cook is a good imitation of Lawman John Russell that we see on TV. He was tall, dark, with black hair and wore a broad-brimmed hat. He can keep an audience in laughter for hours relating railroad experiences and about his job as an officer of the law.

Thanks for getting MILEPOSTS to Ed Gregg at Long Beach. Cook gets his you can bet on that.

Gus A. Snowberger
122 N. Franklin Ave.
San Gabriel, Calif.

Virgil Kerns

I, the father of Roadmaster Virgil Kerns who passed away March 22 of lung cancer, wish to correct his biography sketches. Both Sacramento pa-



Dear Editor:

pers printed some erroneous statements in their writeups.

Neither Virgil nor his parents ever lived in Galt, California, nor did the WP ever run through Galt or Elverta. Virgil was born in Foss, Oklahoma, and came to California when a little child. He went to elementary and grammar school in Belden, Berry Creek, and Thornton, and high school at Galt. His first railroad work was at Thornton as an apprentice for me by the permission of Roadmaster John C. Connelly. He was quick to learn track maintenance which he did during school vacation and liked it. He was always a good boy and I taught him to do his work well, and to be honest. "Never ask anyone to do something you would not like to do yourself" was the motto he learned and kept.

The terrible shock of Virgil's passing has been a tremendous blow to me.

F. G. Kerns
708-27th Street
Sacramento 16, Calif.

Only 92

Hi, there, how is MILEPOSTS today? I am on retirement. Went to work for Joe Nash following the strike until his death. He was very nervous, but I never worked for a better foreman.

I received MILEPOSTS for some time

and then it failed to come. I wish you could put me on your mailing list, as I would like very much to receive it.

I am now 92 and kicking on all four!

William McCard
2426-35th Avenue
Oakland, California

New address

I enjoy reading the entire MILEPOSTS with all the important doings and changes of personnel on the Western Pacific, and on Sacramento Northern, where I worked as conductor for many years. It brings back memories of the past and future to read of old pals who, like myself, have retired.

Will you please change my address as shown below.

Thanking you again for very fine reading of MILEPOSTS.

George MacIntosh
2013 Kathryn Way
Sacramento 21, California

WP beats them all

It was my good fortune and pleasure to receive a copy of MILEPOSTS from a friend. I've read it through several times and recall many of the old-timers mentioned. I would like very much to receive every issue.

I worked as telegrapher on the eastern division for 17 years which ended with my retirement in 1940. Of all the roads I've worked for, the WP beats them all. Seems as the old hog steamers, the telegraphers, and I, passed off the railroad about the same time.

If WP has to be taken in, I'm hoping it will be by the Santa Fe. I believe WP employees' jobs will last much longer.

L. H. Eaton
2711 West 10th Street
Wichita 3, Kansas

Prefers WP-SFe

Before leaving California (aboard the *California Zephyr*) I heard the end of a radio broadcast plea that we, who want the Santa Fe rather than the Southern Pacific to take over the management of this beautiful Western Pacific, should write our opinion.

For the past eight years I have come from New York to California by train for the winter. I avoid the Southern Pacific because of its poor, negligent service, poor meals, bad old equipment, and lack of consideration for passengers. I have been a passenger on nearly every road in the United States for 40 years. The best are Western Pacific, Santa Fe, and the Union Pacific.

Please do everything in your power to keep passenger service to California under the efficient management of the Santa Fe and do not let the bad management of the monopolistic Southern Pacific take over. Otherwise, we'll all have to fly even if we prefer trains!

Helen Adams Bright
Shelter Island Heights,
New York

(Continued on Page 14)

Dear Editor: . . .

(Continued from Page 13)

New arrival

Thank you so much for making it possible for me to continue receiving *MILEPOSTS* since I terminated my service as a Zephyrette, married, and changed my address. I have sincerely enjoyed reading the magazine and keeping somewhat in contact.

We are enjoying a larger and more adequate home now and it would be appreciated if you would correct my address records. The move was made in the fore part of April in anticipation of the arrival of our first child. The boy was right on schedule, April 26, and we're so pleased with him.

Mrs. M. R. Lundquist
(nee Bernita Plagge)
4407 Clay Street
Denver 21, Colorado

Busy individual

Thanks for your letter of May 5 advising that you have included the name of Julius Swanson on your *MILEPOSTS*' mailing list. He worked on WP during construction, and later on bridge and tunnel gangs. He is still interested in WP and visits the Feather River country at least once each year. I know he will enjoy the magazine as much as do I.

I'd like to see Western Pacific remain independent, but in order to keep Southern Pacific from creating a monopoly between San Francisco and the Northwest, and between San Francisco and Utah, I hope that the ICC gives Santa Fe control of WP. The Santa Fe is one very fine railroad. I started

my railroad career with them and during the last 14 years have had some very fine relations with their officials and management.

As for myself, I retired two years ago to travel, do what I want to do, and enjoy myself before I get too old. Went to Europe last year and took in the Olympic Games and the Passion Play; took my annual trip on the old *Delta Queen* on the Ohio; and attended reunions at Cornell University, Washington, D. C., Tacoma and San Francisco. This year in June I am touring Alaska; plan another trip on the *Delta Queen* in September; a reunion in Seattle in November, and one in Atlanta, Ga., in August.

In between trips I am more than busy being secretary to my WW I regiment, and for the Old Time Athletes Association of Southern California. I have not had time to do the reading I had planned after retirement. The books are still unopened on the shelves. The two non-paying jobs keep me plenty busy. I still keep in good physical condition by workouts at the LAAC.

Al Williams
1540 Avonrea Road
San Marino 9, Calif.

* * *

Foreign rail student

I shall be glad have some copies of your interesting publikation. I am student of S.M.P. I am interested your book and I am also very interested your country and waned reading me some. Thanking you in advance.

