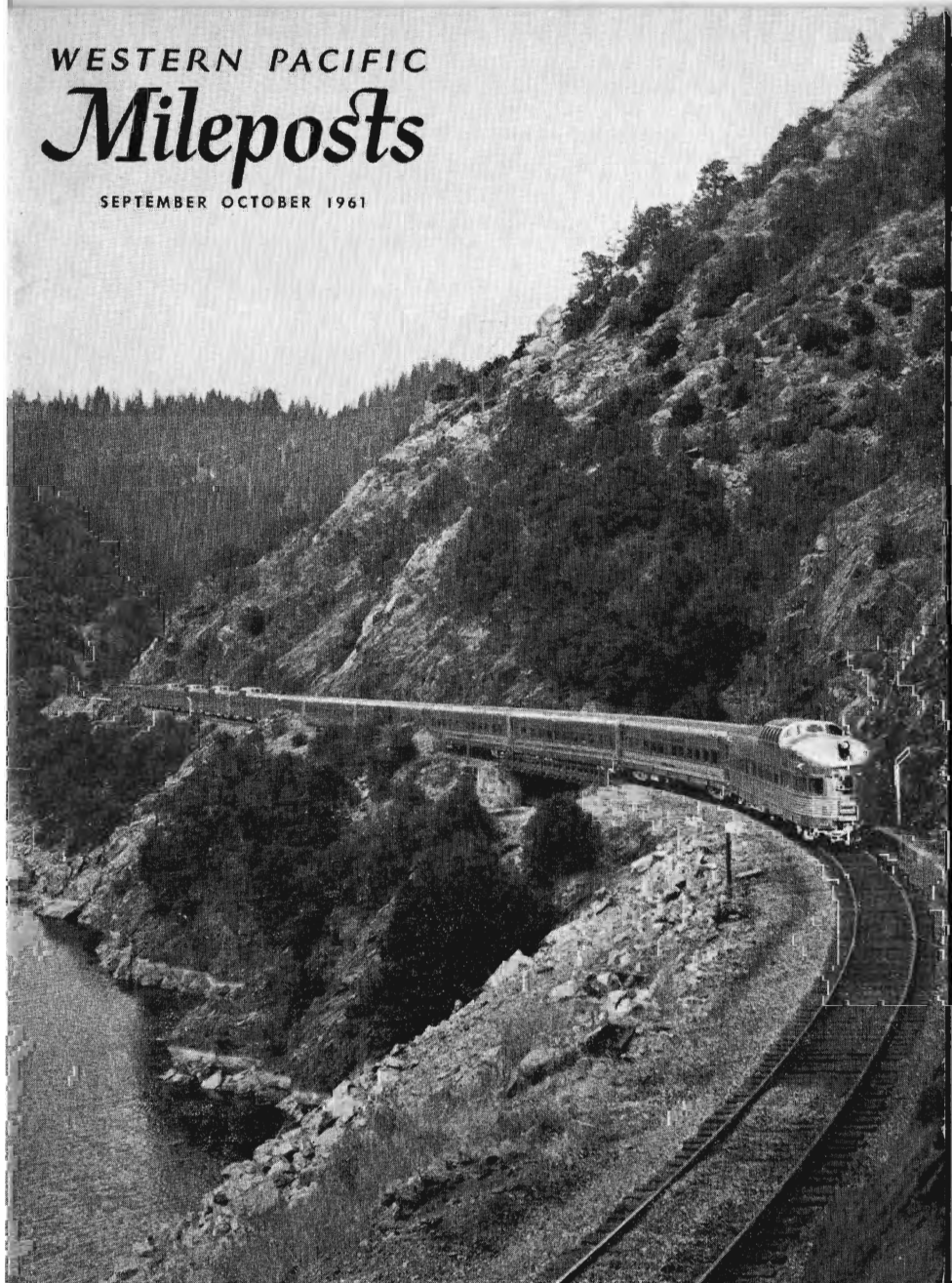


WESTERN PACIFIC
Mileposts

SEPTEMBER OCTOBER 1961



Mileposts

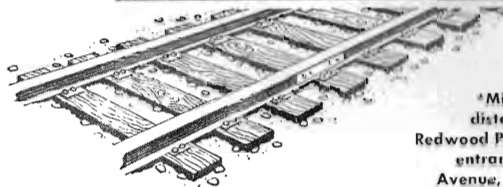
WESTERN PACIFIC

Volume XIII, No. 9

SEPTEMBER-OCTOBER, 1961

Milepost No. 141

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. 141: In distance behind sign is Redwood Park picnic grounds entrance near El Camino Avenue, North Sacramento

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To all Western Pacific railroaders:

I APPRECIATE this opportunity to commend all of you who wrote letters to your legislators earlier this year in opposition to the controversial Hoffa-trucker bill, S.1197, and to give you a report as to the status of the legislation.

The Senate Commerce Committee postponed action on this bill until the next session of Congress. This delaying action was a minor victory for us, and was brought about in part by the many letters received from you and other railroaders by our representatives in Washington. However, the battle is not yet won.

Close vote

The committee decided on the postponement by a 12 to 3 vote on August 25. Subsequently, on August 29, a motion was entered to reconsider the August 25 vote, but in executive session on September 15 the committee defeated the motion to reconsider 9 to 8.

S.1197, as you know, is strongly backed by the motor trucking industry and barge line interests. If passed, it would restrict rate-making freedom for the railroads and not only merely nullify the rate-making provisions of the Transportation Act of 1958 (which you also supported), but even worsen the intolerable conditions that existed before the Act was passed. Through the passage of the 1958 Act, Congress wisely decided there was no sound reason for requiring a low-cost carrier to keep its rates artificially high merely to provide a protective "umbrella" over the traffic of another carrier. Thus, it

was the intent of Congress to give the natural forces of competition a freer rein in determining who gets the traffic by enabling low-cost carriers such as the railroads to pass on their inherent low-price advantages to shippers and consumers in the form of reduced rates.

Fight not over

While this latest action by the committee offers a temporary respite for the railroads, the Hoffa-backed forces have no intention of letting the bill remain dormant. There is still a hard fight ahead before the bill can be defeated in its entirety. You can be certain that employees in the trucking industry will again vigorously support S.1197, and that they will urge their friends to do likewise, as they did earlier this year.

It is, therefore, to the best interest of all of us who are vitally concerned about the welfare of the railroad industry to once again let our legislators know of our strong opposition to this bill at the appropriate time when the bill again comes up for consideration in the Congress. We will let you know further as to when you should write if you feel so inclined, and I can assure you that your letters will be of inestimable value.

Sincerely,

F. B. Whitman



Close attention was given to President Whitman during the two hours he was on the stand presenting testimony. In the background are Examiner Paul C. Albus and sound technician.

I.C.C. hearings resumed Western Pacific testimony heard for the first time

HEARINGS on the applications by Southern Pacific and Santa Fe to acquire control of Western Pacific were resumed October 2 before I.C.C. Examiner Paul C. Albus in the Fairmont Hotel, San Francisco. The action then moved to Los Angeles for hearings there on October 17-18, then to Salt Lake City October 19-20, Seattle October 23-24, and Portland October 25-27. Final hearings will begin October 30 at the Sheraton-Palace Hotel in San Francisco. It is expected that they will be concluded about mid-November.

Following preliminaries on October 2, the Washington State Public Utili-

ties and Transportation Commission formally sided with the Santa Fe.

SP's President D. J. Russell and Vice President B. F. Biaggini next took the stand for cross-examination by SFe and WP attorneys and representatives of state regulatory agencies and labor organizations. During the four hours that Russell and Biaggini each were on the stand they maintained their earlier contention that elimination of duplication is necessary for a healthy western railroad picture. Other SP officials and expert witnesses supported this contention.

However, in assessing the results of

their cross-examination of these SP witnesses, SFe and WP counsel believe that serious inroads have been made in SP's case.

Santa Fe's President Ernest S. Marsh took the stand on October 6. During the four and one-half hours that Marsh was on the stand, SP counsel unsuccessfully sought to draw his admission that SFe efforts to gain stock control of WP was more to extend its influence into areas not presently served by SFe rather than to preserve competition already existing, and that SFe's stock exchange offer with WP was unreasonably high. Reiterating his original testimony, Marsh said that SP control of WP would cause great harm to Santa Fe in California and would adversely affect its traffic volume. He stressed the vital importance of preserving strong and aggressive rail competition in the areas served by the railroads concerned in the case. He also defended the stock exchange offer, as well as his railroad's unequivocally written agreement to maintain WP independence under Santa Fe control.

President Frederic B. Whitman took the stand on October 9, the first WP witness to appear in the case. His entire testimony is included in this issue of MILEPOSTS, following page 18.

During the remainder of the second week of October, Santa Fe counsel introduced a statement and exhibits from Arthur C. Jenkins, a transportation consultant, showing that public support in the case favored Santa Fe over Southern Pacific by a ratio of 2 to 1.

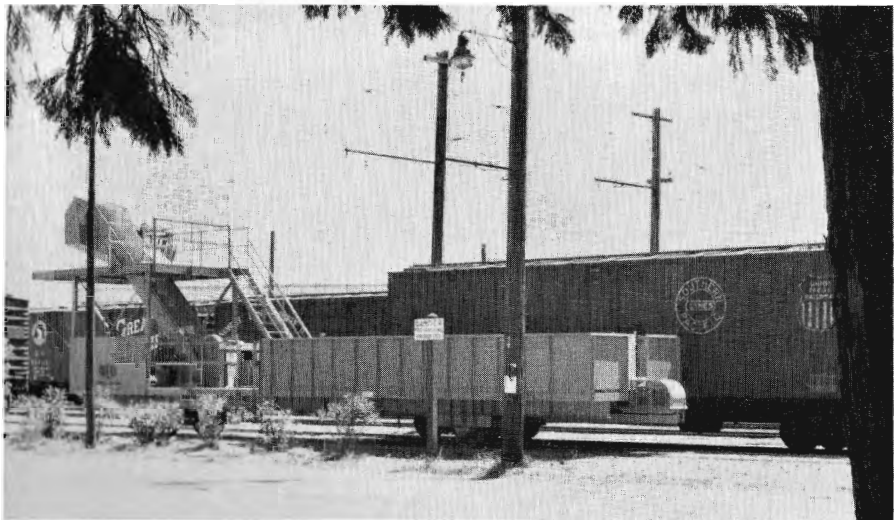
Malcolm W. Roper, vice president-assistant to the president, also ap-

peared as a WP witness. His testimony, supported by 85 pages of exhibits prepared by him, dealt mainly with how western railroads have profited from the presence of competition, why competition should be maintained, an evaluation of the impact of SP control of WP based on WP's traffic pattern and direction of flow, and the importance to WP of the Bieber and Salt Lake gateways. He also stressed how WP has been a strong, alert, and aggressive railroad because it had to fight for survival in an atmosphere of SP competition.

Charles L. Bergmann, partner in a New York investment firm dealing in railroad securities for 50 years, told why, after a comprehensive analysis of the revenue trends and earning power of each of the three railroads, SP's stock exchange offer was not adequate, fair or equitable to WP stockholders. In his opinion, the offer proposed by Santa Fe was fair and equitable to both WP and SFe stockholders.

Gerald E. Duffy, SFe's vice president-traffic, insisted that if his railroad wins WP it would not divert traffic from the Utah to the Arizona gateway. "When you have 50 million bucks in a railroad you want to make it grow! Our self interest would be in having strong Utah and Arizona lines to compete with SP," he declared.

It was the opinion of Dr. Harold Koontz, professor of business transportation at the University of California at Los Angeles, "that Santa Fe would not spend 40 or 50 million dollars for WP and then dry it up to leave SP a railroad monopoly on the inter-continental route."



Sacramento Northern using first new-type mobile icing machine

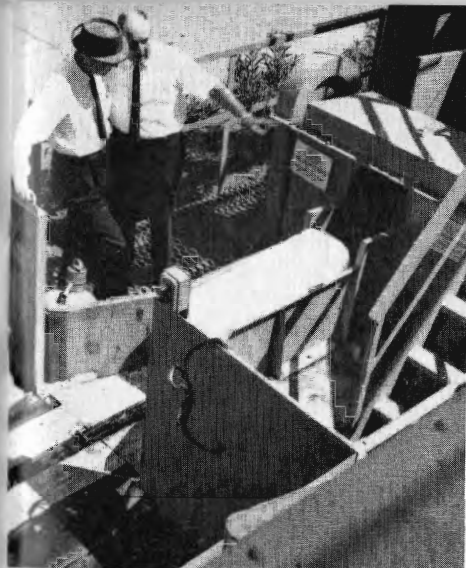
A new-type mechanical ice machine has been icing refrigerator car bunkers for the Sacramento Northern at Yuba City since August 1. The new machine replaces the old ice deck which was in need of major structural repairs, and was inadequate to handle the amount of perishable traffic now originating at Yuba City. Large quantities of pears, plums, nectarines, and melons originate in the area, as do many processed frozen foods, for shipment all over the United States.

The self-propelled machine with trailer car—the only one of its kind—operates on its own 780-foot uncon-

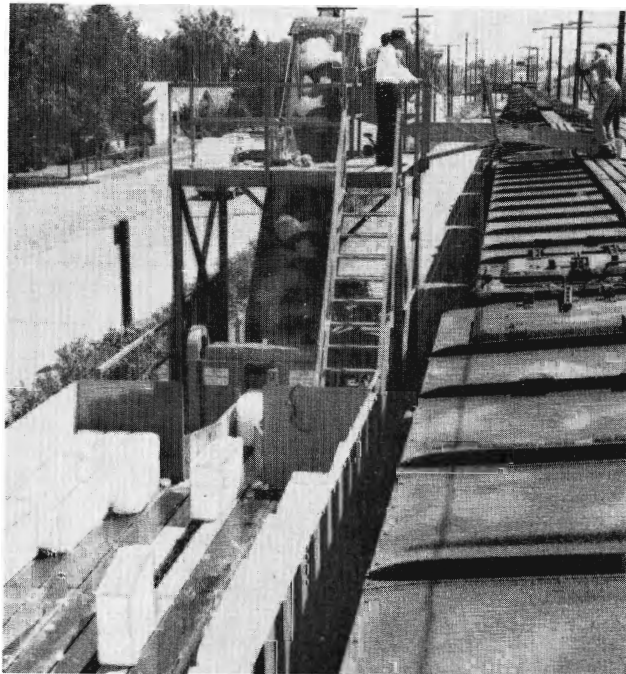
nected track. It carries 20 tons of ice in the trailing car and 1½ tons of salt on the upper deck. It is capable of breaking up and conveying to the car bunkers about forty 300-pound blocks of ice per minute.

The mobile icer operates at a new location parallel to Reeves Avenue, and the ice deck capacity has been increased from five to about 15 cars. The new machine and its present location also made it possible for the Sacramento Northern—which was anxious to cooperate with the city—to eliminate about 350 switch movements across busy Plumas Street during the

The self-propelled machine moves on its own rails to ice cars on adjacent track.



SN Superintendent H. J. Mulford; WP Assistant Superintendent Transportation K. V. Plummer in charge of perishable operations, view first run.