N. Buniarsih
Djl. Manondjaja 155
Taskimalaja Djabar
Indonesia

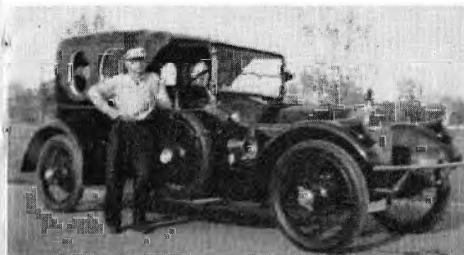
Dear Editor: . . .

Horseless Carriages

Will it be asking too much to have the enclosed picture published in *MILEPOSTS*? Mr. Allison is a retired long-time employee of Western Pacific and ran the official motor car for years.

G. A. Pullen
2917 "O" Street
Sacramento 16, California

The picture



The explanation

Mr. G. A. Pullen asked me to send this information to go with a picture he sent you recently.

Yes, I still have an interest in antique cars. In fact, I keep quite busy driving them on tours, in parades, and just for the pleasure of riding around. I have a 1915 model "T" Ford assembled at the Panama Pacific International Exposition at San Francisco in 1915. Also, the 1915 Pierce Arrow Brougham, or Town Car, pictured above. Both are in A-1 condition and near original condition. I bought the Pierce Arrow from Dr. Haman, Hillsborough, California, July 19, 1958. He bought it from Cameron Peck in 1951, who had it for years. It was rebuilt for the Vanderbilts at a cost of \$20,000.

The outside paint is still beautiful and the inside tapestry fabric is in very fine condition. I made some changes on the engine to better operation. It runs excellently and I get 12½ miles per gallon.

Mr. Pullen will be 85 years "young" on May 31. We first met in June, 1912, when I went to Pleasant Grove to take over as section foreman. He was agent there. We have been friends since then.

I have many nice memories of my 39 years, 3 months and 10 days with Western Pacific which concluded on December 26, 1950.

Edwin B. Allison
1100-56th Street
Sacramento 19, California

* * *

In Appreciation

We would like to take this opportunity to express our appreciation to all the employees of Western Pacific at Wendover, Elko, Winnemucca, Gerlach, Herlong and Portola for their kindness during our recent bereavement, following the death of my husband, Telegrapher Elmer T. Carter, on March 27.

Mrs. Elmer Carter and Beverly
Mrs. Shirley Draper
Mr. and Mrs. Alfred Luper
Box 1067
Herlong, Calif.

"The number one job to be done for transportation in our country today is for Congress to look at the situation and make the adjustments necessary to permit the industry to operate in a healthier and more profitable way. Competition is the mainspring. It drives us on —unleashing our energy to think and develop and to do a better job."—George M. Harrison, Grand President, Brotherhood of Railway and Steamship Clerks.

MILEPOSTS



IN GOLD

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

40-YEAR PIN		
Joseph H. Burt	Locomotive Engineer	Western Division
35-YEAR PINS		
Vernon C. Brain	Locomotive Engineer	Western Division
Ira B. English	Locomotive Engineer	Western Division
Oscar W. Lind	Conductor	Western Division
Henry F. Seavers	Interline Recheck Clerk	San Francisco
E. L. Tomlinson	Carman	Sacramento Shops
George F. Yarrington	Conductor	Western Division
30-YEAR PIN		
John J. Coakley	Bridge & Building Carpenter	Western Division
Alf E. Ecker	Section Gang Foreman	Western Division
B. Eiquihua	Section Laborer	Eastern Division
25-YEAR PINS		
William T. Baker	Pumper	Gedach
W. Benz	Machinist	Sacramento Shops
Frank T. Calnan	Code Clerk "B"	San Francisco
C. A. Capaul	Store Helper	Sacramento
John P. Carroll	Sales Representative	San Jose
James W. Daniel	Telegrapher	Eastern Division
Clarence E. Dodds	Carman	Sacramento Shops
John C. Evans	Claim Clerk	Western Division
W. F. Goldsberry	Telegrapher	Eastern Division
Iver D. Gregory	Locomotive Engineer	Western Division
Ray W. Huffman	Dispatcher	Western Division
Evert Humphreys	Clerk	Western Division
Lloyd W. Hurd	Brakeman	Eastern Division
Elmer K. Jones	Boilermaker	Oroville
Valdez L. Kimball	Conductor	Eastern Division
Archie A. Lucey	Locomotive Engineer	Eastern Division
Emma McClure	Chief Clerk-Law Dept.	Eastern Division
Kenneth F. McNeill	Conductor	Eastern Division
T. E. Murphy	Conductor	Eastern Division
F. D. Nugent	Conductor	Eastern Division
C. W. Owen	Brakeman	Eastern Division
N. Poncioni	Storekeeper	Sacramento
Frank J. Rauwolf	Personnel Assistant	San Francisco
C. M. Rockwell	Conductor	Eastern Division
David A. Skootsky	Freight Claim Investigator	San Francisco
Emil E. Slaughter	Conductor	Western Division
Andy E. Stene	Assistant Trainmaster	Sacramento
William H. Thraillkill	Conductor	Western Division
Theodore Travins	Interline Switching Clerk	San Francisco
James W. Walsh	Carman	Oroville
Walter H. Warrell	Head B&B Clerk	Western Division
Samuel L. Worthington	Locomotive Engineer	Eastern Division

20-YEAR PINS		
Arthur W. Bowers	Carman	Elko
Clarence R. Brandt	Carman	Oroville
Martin H. Buckley	Agent	Etno
Russell L. Burch	Clerk	Oakland
Virgil A. Burch	Carman	Oroville
Kenneth W. Craig	Conductor	Western Division
Morris M. Deeley	Sales Representative	Pittsburgh, Pa.
Lorenzo Ghilardi	Blacksmith Helper	Sacramento Shops
William B. Gray	Night Roundhouse Foreman	Oroville

Jay R. Kump	Electrician	Elko
Lawrence E. McElroy	Carman	Stockton
Harold E. Parks	Fireman	Western Division
Carl C. Rathburn	Carman	Stockton
Harry K. Reese	Agent	Stockton
Ralph F. Sarbach	Roundhouse Foreman	Portola
Fay F. Strange	Yard Clerk	Elko
John L. Wallis	Locomotive Engineer	Western Division
James E. White	Conductor	Western Division
Lyle G. Williams	Switchman	Eastern Division

15-YEAR PINS		
Otis O. Albritton	Section Stockman	Oakland
Alejandro Q. Ancheta	Roundhouse Laborer	Stockton
Henry T. Ashley	Revising Clerk	San Francisco
Leo A. Baker	Sales Representative	Portland, Oregon
Jesus Barajas	Section Laborer	Western Division
Harry Baumgardner	Carman	Elko
Sumner F. Burmeister	Assistant Division Engineer	Sacramento
Fecundo F. Cisneros	Roundhouse Laborer	Stockton
Fay U. Collins	CTC Maintainer	Hayward
Richard C. Finley	Clerk	Sacramento
Roy T. Fleming	Claim Clerk	San Francisco
Dionicio N. Guzman	Section Laborer	Western Division
Joseph J. Hale	Laborer	Oakland
Lloyd R. Hall	CTC Maintainer	Chilcoot
Davis W. Jordan	Switchman	Western Division
W. J. Keady	Freight Claim Investigator	San Francisco
Edward S. Lacey	Section Laborer	Eastern Division
Manuel F. Luevano	Section Laborer	Western Division
Anita A. McCabe	Interline Clerk	San Francisco
Thomas G. Moran	Clerk	Sacramento
Francisco Moreno	Car Foreman	Stockton
Walter H. Parks	Manager-WP Hotel	Wendover
Robert W. Peacock	Clerk	Western Division
Fred A. Tegeler	Asst. Secy.-Asst. Treas.	San Francisco
Robert R. Tillman	Waiter	Dining Car Dept.
Joseph J. Valerza	Secretary to Chief Engineer	San Francisco
Kenneth L. Wilcox	Krane Kar Operator	Sacramento
Charles R. Wolfe	Sheet Metal Worker	Oakland
Troy Wright	Carman	Stockton

10-YEAR PINS		
Albert Baca	Assistant Foreman	Extra Gang 21
Phillip R. Davidson	Section Laborer	Berry Creek
Samuel W. Fordyce	Asst. to Director of Industrial Development	San Francisco
Jesus R. Garcia	Laborer	Gerlach
James B. Hansen	Sales Representative (MILEPOSTS co-res.)	New York
James L. Jones	Switchman	Oroville
Donovan M. Langston	Switchman	Oroville
William J. Leavy	Mechanical Foreman	Keddie
Florence M. Libby	Secy. to Vice-Pres. Marketing Dept.	San Francisco
Clifford G. Mintle	Car Foreman	Sacramento
Petronilo Montantes	Laborer	Stockton
A. Moranoff (Mrs.)	Comptometer Operator	San Francisco
John Prise	Carman	Oakland
Robert D. Scott	Asst. Head Port Clerk	Stockton

Josserand story in August Railroad Magazine

The August issue of *Railroad Magazine* (on the news stands June 1) will contain an article "The Myth of Safety First," by Peter Josserand, night chief dispatcher at Sacramento.

The popular *Railroad Magazine* was established in 1906.

People on the move

Railroad coach passengers' average journey in 1959 was 112.9 miles, but the average passenger in parlor and sleeping cars traveled nearly four times as far—413.4 miles. The average passenger on scheduled domestic airlines traveled 534 miles while the average journey on Class I buses was 77.2 miles.

WP Will Remember

"When a man has devoted a career to an industry, he has truly paid that industry the greatest compliment possible"

In behalf of all employees of Western Pacific and its affiliated companies MILEPOSTS extends sincerest best wishes for future happiness to the following employees whose applications for annuity have been received:

Albert J. Brown, locomotive engineer, Oakland.

Arvel E. Colen, switchman, Stockton.

Ronnie E. Head, hostler helper, Stockton.

George B. Helbush, B&B helper, Western Division.

Edwin C. Lambert, locomotive engineer, Elko.

Dennis J. McKenna, locomotive engineer, Salt Lake City.

Harrison B. McNulty, brakeman, Elko.

Roland M. Morton, locomotive engineer, Wendover.

Floyd J. Parker, electrician helper, Oroville.

Wallace R. Pond, carman, Sacramento.

Henry E. Stapp, assistant superintendent, Stockton.

John Taylor, locomotive engineer, Elko.

Fred R. White, machinist helper, Sacramento.

Your UBAC dollars are working

Because Western Pacific railroaders contributed \$14,259 to the 1960 United Bay Area Crusade campaign last fall, more than 4,000 days of meals and lodgings were available this year for homeless women and children.

In releasing this information, UBAC reported that this total gift could also have meant that 100 children received six weeks of care in a day nursery; or it might have been translated into the care for needy homeless.

There are many, many ways that our railroaders are helping to build their own community through the United Crusade. You and your neighbor benefit every day by the work of youth groups such as the Boy Scouts, Girl Scouts, YMCA, Catholic Youth and

Picnic for rail vets

The National Association of Retired and Veteran Railway Employees of Southern California will hold their joint annual picnic in Ganesha Park, Pomona, Calif., on September 5, 1961.

An invitation is extended to all retired and veteran railway employees, their spouses or survivors to attend this special event. The picnic will commence at 11:00 a. m., and orange juice and hot coffee will be served at noon. Individuals must bring their own lunch.

Further information may be obtained from V. G. Deriche, 266 Tate Street, Pomona, California.

the like. In addition, these funds help to provide medical care for the ill and give a much needed helping hand to individuals in trouble or emergency.



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:

Louie R. Ambrose, brakeman, March 29.

Gustaf P. Anderson, retired track laborer, February 2.

Jack E. Anderson, Central California Traction Co. brakeman, April 4.

George O. Benepe, retired lineman, February 13.

Christian Blakemore, retired Sacramento Northern general freight agent, October 12, 1960.