Ice is delivered to trailer car direct from supply shipped to Yuba City in refrigerator cars. This over-all view from top of refrigerator car shows 300-lb. blocks of ice leaving trailer on conveyor chain to ice breaker. Broken-up chunks of ice are carried to the top of the machine by a screw conveyor and then fed by gravity to the car bunkers. Controls for running the machine, including operation over the rails, are located in one panel on the upper platform.

perishable season (July through October). "The facility has been very well received by Yuba City officials," said James Davis, agent for the SN.

The machine is operated and maintained by The National Ice & Cold Storage Co., which has been operating and maintaining the old icing facility at Yuba City under contract for many years. The majority of the ice is shipped to Yuba City from Sacramento in car-load lots and is transferred from the refrigerator car on an adjacent track direct to the trailer car.

The machine was developed by The Conveyor Co., Los Angeles, from whom purchase was authorized by President R. T. Kearney at a cost of about \$35,000. Installation was made by company forces, assisted by a service engineer from the manufacturer.

we're shipping

CANNED WATER

by the six-pack



DON'T be too astonished at what you read and see above. Before you decide you need a change of glasses take another close look at the picture—then read on. It's all about cans of pure well water such as you might find in a rushing mountain stream.

The product isn't exactly a new one, for L. W. Teasdale stumbled on the idea about two years ago. The product began as a side line, for the Teasdale Packing Company is a San Jose firm which for years has been in the food business. The company is recognized as a pioneer canner and distributor of canned beans—just about every kind from kidney to pork and.

After flirting with the idea of canned water for some time, Teasdale installed a complex set of machines in his East Julian Street plant. He doesn't talk much about his method, naturally, but he does point out that U. S. Aqua is free of bacteria and other harmful elements. Nothing is added and some

chemicals, calcium for example, are extracted. Canned water has an advantage over water in bottles or jars which is subject to the formation of algae if the water is not changed frequently.

After being processed scientifically, Teasdale's water is put into vacuum-packed cans. According to Teasdale's chemist the water will be as good as it was the day it was canned even 25, 50 or more years later.

When asked who his customers might be, Teasdale's answers flowed as fast as the cans come off the production line—about 200 cans a minute. "The greatest potential customer is Uncle Sam for use by military personnel and for National Defense purposes. Cans prepared for the U. S. Navy contain less water than those prepared for other customers, since the lighter can will float. Since tests have proved that canned goods are less susceptible to radioactive contamination in ordinary storage, U. S. Aqua is recommended for convenience and emergency uses being impervious to nuclear fallout," Teasdale stated. "Other outlets for the product include campers, fishermen, duck and deer hunters. Many tourists driving to Mexico would do well to put a case or two in their

Paul E. Forkgen, sales representative at San Jose, checks routing papers of first transcontinental load with President L. W. Teasdale.

cars since some water in that country is questionable for drinking purposes. Welfare agencies such as the Red Cross, Salvation Army, and others should find the canned water advantageous for emergency use following floods or other disaster emergencies. And, since the water is so pure, it is excellent for use in making baby formulas," he added.

Teasdale remembers reading not long ago of a young couple traveling across the desert. Their car became mired in the sand and both persons died of thirst. "A case of U. S. Aqua in their car could have saved their lives," Teasdale firmly believes.

Your editor sampled a can of the water at the plant and found it ex-



cellent even though it had not been cooled. After refrigeration, he was assured by Teasdale, the product would be comparable to the finest of spring or mountain stream water. The manufacturer also commented that people who prefer plain to carbonated water for mixed drinks will experience an entirely different and improved taste by using U. S. Aqua rather than ordinary tap water.

Teasdale Packing Company is the only firm of its kind canning water that has been given an operating permit by the U. S. Public Health Service and by the California State Board of Health to pack water under this process (patent pending).

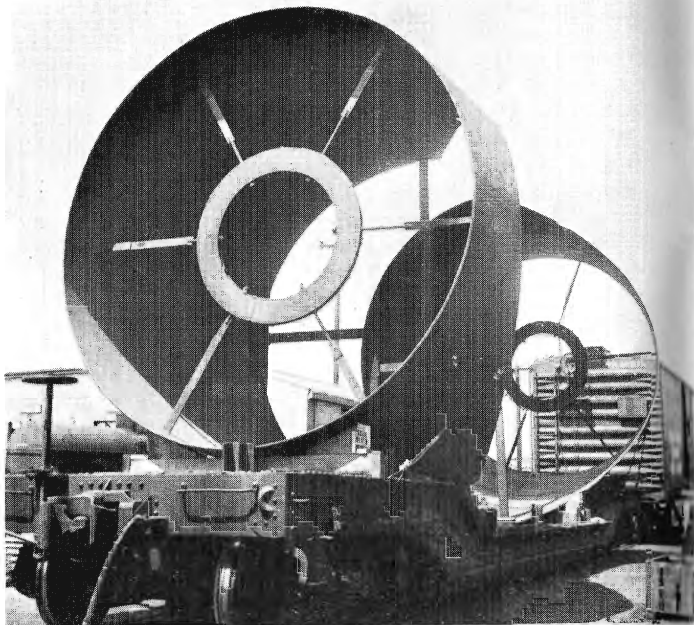
The plant has the potential to turn out 18,000 cases a day. One size case

(Continued on Page 10)



"This is just the beginning of more such shipments," Teasdale told Plant Manager William Barry (left) who supervised loading of the car.

High and Wide



This penstock section built by Consolidated Western Steel for use by Pacific Gas & Electric Co., Redding, California, is the largest diameter load ever moved over WP from Oakland to Marysville. Height above top of rail is an extreme 18'2". The 14'4" diameter

allowed a side clearance of only two inches in Tunnel 3. Involved in the move were the engineering and transportation departments, Sacramento division office, and Oakland mechanical forces who applied special bracing for the load.

Canned water ...

(Continued from Page 9)

contains twelve 12-fluid-ounce cans; another contains four six-packs of 12-fluid-ounce cans. Initial response to the product made it necessary to turn out many thousands of cases of the canned water in the first year of production, in which Western Pacific

shared in the shipping. On August 4, Western Pacific hauled from the plant the first transcontinental carload of canned water for a customer in Florida. Additional carloads will follow. "We won't run out of the stuff either," Teasdale commented, "as our well runs down some 500 feet."

Oh, yes. A beer-type can opener is included in every case!

4500 miles through unspoiled wilderness

FOR the fifth consecutive year Western Pacific's annual Cariboo Country Special was a sellout. The 200 passengers viewed the continent's finest scenery, much of it not visible from any other form of transportation. They relaxed in comfort as efficient train and engine crews got them safely there and back. They enjoyed superb food and were treated royally by dining car and Pullman crews. A talent show, a hat parade, card games, and other entertainment provided evening festivities. All in all the passengers enjoyed every minute by just having a good time.

The 16-car special left Oakland on August 26. Aboard were passengers who came from as far distant points as Providence, Rhode Island, and Woodbury, Connecticut. Other distant states represented were New York, Maryland, Ohio, Illinois, Nebraska and New Mexico.

Some name badges had a gold star indicating a passenger who rode the first Cariboo County Special in 1957. Others had as many as four silver stars, one for each tour they had made previously.

One passenger wrote just a few days following his return that he had but two criticisms to make. "First, the ten days passed all too quickly; secondly, I did not take the other four specials!"

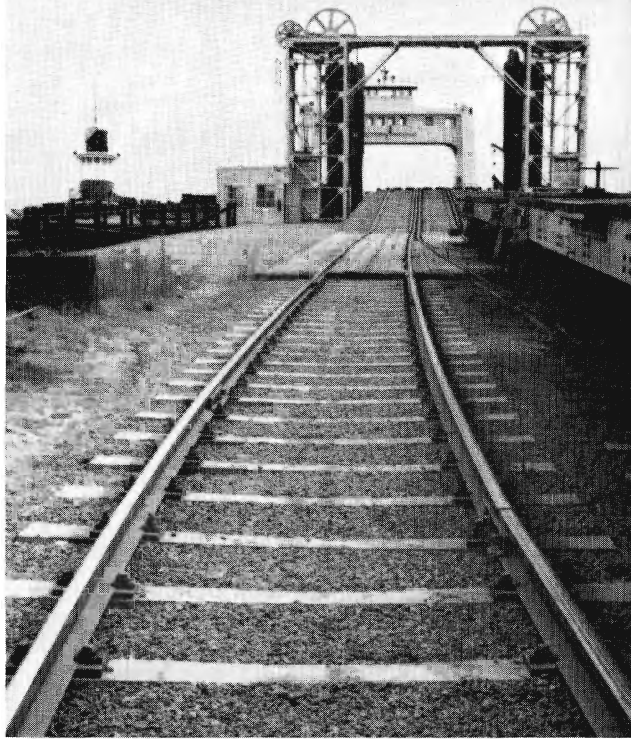
Letters are still being received praising the tour and the "truly exceptional, fast, courteous and cheerful service

given by members of the crews." Similar expressions were verbally made by passengers as they concluded the tour at Oakland on September 4.

Five states and two Canadian provinces were traversed during the 10-day all-expense tour while traveling as far north as Red Pass Jct., British Columbia. Stopovers were made for sightseeing tours at Glacier National Park, Calgary, Banff and Lake Louise in Alberta, Canada, and at Prince George and Vancouver, British Columbia. Other scenic attractions included the Feather River and Deschutes River canyons on the lines of Western Pacific and Spokane, Portland & Seattle's Oregon Trunk Railway. The plains and rugged country of eastern Washington, Idaho and Montana were viewed along the Great Northern's route. Passengers viewed the splendor of the Canadian Rockies from the Canadian Pacific and the backwoods country along the Canadian National. The Pacific Great Eastern followed deep canyons, mountain passes and rushing streams. A stop was made at quaint Lillooet, B. C., en route from Prince George where passengers were entertained by the Rotary Bagpipe Band in colorful dress.

On the basis of enthusiastic demand, Western Pacific is already planning the sixth annual Cariboo Country Special. As in previous years, it will follow a slightly different route after crossing the Canadian border.

For test purposes, WP installed prestressed concrete ties under rails leading to the slip at 25th Street yard, San Francisco. Although no attention has been given the ties or track since installation more than a year ago, they have functioned satisfactorily under frequent and rather heavy loads in cars carried across San Francisco Bay by the railroad's self-propelled diesel ferry "Las Plumas."



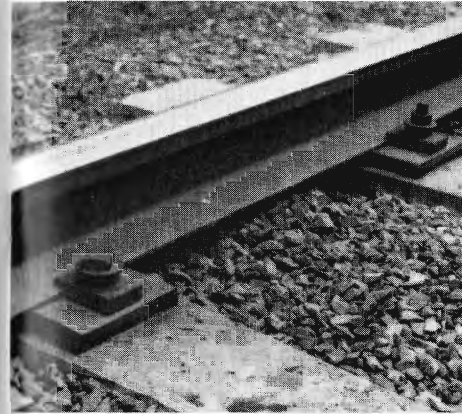
IN March, 1960, Western Pacific installed in its 25th Street yard, San Francisco, some 50 prestressed concrete ties for test purposes. A recent inspection of this test installation revealed that the ties are functioning satisfactorily. No work has been done on the track since installation and it does not appear that any surfacing work will be necessary for a considerable length of time.

The 8'6" ties were constructed of a pattern somewhat different from those of the American Railway Engineering Association to the extent that the bottom of the tie is 12 inches wide and tapers to a narrower width at the top. The top surface is canted towards the

Concrete tie test installation proves satisfactory

center from each end, eliminating the need for a canted tie plate. Instead, flat steel plates are placed on green plywood serving as a pad.

Three types of fastenings were used in the test installation; namely, a wood plug in which was inserted a lag screw, a through bolt application, and a patented screw insert with lag screw. The



Closeup picture above shows two types of rail fastenings. One at left is a lag screw inserted into a wood plug imbedded into the tie. The other fastening is a through-bolt application.

* * *

The picture below shows the reduction in the cross section at the center which helps to reduce the over-all weight of the concrete tie.



85-pound rail was fastened to the tie with a rail clip containing a single spring washer with a rail clip containing a single spring washer with a cut washer under the head of the nut. The spring washer section between the bolt and the rail clip allows a breathing area between rail and tie.

The ties were placed on a prepared sub-base of 12 inches of Class A ballast which had been rolled in place for compaction. A minimum of surfacing was done with Jackson tamper to level up the ties and the eyes were filled with ballast.

As a result of this one and one-half year test, the railroad's engineering department believes that prestressed concrete ties of a similar design to that of Western Pacific's are most satisfactory for yard use. There does not appear to be any difference between the 28- or 30-inch spacing from the standpoint of serviceability. Apparently the only drawback as to justification for the concrete tie is its cost in comparison to the less expensive wood tie.

The railroad's next test in the use of concrete ties will probably be on the main track, provided the insulation problems that will be confronted in CTC territory can be solved. If not, the test will be conducted outside of signal areas.

Western Pacific is hopeful that some arrangement for a joint test can be worked out with the fabricator, the Ben C. Gerwick Co., for a near future installation of 100 to 200 ties on the main track. The design of the main track prestressed concrete tie will be somewhat different from that designed for yard use, so that rail anchorage, as well as insulation of the rail from the ties, can be maintained.

MILEPOSTS



IN GOLD

MILEPOSTS congratulates the following railroaders who were eligible for Service Pin Awards during the months of September and October, 1961:

40-YEAR PIN
Orson C. Shepard.....Machinist.....Oroville

35-YEAR PINS
Alex G. Baker.....Carman.....Sacramento
Robert R. Beebe.....Freight Claim Adjuster.....San Francisco
William S. Bowers.....Carman.....Elko
David C. Charlebois.....Assistant Division Engineer.....Sacramento
John I. Pierce.....Locomotive Engineer.....Western Division
Benona D. Richardson.....Car Helper.....Sacramento
John Sypher.....Locomotive Engineer.....Western Division
Clyde E. Whitman.....Locomotive Engineer.....Western Division
George H. Williams.....Conductor.....Western Division

30-YEAR PINS
Frank E. Bedient.....Sales Representative.....Salt Lake City
J. C. Calkins.....Telegrapher.....Elko
Leonard P. Hanley.....Agent.....Keddie
Lawrence D. Taylor.....Conductor.....Western Division

25-YEAR PINS
Richard A. Bacon.....Locomotive Engineer.....Western Division
Robert J. Bradley.....Car Foreman.....Oakland
Harold Clausen.....Locomotive Engineer.....Eastern Division
Russel J. Cleland.....Assistant to Vice-President—Marketing.....San Francisco
V. B. Dods, Jr.....Brakeman.....Eastern Division
Henry P. Donnelly.....District Special Agent—Claim Agent.....San Francisco
Dooley J. Fee.....Switchman.....Western Division
Lawrence Gerring.....Special Clerk (MILEPOSTS Correspondent).....San Francisco
Lee F. Giesser.....Carman.....Sacramento
William H. Graham.....Agent.....Warner, Utah
Chester A. Lockwood.....Conductor (General Chairman ORC&B).....Western Division
Robert Loggins.....Locomotive Engineer.....Western Division
George J. Marrs.....Locomotive Engineer.....Eastern Division
Jack W. Meeckley.....Locomotive Engineer.....Western Division
Joseph C. Moffitt.....Locomotive Engineer (General Chairman BLE).....Western Division
Hance Murdock.....Clerk.....Portola
John E. Murphy.....Conductor.....Eastern Division
William A. Pennington.....Locomotive Engineer.....Western Division
Ralph Peterson.....Locomotive Engineer.....Western Division
Bernard T. Price.....Conductor.....Eastern Division
Arthur F. Rose.....Relief Diesel Foreman.....Elko
Thomas Vacerro.....Clerk.....Sacramento
Kenneth R. Van Skike.....Warehouse Foreman.....Sacramento
Edwin L. Wemmer.....Locomotive Engineer.....Western Division
George W. Woods.....Locomotive Engineer.....Western Division
Alfred G. Woodward.....Conductor.....Eastern Division
Edward L. Wueling.....Chief Yard Clerk.....Oakland