Alfred C. Cruz, retired boilermaker helper, April 29.

Edward T. Dolan, retired Alameda Belt Line machinist helper, April 12.

Harry J. Donnelly, retired operator, August 25, 1960.

Sampson Etchebehere, retired stationary engineer, April 23.

Paul H. Ferrell, train desk clerk, May 1.

Alfred P. Foster, retired car inspector, May 5.

Donald Frease, retired division accountant, May 1.

Charles Fritzes, retired switchman, April 22.

William H. Green, Sacramento Northern B&B carpenter, April 28.

Jerry G. Greene, wire chief, May 10.

Charles Imel, retired telegrapher-relief clerk, November 30, 1960.

Jack E. Kenady, Sacramento Northern trainmaster, April 5.

Virgil D. Kerns, roadmaster, March 22.

Alfred O. Klotz, retired laborer, November 26, 1960.

Thomas Martinez, section laborer, February 1.

J. C. McNally, retired Central California Traction Co. chief dispatcher, March 8.

James A. Moore, dining car waiter, February 14.

Eugene P. Murray, retired B&B carpenter helper, May 26.

Charles H. Nelson, retired conductor, March 31.

Eugene J. Neri, claims investigator, May 6.

William Oberst, switchman, Mar. 7.

Louis J. Panos, retired Sacramento Northern track laborer, November 15, 1960.

William H. Ptomey, retired Sacramento Northern engineer, March 16.

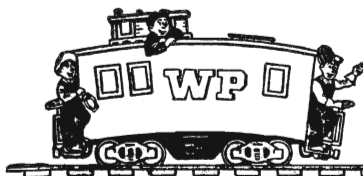
Daniel C. Simmons, retired fireman, date unknown.

Lee R. Stokes, retired tie inspector, February 4.

Samuel D. Terry, retired Sacramento Northern brakeman, April 26.

William H. Tosh, retired Alameda Belt Line switchman, January 20.

George B. Weast, retired conductor, May 22.



Caboosing

OROVILLE

Helen R. Small

Clerk HAZEL B. DALLAS has been assigned as bill clerk in the station accounting center, San Francisco. JACK M. BURNES replaced Hazel as relief clerk No. 4 at Oroville.

Switchman and Mrs. R. L. ATKINS are parents of a daughter born in April.

Best wishes to retired Carman TED CLAYPOOL for an early recovery from his illness.



John B. Fairley, a machinist at Oroville roundhouse, brought in this 28 lb., 54 in. sturgeon from the Sacramento River at Ward's Landing.

The wife of retired Boilermaker Helper JOHN ANASTASIOU passed away on April 11 at the age of 66. She was a native of Greece and had lived here for the past 33 years. She is survived by her husband and a son, Gus, of Oroville.

Brakeman L. R. AMBROSE passed away on March 29 at the age of 49. He

had been employed as a brakeman since 1948. Louie was a native of Reed Springs, Missouri. Survivors are his wife, Lorraine, son Ross, and several brothers and sisters.

Ernest Delemare LaValle, retired SP employee and father of Mrs. ARTHUR W. DRYDEN, wife of retired conductor, passed away at Oroville April 30 at the age of 92.

Oroville Business & Professional Women's Club recently installed newly elected officers. President is Mrs. Conrad Weisker, wife of our mayor, and Mrs. ELMER ROSE, manager of the Western Motor Lodge, is chairman of the Finance Committee for 1961-1962.

Lewis E. Field, father of Signal Maintainer EMERY L. FIELD, passed away on May 13. He is survived by another son and two daughters.

Congratulations to Storehouse Clerk and Mrs. JOE SUDDRETH on their becoming parents of a son born May 16.

Retired Laborer HAYDEN "BARNEY" CATES passed away on April 13. "Barney" had 15 years service with WP. Survivors are his wife, five daughters and five sons.

Mrs. WALTER W. LANG has as a house guest her sister, Mrs. Bertram Fiddes, of Wayateinah, Tasmania. The two sisters had not met for many years since leaving their home in Inverness, Scotland until they met in their old home about Christmas time last year. Mrs. Lang returned from Scotland in the latter part of January and Mrs. Fiddes arrived in Oroville in April.

NEW YORK CITY

James B. Hansen

MARY P. MCKERNAN was welcomed to the Western Pacific family in the position as secretary to Sales Manager K. A. RANK. Mary was formerly with the Continental Baking Company where she was secretary to Mr. Lyle Emerson, traffic manager of that firm.

Handling car tracing and export bills of lading is RAY T. ROLEK, a Jersey City resident with rail experience on several eastern carriers.

The annual Dinner-Theater party for our office will be held on June 10. Something new this year will be dining Smorgasbord style at the Stockholm restaurant.

Congratulations to JOE MASON, senior sales representative, who just completed 20 years with Western Pacific. In a brief ceremony, "boss" KEN RANK pinned a service pin on Joe's coat and on behalf of the entire staff wished him continued success in his remaining years with WP.

WINNEMUCCA

Ruth G. Smith

Brakeman R. C. "BOB" MORTON and Beverly Burgess, daughter of Brakeman DAVE SPEEGLE, of Portola, were married here on March 3. Bob is the son of Engineer GLENN MORTON, of Elko. The newlyweds plan to live in Winnemucca.

Mrs. Etta Sutton, mother of Motor Car Maintainer ED SUTTON, passed away in Sallisaw, Oklahoma, on February 24 at the age of 86. Ed's father passed away in 1943.

Retired Conductor HARRY GUMM died on March 9 in Humboldt General Hospital, and on March 31 retired Con-

ductor CHARLES H. NELSON passed away.

Yard Clerk J. "ANDY" NORGAARD left recently for a six months' visit with his father in Denmark. "Andy" is being relieved by CLARENCE HOLMAN, a local boy whose father was owner of Holman's men's store for many years.