20-YEAR PINS
Earl D. Balmer.....Switchman.....Western Division
Jack H. Belmont.....Fireman.....Western Division
William S. Bogue.....Fireman.....Eastern Division
James E. Boynton.....Locomotive Engineer—Fireman.....Western Division
William B. Brokaw.....Fireman.....Western Division
Wallace Burningham.....Conductor.....Eastern Division
Charles J. Canlenzo.....Machinist Helper.....Mechanical Dept.

(Continued at top of next page)

Arden L. Carpenter.....Clerk.....Western Division
Glayden L. Clark.....Fireman.....Western Division
William H. Conant.....Fireman.....Western Division
Julius C. Dorothy.....Fireman.....Western Division
E. E. Ensele.....Stock Control Clerk.....Sacramento
John E. Hartwell.....Locomotive Engineer.....Western Division
Alex L. Hay.....Conductor.....Eastern Division
George M. Henyan.....Switchman.....Western Division
Norman L. Hill.....Machinist.....Oakland
Charlie C. Hughes.....Conductor.....Eastern Division
George F. Kirk.....Sheet Metal Worker.....Oroville
Charles B. Kirkpatrick.....Roundhouse Foreman.....Stockton
Herman W. Lightle.....Hostler Helper.....Oroville
John Lusar.....Road Foreman of Engines.....Western Division
Chester H. Luther.....Assistant Freight Pricing Manager.....San Francisco
William F. McGrath.....Chief Clerk—Purchasing.....San Francisco
Clyde A. Moll.....Yardman.....Portola
Roy A. Monahan.....Carman.....Oakland
Roy Nelson.....Voucher Clerk #1.....San Francisco
Edwin D. O'Neil.....Fireman.....Western Division
Norman G. O'Neil.....Passenger Reservation Information Typist Clerk.....San Francisco
Ann Osoba.....Statistical Clerk.....San Francisco
Alma D. Painter.....Locomotive Engineer.....Western Division
Gilbert I. Patterson.....Conductor.....Eastern Division
Bruno Perri, Jr.....Revising Clerk, Rule 10.....San Francisco
J. A. Pickering.....Conductor.....Western Division
Gordon K. Porter.....Fireman.....Western Division
Raymond W. Randall.....Wire Chief.....Elko
Thomas A. Riggs.....Blacksmith.....Sacramento
George W. Roller.....Locomotive Engineer—Fireman.....Eastern Division
Edgar R. Scott.....Carman.....Oroville
Vernon E. Sprowl.....Brakeman.....Eastern Division
Howard R. Stoner.....Head Timekeeper.....Elko
Allan W. Thorpe.....Fireman.....Western Division
John G. Trow.....P&S Order—Stenographer Clerk.....San Francisco
Lawrence W. Walker.....Yardman.....Winnemucca
Marvel Walt.....Switchman.....Eastern Division
Donald I. Watts.....Clerk.....Western Division
William A. Wiley.....Yard Clerk.....Elko
Vivian O. Woodruff.....Yard Clerk.....Elko
Frank Wytrwal.....Yard Clerk.....Elko

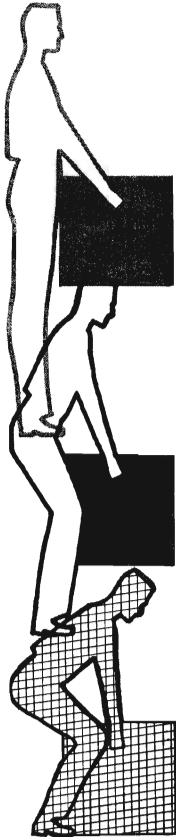
15-YEAR PINS
Michael Bapatsicos.....Chief Clerk—Miscellaneous Accounts.....San Francisco
Jose M. Barron.....Hostler Helper.....Stockton
Cyril A. Bates.....Assistant T&E Timekeeper.....Sacramento
William E. Brown.....Clerk.....Winnemucca
Kenneth M. Carlson.....Relief Clerk #8.....Sacramento
William H. Clouette.....Switchman.....Western Division
Joseph H. Conley.....Head Claim Clerk.....Sacramento
Henry L. Davis.....Carman.....Sacramento
Mary E. Doll.....Sales & Service Clerk—Marketing.....San Francisco
William Gault.....Roundhouse Foreman.....Oakland
Mason Gordon, Jr.....Crew Dispatcher—DC&H.....Oakland
Shirley M. Guidotti.....Freight Claim Investigator.....San Francisco
Levie Lollis.....Laborer.....Western Division
Dawson W. Murphy.....Carman.....Stockton
William W. Penninger.....Carman Helper.....Sacramento
Lincoln R. Remy.....Yard Checker.....Stockton
Evelyn Richardson.....Stenographer—Clerk.....Sacramento Store
Thurston G. Rutherford.....Field Engineer.....Sacramento
Willie Smith.....Laborer.....Oakland
Manuel V. Souza.....Baggage Janitor.....Sacramento
Edith V. Sutter.....Switching Clerk.....Oakland
Alden D. Thomas.....Conductor.....Western Division
Frank E. Vaughn.....B&B Foreman.....Western Division

10-YEAR PINS
Cleatus C. Baugher.....Switchman.....Western Division
June Breuer.....Secretary to Freight Claim Agent.....San Francisco
Max A. Empie.....Switchman.....Western Division
Clinton F. Keaton.....Switchman.....Western Division
Joseph P. Lapinas.....B&B Helper.....Western Division

(Continued on Page 17)

Paul Jenner sez:

"Don't Be HALF Safe!"



"Oh! my aching back."

Every year, according to the American Medical Association, those words are uttered by a quarter of a million workers who suffer back injuries serious enough to send them home from work or to the doctor. One out of every three Americans will be tormented by backaches.

The Association's records show that almost 90 per cent of all backaches are caused by fatigue and strain—the result of man's misuse of his body. The majority are caused by the improper lifting of some object. Bending over and twisting at the same time is a sure-fire way to court an aching back.

One of the nation's largest movers of household goods prescribes these basic rules for their workers:

1. Size up the load first. Don't be a hero and try to lift it alone if there's any doubt about your ability to do so.
2. Make sure your footing is secure. Get a good balance. Stand close to the article you intend to lift.
3. Bend the knees outward and straddle the load somewhat, keeping the back as straight as possible. Push up with your legs, keeping the load close to the body.
4. If you must change direction in an upright position, turn by changing foot position.
5. If the object is to be placed on a support, place it near the edge. Then push it forward with your arms—not your back.

6. To lower an object to the floor bend your knees first. Then, with a straight back and the load close to the body, lower it with the arm and leg muscles doing the work.

7. Always keep your line of vision clear and carry only what you can see over.

The A.M.A. offers these additional suggestions which will help to avoid many cases of backache:

1. Don't shock your spine when you sit down—come in for a smooth landing.
2. Try and exercise all of your muscles a little instead of a few muscles a lot. "Warm up" before engaging in hard exercise or violent sports.
3. Make a conscious effort to improve your posture.
4. If you sit for any length of time get up and stretch occasionally—it will do you and your back a world of good.
5. Sit in chairs of the right shape and size, and use desks or counters of the correct height.

Interestingly, deafness and near-sightedness may cause some backaches. The hard-of-hearing unconsciously cock their heads to track down sound, thus tugging at a particular cluster of muscles. The myopic crane their necks to see. Overexertion and prolonged bad posture also contribute to the development of back pain. So does excess weight.

A large percentage of back injuries occur while performing week-end chores around the home. "Week-end

laborers should recognize their physical limitations or they will pay for it Monday morning," warns Dr. Glenn F. Cushman, the railroad's chief surgeon. "Act your age. Don't try to impress others with feats of strength. If the job's too big to handle alone with ease, get help. You may be kidded about your lack of muscles, but you won't suffer from an aching back which is no laughing matter!"

**BEND YOUR LEGS
WHEN YOU LIFT..**



**YOU'LL AVOID THE
BACKBONE SHIFT**

Mileposts in Gold... (Continued from Page 15)

Charles W. Lawrence.....	Switchman.....	Western Division
Lee D. Locke.....	Switchman.....	Eastern Division
Lino Matteoni.....	Switchman.....	Eastern Division
Cleofas P. Salazar.....	Laborer.....	Wendover
John T. Switzer.....	Switchman.....	Western Division
Oscar A. Ulrich.....	Store Helper.....	Sacramento
Billy G. Whinton.....	Electrician.....	Portola
Mary Wilcox.....	Secretary to Auditor of Rev.....	San Francisco
Robert A. Woody.....	Lift Truck Operator.....	Western Division

George M. Crum's position was shown under 25-year pins in the July-August issue as signal material stockman, Keddie. He is signal storekeeper, Sacramento.

Earl A. Thompson's position was shown as signal maintainer, Western Division. He is assistant to signal engineer, San Francisco.

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:

Frederick A. Bates, chief clerk freight claims, San Francisco.

Clarence S. Bromell, sheet metal worker, Stockton.

Pearl R. Brown, vault clerk, San Francisco.

Paul D. Burner, assistant general supervisor roadway equipment, Oakland.

Gerald E. Butler, brakeman, Oakland.

Nello C. Carlton, electrician, Oroville.

Lowell B. Carter, signal supervisor, June 30.

George C. Casselman, patrolman, Sacramento.

Trinidad Chaides, extra gang laborer, Extra Gang 73.

Ernest E. Christian, storekeeper, Stockton.

Floyd M. Copeland, car distributor, Sacramento.

Jesus Correa, extra gang laborer, Extra Gang 22.

Ligna G. Crunk, machinist helper, Oroville.

George A. Dalton, telegrapher, San Francisco.

Paul E. Des Combes, track foreman, Extra Gang 5.

Ann K. Downs, interline clerk, San Francisco.

Frank Flores, janitor, San Francisco.
George E. McClure, switchman, Oakland.

Jack L. French, fireman, Oakland.
John D. Gordon, telegrapher, Oakland.

Charles E. Halstead, telegrapher, Sacramento.

Myrton H. Hull, painter, Oroville.
Charles A. Nordholm, locomotive engineer, Oroville.

Ezequiel Olmos, roundhouse laborer, Stockton.

Marjorie B. Rippey, Sacramento Northern clerk and cashier, Yuba City.
Grover S. Sadler, car inspector, Gerlach.

Elwyn E. Scott, ticket clerk, Sacramento.

Luther Smith, shop laborer, Sacramento.

Oliver P. Sondree, carman, Oroville.
Erastus L. Tomlinson, carman, Sacramento.

Wilbur F. West, sales representative, Los Angeles.

RRB Annual Report

The Railroad Retirement Board's Annual Report for 1960 has been released. The Report summarizes all phases of the Board's operations under the Railroad Retirement and Railroad Unemployment Insurance Acts during the 1959-60 fiscal year.

Copies may be purchased from the Superintendent of Documents, U. S. Government Printing Office, Washington 25, D. C., at 60 cents per copy.

TESTIMONY OF FREDERIC B. WHITMAN

President

THE
WESTERN PACIFIC
RAILROAD COMPANY

INTERSTATE COMMERCE COMMISSION WESTERN PACIFIC "CONTROL" CASE

FAIRMONT HOTEL
SAN FRANCISCO, CALIFORNIA
OCTOBER 9, 1961

TESTIMONY OF F. B. WHITMAN

1. Q. Please state your name and business address.
A. F. B. Whitman, 526 Mission Street, San Francisco, California.
2. Q. What is your position with The Western Pacific Railroad Company?
A. I am President and also a director of The Western Pacific Railroad Company.
3. Q. Please outline briefly your business experience and background.
A. My railroad experience has covered more than 40 years, beginning in the summer of 1919 when I worked first as a locomotive fireman and later as a machinist helper on the Ft. Worth and Denver City Railroad. In 1921, after receiving an M.B.A. from Harvard University's Graduate School of Business Administration, I joined the Chicago, Burlington and Quincy Railroad, where I served in various capacities for 27 years. These positions included those of trainmaster and superintendent, and assistant to the General Manager. I was general superintendent, Western District, when I resigned in late 1948 to become Executive Vice President and a director of The Western Pacific Railroad Company in San Francisco. I became President on July 1, 1949, and have held that office since that time.
In addition I am President and a director of Western Pacific Company, a California corporation formed on March 16, 1961, to which reference will be made later. I also am Chairman of the Federal Reserve Board of the Twelfth District, a director of the Fireman's Fund Insurance Company of San Francisco, a trustee of the Equitable Life Insurance Company of Iowa, and a member of the Board of Overseers of Harvard College.
4. Q. Please state the background of the Western Pacific opposition to Southern Pacific control and briefly, the reasons for such opposition.
A. Although we were aware that someone or some interest had been accumulating Western Pacific

[2]

stock for some months prior, it was not until early in October 1960 that we learned that it was the Southern Pacific who had been making the purchases and was planning to file applications with the Interstate Commerce Commission for authority to control Western Pacific.

On receiving this information our management and our Board of Directors gave consideration to whether Southern Pacific control of our company would be in the best interests of Western Pacific, our shareholders, the public, our employees, and our connecting rail lines. The rail lines to which I refer are the Santa Fe and the Great Northern with which for some thirty years we have been most closely associated in providing aggressive rail competition to the Southern Pacific in and through our territory and which have made large expenditures and commitments in joining Western Pacific to provide that competition.

Official confirmation of Southern Pacific's acquisition of our stock came in the form of a telephone call to me from Mr. Russell on October 12, 1960. He told me that the Southern Pacific Land Company, a subsidiary, had acquired approximately 10% of our total shares in the open market. Mr. Russell did not mention the Southern Pacific's filing of an application seeking control but the same day they issued a press release announcing it.

As a consequence a special meeting of the Western Pacific Board of Directors was convened on October 21, 1960 to consider the position we should take and the course of action to be followed. At that meeting the Board reviewed the possible opportunities that might be available to us in the way of control, unification, or merger with other railroads. We also considered whether we should elect to remain independent.

It was the consensus of the Board that, as a public utility which came into being to provide competitive rail service with the Southern Pacific and which, throughout its entire existence, had been dedicated to providing that competition in

the face of their determined opposition, we should base our position and course of action upon broad considerations as to the impact of Southern Pacific control not only upon our shareholders but also:

1. The public, including present and prospective users of Western Pacific transportation services and also the communities whose growth and industrial development would be vitally affected by the presence or absence of rail competition.
2. The connecting rail lines referred to earlier.
3. And the employees who, for many years, have participated as a team in striving to provide the best service possible in competition with the Southern Pacific.