Retired Roundhouse Foreman HENRY J. QUIGLEY died on March 10 at Oakland. Henry was first employed by WP at Winnemucca in 1928 as a machinist. He was promoted to roundhouse foreman in 1947 and remained in Winnemucca until September 1949 when he was made roundhouse foreman at Portola. He later transferred to Oakland and remained there as roundhouse foreman until he retired in December 1958.

Fireman CALVIN L. "PAT" HAWKINS and Nancy Hiatt, of Graeagle, California, were married on April 25 in Winnemucca. Calvin is the son of Engineer CHARLES L. HAWKINS, formerly of Winnemucca, now of Portola.

SACRAMENTO NORTHERN

Milton Ziehn

JACK E. KENADY, trainmaster at Yuba City-Marysville, passed away on April 5 at St. Joseph's Hospital in San Francisco, after a short illness.

Jack, born January 4, 1913, in Oakland, is survived by his widow, Ella May Kenady, two children, Mary Ann and Patrick, and three brothers, Fay V. Kenady of Oakland, Gage Kenady of Long Beach, and William Kenady of Berkeley.

Jack's father, CALVIN D. KENADY, was trainmaster for the former San Francisco-Sacramento Northern Railroad at 40th and Shafter Streets in Oakland.

Jack entered service with the Tide-

water Southern at Modesto as a clerk on September 3, 1934. Following positions as chief clerk, trainmaster, and superintendent, he was appointed trainmaster for the Sacramento Northern on November 7, 1958.

Jack served two and one-half years from 1943 in the U. S. Military Railway Service, part of the time in India, as a master sergeant. He was a member of the F. & A. M. #206 of Modesto.

OAKLAND

John V. Leland

Captain GUSTAV A. BERGMAN, who retired in September 1959, and his wife, Alice, are making a boat trip to Sweden this summer. It will be their first such trip since 1937. Although both were born in Sweden and have brothers and sisters there whom they will visit, "Gus" and Alice first met nearly 30 years ago on a Sunday picnic on Lake Merritt.

Switchman L. J. MUNGER aced the 233-yard 6th hole at Lake Chabot Golf Course at Vallejo on April 10. Although it was his first, "LJ" said "it wasn't half the thrill I thought it might be because when I realized what had happened it was all over!" Witnesses to the hole-in-one shot were Switchmen LEO R. HAMLIN and HARRY I. HILTON.

CECIL T. STALEY, assistant manager, dining car service, left the company in mid-April to take up residence in Washington, Kansas, where he is now owner of the Brown Rexall Drug Store, where he once worked as a youth. "Cec" was born in Washington and lived there until 1932 and his wife, Ann, is a native of nearby Marysville, Kansas. After seeing that his furniture (including his Hammond electric organ), etc., are on their way, "Cec," Ann, and their boxer "Mac" hit the

highway in his diesel-powered Mercedes-Benz. On departing, "Cec" left word that if any of his friends should be "going east" he'll be glad to pick them up as far away as Lincoln or Omaha, Nebraska, or at Topeka, Kansas, but they'll have to ride with "Mac."

Succeeding Staley is Passenger Service Supervisor WILLIAM J. POWELL, formerly commissary buyer, which position has been filled by WILLIAM G. WYMAN, formerly coach cleaner foreman.

SACRAMENTO STORE

Irene E. Burton

Hazel Evers, daughter of Carman Ed EVERS, was elected a delegate to the State Convention of Theta Rho (Junior Rebekahs), held in San Jose in April. Ed's other daughter, Catherine, was installed on April 15 as president of the Sacramento Sigma Theta Rho #5 for the ensuing term.

Purchase Bill Clerk GEORGIA CHINDAHL and her husband, Fred, took an early vacation to go to Spokane due to the serious illness of Fred's mother.

Store Helper RICHARD WOLFE is back at work after absence because of an injured knee, and TONY CAPAUL is still ill and at St. Joseph's Hospital.

EDWARD M. HAWKINS is well on the road to recovery after surgery and we hope he will return to work soon. NORMAN VIZINA, former store department employee, is in Portola Hospital.

Your correspondent was elected as alternate to the National Convention for the National Association of Railway Business Women being held at Las Vegas in May.

Chief Clerk AL MADAN, Mrs. Madan, and son, Bill, spent Easter Week in Phoenix where they visited with the Ben Krinskys.



SACRAMENTO SHOPS

Marcella G. Schultze

Conducted tours of 34 groups, totaling 450 children, were escorted through the shops by Draftsman R. W. CUNHA during "Railroad Month." The groups included Cub Scouts and primary grade children, ages 7 to 11. At the conclusion of the tours, each child was presented with an ice cream bar, compliments of the WP Amusement Club.

Nancy Lee Kinzel, daughter of Carman and Mrs. RICHARD KINZEL, became the bride of Albert A. Zarzana, February 25, in St. Mary's Catholic Church, Sacramento. After a honeymoon in San Francisco and Carmel, the newlyweds are now residing in Sacramento.

The Greek Orthodox Church of the Annunciation, Sacramento, was the setting April 15 for the wedding of Julia George and James Mamalis, son of Machinist and Mrs. P. D. MAMALIS.

Above: Cub Scout Pack No. 403 receiving ice cream bars from Machinists M. Velasich and A. Stadler, members of the Western Pacific Amusement Club.

Right: Draftsman R. W. Cunha conducting Pack No. 403 from South Land Park Hills through the shops.

Both pictures taken by M. W. Brown, assistant mechanical engineer.

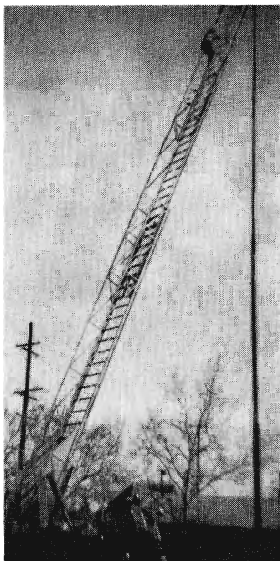


Jim is a private in the army stationed in Munich, Germany, where the couple will make their home until he completes his military service.

Armand Drummond, youngest son of Machinist and Mrs. A. E. DRUMMOND, flew to Southern England in March to serve in the Latter Day Saints mission fields. Armand is the last of the three Drummond boys to leave home for distant places; his brothers being in the service, one in Alaska, the other in Okinawa.

Our condolences to Boilermaker W. H. FRANCIS, whose brother passed away in Auburn following a heart attack; and to the family of THOMAS J. HARRIS, former WP yard foreman, who died in a local hospital at the age of 66.

The flagpole in front of the Mechanical Department office building proudly flies a new 50-Star American Flag,



Sheet Metal Worker Schultz goes up, up, up.

after assistance by the Oak Park Fire Department, its hook and ladder truck, and Sheet Metal Worker H.F. SCHULTZE braving the height to install a new cable for the raising and lowering of the flag.

PORTOLA

Louise Wilks

Skin diving is a newly acquired sport in Portola and vicinity. The newly formed group, which includes Diesel Clerk C. E. ROWE, began training in MacLear's pool last December, where they learned the use of breathing apparatus. Their latest exploits have been in the Feather River at Oroville and at Bidwell Bar, and they have done some gold dredging under water.

Dolores Schuetter, daughter of Track Supervisor and Mrs. A. A. SCHUETTER, received the Bank of America's Merit Award for vocational arts at her graduation from Portola High School.

Conductor GLASS C. ROGERS was recently installed as Commander of the local Veterans of Foreign Wars post. Mrs. Hazel Williams, wife of Yardmaster LYLE WILLIAMS, was installed as President of the Auxiliary.

Condolences to the family of retired Trainman R. J. BROWN, who passed away recently.

SAN FRANCISCO

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

Eugene Downs, husband of MURIEL K. DOWNS, secretary to Assistant Secretary-Assistant Treasurer F. A. TEGELER, has completed his dental schooling and graduates in June from the University of California College of Dentistry. He plans to practice in the bay area.

Gail Allen, daughter of ARTHUR M. ALLEN, office manager-marketing department, as a senior at Santa Clara's Buscher High School, won one of the three Bank of America recognition awards, hers in fine arts. Gail will enter San Jose State College this fall to major in music.

RUBY GORE, marketing department secretary, was released from the hospital in mid-May. Ruby and her husband, JOHN B. GORE, foreign freight department, spent the following two weeks on vacation while Ruby was further convalescing from pneumonia.

LIONEL BRIDGE, who maintains a photo lab at 526 Mission Street and does photo work for various departments of the railroad and for individuals, is recuperating from a successful eye operation for removal of a cataract. He expects to return to work about June 1.

MARVEL WALT, secretary to A. S. KASPAR, manager of purchases and stores, once again took part in the San Francisco Theatrical Club's annual Old Time Vaudeville and Variety Show on May 19. A former dancing star and entertainer, Marvel's name is also listed in the program as recording secretary and as one of the choreographers for ensembles.

JIM CHRISTENSON resigned from the treasurer's department early in May to become a journalist for a private concern on Kwajalein in the Marshall Islands. He hopes to later enter radio broadcasting there. A card from Jim to his former co-workers states that the weather there is very warm but that the island is very nice and he's looking forward to his two-year experience.

In case you're wondering—the six

running-nyloned legs which graced the front page of a May 17 edition of the San Francisco *Examiner* belong to HELEN CECCON, key punch operator, ANGELA HULBOY and NANCY STAFFARONI, marketing department statisticians. The department of public relations was flooded with phone calls and personal visits by press photographers and reporters during the day searching for an answer to the mysterious catastrophe. Nylons on the gams of first, second and third floor dolls ran up and down their legs with frightening regularity for a short time after lunch that day. The mystery has not yet been solved, nor has it since reappeared. One reliable source believes "an acid condition in the air" may have been the cause. The picture and the nylons made a good run.

KEDDIE

Elsie Hagen

Train Desk Clerk WILBUR STUBBLEFIELD's wife returned home after flying to New York to attend the funeral of her father, James La Rocca.

Engineer JACK SHANNON is much better and at home after illness which confined him to Plumas District Hospital.

We are all saddened in the death of Train Desk Clerk and Mrs. PAUL FERRELL from an auto accident in Montana. Paul and Violet were en route to Minnesota to visit with Mrs. Ferrell's mother who has been quite ill. A woman with whom they had visited in Montana was with them and was also killed in the accident. Paul was train desk clerk in Keddie for many years, and Mrs. Ferrell had been night cook in Keddie. The former Violet McDonald,

Pamela Bancroft, granddaughter of Correspondent Elsie Hagen, stands for picture before new Keddie Resort sign, one of many works of art built by "Swede" Anderson



she and Paul had been married for over ten years.

Jane Ann Hanley, daughter of Agent PETE HANLEY, was married on April 8 to Alvin Chase, son of Alvin F. Chase of Almanor and Mrs. Jessie Chase of Eugene, Oregon. The wedding took place in the Park Wedding Chapel in Reno. After Jane graduates from high school the newlyweds will live in Walnut Creek.



Jane and Alvin Chase

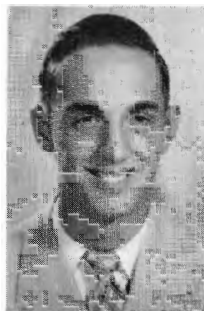
Our deepest sympathy to the family of Roadmaster VIRGIL D. KERNS, who passed away in Sacramento March 22.

Yardmaster JOE CLINTON spent nearly a month in the Plumas District Hospital, but has returned home and is expected back at work soon.

We have four graduates this year, Jane Hanley Chase, daughter of Agent and Mrs. PETE HANLEY; Sara Jane Mathews, daughter of Engineer and Mrs. CHARLES MATHEWS; Richard Thomas, son of Trainman and Mrs. ALDEN THOMAS; and Donna Mae Wieland, daughter of Mrs. MILLIE WIELAND.