After full consideration of these factors our Board concluded that the Southern Pacific applications should be opposed because Southern Pacific control would be contrary generally to the best interests of our shareholders, the public, our employees, and the rail lines mentioned. Moreover, the effectuation of savings through increased economy and efficiency relied upon by the Southern Pacific as its reason for seeking control was deemed an inadequate justification for joining with them in eliminating Western Pacific as an effective railroad competitor because:

1. A number of the projects to achieve economies and efficiencies undoubtedly could be agreed upon through good faith bargaining between the two roads without establishing control and thereby eliminating competition, and
2. As to any projects which could only be accomplished through control, the great benefits which stem from the continuation of vigorous rail competition are so important to the shippers and the public generally that our ability to compete against Southern Pacific must be preserved even though it might mean that savings of this type would not be achieved.

5. Q. Please state the background of the Western Pacific support of Santa Fe control and, briefly, the reasons for that support.

A. When information was received that Southern Pacific had acquired our stock and was planning to seek control one of the important factors reviewed was the effect of control on the rail lines mentioned.

I felt that these lines should know of the impending action. Therefore, prior to Mr. Russell's call of October 12th and the filing of the Southern Pacific applications, the Santa Fe and Great Northern were given the information we had received. On Monday, October 17th, 1960, Mr. Marsh advised me that the Santa Fe had concluded that Southern Pacific control would have a very disadvantageous effect on Santa Fe's ability to compete effectively in and through Northern California as well as to and from the Northwest. He added that he felt Southern Pacific control would be contrary to the interest of the shippers and the public generally. He went on to advise that Santa Fe was acquiring Western Pacific stock and would also file applications seeking authority to control Western Pacific.

Those applications were actually filed on October 25th, 1960. The question of Western Pacific's position and course of action in light of Santa Fe's action was reviewed by our Board at a meeting on November 7th, 1960. We again discussed both the desirability and practicability of remaining independent as well as that of seeking affiliation with another road. We gave weight to the same factors previously considered. It was our conclusion that in recent years Western Pacific had been a prosperous independent railroad providing a needed competitive rail service in and through the area and undoubtedly we would be able to so continue. However, the Board also recognized that ours is a relatively small railroad in comparison with our principal competitor, Southern Pacific, and, as such, has been handicapped in providing the public with the full benefits which flow from competition. We also

recognized that the handicap resulting from our relatively small size has prevented our shareholders from realizing the full potential of their investment.

We then discussed the recent trend toward mergers in the railroad field and the fact that some members of the Interstate Commerce Commission had indicated, in various speeches or public statements, an approval of the general idea of consolidations, mergers and unifications as being beneficial to the industry.

Thereupon the Board decided that it would be in the best interests of the shareholders, the shippers and the general public, the employees and the connecting rail lines previously referred to, if we were to become affiliated with a larger railroad, providing an affiliation could be made which would assure the continuation of vigorous competitive rail service with the Southern Pacific, particularly over the east-west route to and through Salt Lake City and the north-south Inside Gateway route through Bieber and Stockton between California and the Pacific Northwest. The Board further concluded that such an alliance would enable us to provide an even more dynamic competitive service by eliminating the handicap resulting from our relatively small size.

After reviewing the various possibilities the Board determined that an affiliation with the Santa Fe, as proposed in its applications to the Interstate Commerce Commission, would meet the standards just mentioned, so long as the affiliation was made subject to conditions requiring (1) that Western Pacific and Santa Fe continue actively to solicit the movement of traffic through the Salt Lake City, Utah, gateway to the same extent and with the same vigor as in the past, to the end that Santa Fe control would not be employed to divert traffic from the Utah Gateway, and (2) that existing service, interchange points, gateways, routes and traffic arrangements, and the competitive solicitation by Western Pacific of traffic for movement over such routes and

under such traffic arrangements would be maintained.

Additionally, the Board decided that the exchange offer announced by Santa Fe of 1¼ shares of Santa Fe stock for each share of our stock would be fair and reasonable to Western Pacific's shareholders, particularly if accomplished in a manner not subjecting our shareholders to the payment of federal income taxes at the time of exchange.

In order, among other things, to provide a way to accomplish this exchange free of tax penalty the Western Pacific subsequently proposed to the Santa Fe that a Plan and Agreement of Reorganization be entered into between the two companies which was designed to accomplish that exchange. Upon learning that Santa Fe was willing to consider such a plan, our Board, on January 31, 1961, authorized the negotiation of an agreement providing for such a plan. Pursuant to this authority a Plan and Agreement of Reorganization, dated as of January 1, 1961, was negotiated and executed by the Santa Fe and ourselves. The new Western Pacific Company provided for in such agreement was incorporated March 16, 1961. The organizational meeting of the directors thereof was held that day and filing of the Applications in Finance Docket Nos. 21556 and 21557 was authorized. Those applications, dated March 30, 1961, were filed March 31, 1961.

Our support of Santa Fe control was made subject to two conditions, one concerning the flow of traffic through the Salt Lake City gateway and the other the maintenance of existing service, interchange points, etc. Santa Fe advised us that they were agreeable to the proposed conditions and negotiations were immediately undertaken to develop a definitive agreement which would implement their intention and purpose. After extensive studies of traffic flows the Stipulation For Protection of Routes and Gateways, dated May 31, 1961, Exhibit No. 126, was entered into between the two companies. We

are completely satisfied that the proposed conditions, if imposed by the Commission in an approval of Santa Fe control of Western Pacific, will be effective in accomplishing the conditions which we attached to our support of such an affiliation.

6. Q. Why does Western Pacific support the Santa Fe rather than seek to maintain its present status as an independent railroad not controlled by any other company?

A. Some of the reasons why Western Pacific supports Santa Fe control rather than advocating the maintenance of our present independent status have just been mentioned. Basically these reasons fall into two categories.

First, we believe that it is of vital importance that effective railroad competition be maintained. While we have been an effective competitor of the Southern Pacific in the past and the public has benefited from such competition we are forced to recognize that at many times and in many areas our effectiveness has been hampered by our relatively small size and lesser resources as compared with the Southern Pacific. Not only is the Southern Pacific one of the country's largest and most prosperous railroads but in many respects it has become a complete transportation company with extensive trucking and pipe line facilities. Consequently we have found it increasingly difficult to match their man power and financial resources.

The railroads today are in an era of changing technology and changing distribution patterns. Additionally, the area in which the Western Pacific lines are located is experiencing a dynamic growth. All of these make it desirable for Western Pacific to seek a greater availability of man power and financial resources than it has heretofore possessed as an independent company.

As an example of Western Pacific's handicap in competing with the Southern Pacific it should be remembered that Western Pacific was built long after the days of land grants and therefore possesses no such vast resources as the Southern

Pacific's timber, oil, mineral and farming lands. Resources such as these not only produce rental and royalty revenues additional to those received from railroad operations but also produce railroad revenues from the freight originating from them.

Furthermore, because our railroad was built so many years after the Southern Pacific lines were well developed the number of freight producing industries on our line is small compared to the vast number of productive plants adjacent to the Southern Pacific. Since 1950 we have worked hard to overcome this handicap by vigorously prosecuting an aggressive program of industrial development, but we simply do not have the resources and man power to meet Southern Pacific on an equal footing.

It is true that we have been able, over the past years, to better our service to the public by providing additional types of equipment and facilities as the needs of the shippers have changed, and also to initiate projects which will produce better service at lower cost. Likewise we have been able to aid the industrial development of many communities by our program of acquisition and development of industrial lands. However, we have been unable to do all we should along these lines because of a lack of funds or a lack of man power.