RAY DAVIS KENNEY, son of Yardmaster and Mrs. CHARLES "BARNEY" KENNEY, and Barbara Ann MacKinnon of Hyde Park, Massachusetts, have announced their engagement and plan to be married June 18. Ray is in the Marine Corps and Barbara is a junior at Boston State College. Ray was in train service with WP before he entered the Service.

DENNIS G. REITH, son of Assistant Roadmaster and Mrs. FRED REITH, received a B.S. degree from the Univer-



Dennis G. Reith

sity of Nevada at Reno in February. Dennis is a former WP employee and a graduate of Greenville High School. He married Elizabeth Ann Coy of Hawthorne, Nevada, a student at the University, on January 29, 1960, and they became parents of Denise Ann on March 3, 1961. Dennis is assistant seismologist and doing graduate work for his master's degree.

STOCKTON

Elaine Obenshain

Switchman ARVEL E. "SHORTY" COLEN, SR. retired from service on March 20. He began his railroad career with the Santa Fe in 1915, and worked 18 years with the Wichita Terminal before coming to WP on September 2, 1941. "Shorty" has four sons, three daughters, 20 grandchildren, and four great-grandchildren! Now he plans to take life easy.

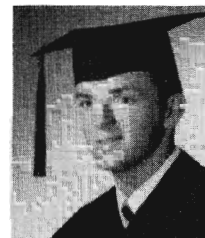
JUDY ROSS, daughter of Clerk and Mrs. H. L. ROSS, has been selected to attend Girls' State at the University of California, Davis, California. Judy is sponsored by the American Legion Auxiliary of Karl Ross Post.



Judy Ross

A junior at Edison Senior High. Judy qualified as a representative with her outstanding citizenship, leadership, and scholarship. She also participated in the California Speech Finals at Santa Barbara on April 29, winning sixth place in her classification. A very talented young lady, Judy played "Meg" in Edison's Studio 9 presentation of Louisa Mae Alcott's "Little Women" April 14 and 15.

Ramon Wiley Randall, Jr., 17-year-old son of Engineer and Mrs. R. W. RANDALL, SR., has been selected valedictorian of Tracy Union High School, Class of '61. Ramon also received the Bank of America Achievement Award for Science and Mathematics, and the Elks Club Award for Leadership. He is president of the California Scholarship Society, secretary of the Key Club, and master councilor of DeMolay. He is active in football, basketball and golf. Ramon plans to study medicine at Stanford University.



R. W. Randall, Jr.

Retired Switchman WILLIAM OBERST passed away at his home in Stockton on March 7, and retired Switchman CHARLES FRITZES passed away on April 22 at the home of his daughter.

Clerk IVAN E. MCATEE has been appointed chief clerk in the foreign freight agent's office in San Francisco.

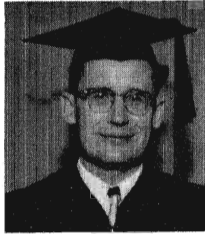
On March 24 twin daughters—Donna Loraine, 4 lbs., and Debra Lorene, 3 lbs. 3 ozs.—were born to Conductor and Mrs. E. R. OBENSHAIN. Big brother is Eugene Ray, Jr., 17 months.

On March 31 Rodney Dean, 7 lbs. 9 ozs., arrived at the home of Brakeman and Mrs. D. L. WARD. Others in the family are Mark David, 7, and Shawn Lee, 3.

On March 29 Candice Ann, 7 lbs. 12 ozs., arrived at the home of Engineer and Mrs. J. G. Trow, which balances out the family with two sons and two daughters.

John G. Rose, Jr., son of Train Desk Clerk and Mrs. J. G. ROSE, SR., received a Bachelor of Science degree in business administration at Humphrey's College, Stockton, on March 23. He attended night school for eight years to obtain this degree. He is employed by Towner-Meyer Co., manufacturers of farm equipment.

Diana Lee Alimonti, daughter of Electrician Helper and Mrs. PAT ALIMONTI, and Alvie Lee Damon, of



John G. Rose



Alvie and Diana Damon

Lathrop, were married on April 23 in St. Mary's Catholic Church, Stockton. The double ring ceremony was performed by Father S. Dindia. Janet Alimonti, sister of the bride, was maid of honor. Manuel Banda was best man. Reception was held at St. Mark's Hall, Stockton.

Joyce Patterson, 9-year-old daughter of Switchman and Mrs. B. J. PATTERSON, won a red ribbon for her biology exhibit on Tropical Fish at the San Joaquin Science Fair held in Stockton in March. Joyce is a 3rd grade student at Ripon Elementary School in Ripon.



Joyce Patterson

Our deepest sympathy to the family of retired Car Inspector ALFRED FOSTER who passed away the first part of May. Mr. Foster was the father of Engineer VERNON A. FOSTER.

ALFRED C. PETTY, retired telegrapher, now 84, has carried on a running battle with Washington for years in trying to win acclaim he contends he deserves for heroism during the Spanish War. As a boy, dressed in hand-me-down civilian clothes, he decided to "go up the hill" during a charge in 1898. A lieutenant and four others started after him, only to bring him back, not follow. But he fought his way across barbed wire and flying bullets to be the first to the top. Petty recalls how he captured the only two prisoners on the hill that day and how, when he

looked around, he saw other Americans had followed and the hill was captured.

Recognition? A certificate of merit received from President McKinley in 1899 and, in 1955, the Distinguished Service Cross. But there was no citation for bravery accompanying it. When the pressed-for citation did arrive, it was undated and unsigned, which Petty returned to Washington. Rep. John J. McFall, Manteca, has unsuccessfully

tried three times to introduce bills in the House of Representatives to get Petty his citation. Petty also has the support of the Army and Navy Legion of Valor organization, and William G. Madden, San Joaquin County Veterans service officer, who is taking the case to President John F. Kennedy. There still are hopes that Petty will receive the only important thing left to him—a factual citation for his heroism on San Juan Hill.

Correction

A transposition of pictures occurred in error in the Salt Lake City column of the March-April issue of MILEPOSTS.

MILEPOSTS regrets this error, and the pictures and text as originally intended to be used are correctly shown below:



Mrs. Gerald R. Duke

man for his brother. They will live in Salt Lake.

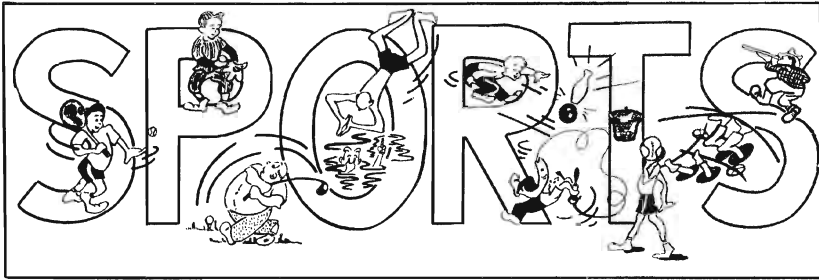
T&T Lineman and Mrs. THOMAS M. SHEA announced the marriage of their daughter, Patricia Ann, to Ronald Leavitt, son of Mrs. Mary Leavitt of



Ronald and Patricia Leavitt

Homedale, Idaho. The double ring ceremony was performed in the Cathedral of the Madeleine in Salt Lake City by the Reverend Thomas Meersman. Betty Craner, Wendover, was maid of honor, and the bridegroom's brother, Norman, was best man. "Brunch" at the Doll House followed the ceremony.

Congratulations and best wishes from all of us.



Golf Tournament

Three guests of Tom Rappsilber, assistant to general auditor-research, found Peacock Gap Golf and Country Club to their liking on May 27. Playing in the same foursome Warren Smith, Fred Volz, and C. B. Coleman finished in that order for low gross honors. They toured the par-71 course in 75, 79, and 81.

Al DiFeo, switchman, took fourth low gross with an 82, and guest Mac Kelso and Ed Dobbins, assistant engineer, tied for fifth with 83's.

Gross winner Smith also won low net with a 74. Tied for second low net were Volz and Kelso with 77's, one stroke better than DiFeo's 78. Dobbins, Coleman, and guest Marty Lummis were next with 79's.

In the Calcutta "sweeps" first low team net and \$24 went to Volz and Ken Stoney, assistant freight pricing manager, who finished with 159. Stoney grossed an 89 and net 82.

Guest John Pitcher, teamed with Coleman, won the \$12 second low team net with 165, and Smith and W. Randall, Sr., fireman, had a 167 low team net for the \$7 third cash prize.

According to Tournament Director Frank Rauwolf, the Peacock Gap course was well liked by all entrants. Plans are under way for a repeat tournament next year at the sporty course located at McNear's Beach about five miles from San Rafael.

Bowling

The Silver Seals bowling team of Jim Madden, Jr., George Hind, Frank and John Zitzelsberger, second half winners, won the Winter League cham-

(Continued on Page 31)

A good deal

Attractive and colorful souvenir playing cards, as sold on the *California Zephyr*, are now available for Western Pacific employees and pensioners. Although they are not guaranteed to improve your game, the high quality cards are sure to brighten your card table.

Single decks come packaged in cardboard boxes. Double decks are enclosed in clear plastic cases, suitable for use in games such as Canasta.

Each deck in the double-deck case has a different view, in color. One is a view of the *California Zephyr* in the Feather River Canyon. The other is a scene of the train crossing a summit in the Rockies.

Application and remittance for the cards should be sent to Harold G. Wyman, superintendent of dining car services, 1407 Middle Harbor Road, Oakland, California. Cost, including California State sales tax and postage, is \$1.24 for the single deck, and \$2.48 for the double deck.

Bowling . . .

(Continued from Page 30)

pionship on April 27 by defeating the first half winners Silver Palms. The losing team consisted of Bob Cowling, Ron Short, Bob Patterson, and Lou Budnavich.

The winner's trophy and prize money awards were distributed at a dinner held May 20.

New officers of the Western Pacific Bowling League are Earl Brown, president; Hank Donnelly, vice president; and Ron Short, secretary and treasurer. Outgoing officers, respectively, are Frank Murphy, Frank Thompson, and Bob Cowling.

E. T. Cuyler new P.R.C. prexy

E. T. Cuyler, WP's chief mechanical officer, was elected president of the Pacific Railway Club for the ensuing year. The election took place at the 44th annual meeting held April 20 in San Francisco.

H. C. Munson, vice president and general manager, was elected to the board of directors.

A. S. Kasper, manager of purchases and stores, was chairman of the nominating committee.

Happy landing!

Riding in a propeller airplane, the passengers saw first one and finally three of the four engines conk out. The cabin door opened and out stepped the pilot, parachute on his back. "Keep calm, folks, and don't panic—I'm going for help!"

* * *

The man who falls down gets up a lot quicker than the man who lies down.



"Here's a swell spot to park, fellows!"



FILED

"This is crucial—he needs it for a 12!"

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RAILROAD LINES



Illinois Supreme Court agrees that all property owners in the state should be assessed on equal basis; has authorized railroads to seek partial refund of excessive real-estate taxes paid under protest.

Regional Plan Association foresees \$1 billion public investment in commuter railroads serving New York City during next 25 years; estimated highway outlay—\$9.4 billion.

National Association of Shippers Advisory Boards forecasts a 5.6% decrease in carloadings for second quarter 1961 compared with corresponding 1960 period, covering 32 commodities.

Illinois Central will celebrate its diamond jubilee in April next year.

Denver & Rio Grande Western expects to have completed in the fall of 1962 its longest spur track running about 39 miles south from Brendel to serve a new potash plant on the bank of the Colorado river.

Sante Fe and the Post Office Department in April began experimental movement of containerized mail in passenger trains from Kansas City, Missouri, to the San Francisco bay area.

Attempts by new-auto truckers to increase authorized over-all length of truck-trailer combinations from 50 to 60 feet was defeated in the Minnesota legislature.