In view of these considerations it is our conviction that an affiliation with the Santa Fe is desirable. It is certain that such an alliance will make available to us the larger reservoir of specialized man power of the Santa Fe in many areas, such as technical research, agricultural and geological development activities, acquisition and development of industrial locations, and the like. Additionally, we will better our availability of car supply so important to fulfilling shipper needs. Further, it will strengthen our financial resources so we can better provide new or additional equipment and facilities and carry out internal projects which will improve service or lower costs. With the full support of the Santa

Fe, along with their widespread contacts with shippers and other railroads, our bargaining position in connection with all types of matters such as rates, schedules, industrial location, and many others will be stronger. Likewise, the economies and efficiencies which we and the Santa Fe have agreed are feasible and desirable under Santa Fe control will greatly strengthen our financial position to make us even more effective in providing vigorous competition.

The second consideration which causes us to support Santa Fe control is the very apparent trend and support for the principle of rail unifications. It is clear to us that if our company were to emerge from the present proceedings as an independent railroad it would just be a question of time until we would have to repeat the same procedure in which we are now here engaged with the consequent loss and expense in time, money and morale which inevitably results from the years of uncertainty ensuing from any unilateral take-over such as that proposed here by the Southern Pacific. Even during the period it will take for the Commission to decide this case we find the difficulty of effective planning for the future interfering with achieving maximum efficiency. Thus we believe that a positive program of support for a desirable affiliation with the Santa Fe is a far superior approach than one of gambling with the future of competitive rail service. We are convinced that the Santa Fe proposal not only has positive benefits for Western Pacific and its customers, but has none of the objectionable features which are inherent in the Southern Pacific proposal.

The self-interest that Southern Pacific has in achieving maximum efficiencies and economies by eliminating Western Pacific as an effective competitor of the Southern Pacific does not exist in connection with the Santa Fe because the lines of Santa Fe and Western Pacific, generally, are complementary and not parallel and competing. The two roads exist in an end to end relationship. Because of this the self-interest of

the Santa Fe will cause it to promote and strengthen our operations. Only through such a course can the traffic potential for the Santa Fe system be increased. The Santa Fe simply can't allow Western Pacific to cease being an effective competitor with the Southern Pacific for two reasons. First, it would be foolhardy to jeopardize the preservation of the substantial investment Santa Fe will make in acquiring Western Pacific, and second, such a course would enable the Southern Pacific to further strengthen its position as the dominant rail carrier in the area to the detriment of the Santa Fe.

The argument has been made that the self-interest of the Santa Fe would lead it to cause traffic from Western Pacific origins to move over Santa Fe's long haul route via Arizona rather than for it to continue to foster movement of that traffic via our route through the Salt Lake City gateway. The situation in connection with the Santa Fe control of Western Pacific in this respect is no different than the situation in which the Southern Pacific has found itself for many years past. While the Santa Fe has a long haul route between northern California and transcontinental points via Arizona to Chicago, the Southern Pacific also has three similar long haul routes between northern California and transcontinental points via Arizona. First, there is the Sunset Route of the Southern Pacific through Arizona, New Mexico and Texas to New Orleans. Second, there is the Golden State Route through Arizona and New Mexico to a connection with the Rock Island at Tucumcari. Third, there is the Cotton Belt Route through Arizona, New Mexico, Texas, Oklahoma, Arkansas, Missouri and Illinois to St. Louis, and to Memphis, Tennessee. Thus a situation regarding the claimed opportunity for diversion of traffic from the Utah Gateway to a long haul through Arizona exists in connection with both the Southern Pacific and the Santa Fe applications for control.

These present situations are similar to the one facing the Interstate Commerce Commission in

1923 when the Southern Pacific sought authority to retain control of the Central Pacific lines between California and Utah. In contemplating the desirability of a Western Pacific affiliation with the Santa Fe we reviewed that matter and concluded that any possibility of a diversion of traffic to the southern routes had been solved effectively by the Interstate Commerce Commission in the Central Pacific case. There the Commission imposed conditions to protect the flow of traffic through the Utah Gateway. Almost forty years of experience has demonstrated that the imposition of such conditions on Southern Pacific has protected the flow of traffic via the Central Pacific lines through Ogden from diversion to the Southern Pacific long haul routes through Arizona. We, therefore, conditioned our support of Santa Fe control upon the imposition by the Interstate Commerce Commission of conditions which would accomplish this objective. Western Pacific is confident that the conditions jointly proposed by us and the Santa Fe in Exhibit No. 126, together with the enforcement powers of the Commission, will protect and foster movement through the Utah Gateway.

7. Q. Please state your opinion as to whether or not the continuation of Western Pacific competitive rail services is of benefit to the public, giving some of the reasons for such opinion.

A. The evidence of the benefits to the public from the existence of rail competition already placed in this record by the witnesses testifying for the Santa Fe support the conclusions we have reached as a result of studies of this matter. They are in accord with my own personal experience and observations during my years of railroad experience. Probably in no way can some of the benefits of the existence of competitive rail service and some of the fallacies of Southern Pacific's present position be better illustrated than by reference to the testimony of one of the public witnesses produced by them. While I do not agree with his interpretation of the facts, Mr.

Kendall stated, transcript pages 831 to 835, that recently his company received rail shipments at Berkeley from an exclusive Western Pacific origin and that a percentage of hopper cars were furnished for such shipments up until the time a Western Pacific salesman asked his firm to withdraw its letter intervening in support of Southern Pacific in these proceedings. Mr. Kendall went on to claim that, thereafter, Western Pacific failed to furnish any hopper cars but instead supplied 100% gondola cars with the result that his firm's loading costs were doubled. In introducing this claim of what appears to be completely arbitrary action by a railroad against a shipper who in this instance had no alternate railroad service from which to choose at the origin involved, the Southern Pacific demonstrates three fallacies in their position:

First, although truck competition existed throughout the area and this witness testified that he used trucks as well as rail to haul in shipments of aggregates, the existence of truck service offered clearly inadequate protection against the claimed arbitrary action by Western Pacific. This industry desired and needed rail service not truck service and continued to use rail service even though the alleged arbitrary action resulted in increased cost to it.

Second, if alternate competitive rail service had been available at the origin involved the opportunity for choice would have been of benefit to this industry because it would have had available a second source of hopper cars.

Third, the existence of the regulatory powers of the Interstate Commerce Commission and the Public Utilities Commission of the State of California did not serve to prevent this industry from being subjected to the alleged arbitrary action which resulted in increased costs.

In short, the testimony of the above shipper illustrates very simply that the only effective protection available to many shippers is the availability of choice between two competitive rail services.

Not only is it true, as a general proposition, that the existence of competitive rail service is in the public interest but I believe it is even more true that the specific rail competition furnished the Southern Pacific by the Western Pacific has been of great benefit to the public. Our lines were constructed between 1906 and 1909, over the vigorous opposition of the Southern Pacific, for the purpose of giving the public the benefits of a competitive rail service between the San Francisco Bay Area and Salt Lake City and, in part, to break the then existing Southern Pacific rail monopoly, just as a short time earlier the Santa Fe lines had been extended into northern California for the same purpose. Exhibit No. 152 for identification is an excerpt from pages 35 and 36 of a booklet from our files issued by the Southern Pacific in connection with the Southern Pacific-Union Pacific battle for control of the Central Pacific. This booklet clearly shows that the Southern Pacific itself then recognized the great public benefits from the existence of competitive rail service when it stated therein that 'the great development in the state of California occurred after the entrance of the Santa Fe, when that property and the Southern Pacific were placed in *active competition*.'

The construction of our line to the Utah Gateway extended to and through areas in California, Nevada and Utah the benefits described by the Southern Pacific in that booklet. Subsequently, the resultant benefits of competitive rail service were extended by our construction of our San Jose Branch, our Reno Branch, and the construction or acquisition of the several other branches or subsidiary lines referred to in Exhibit No. 19.

In 1931, again over the vigorous opposition of the Southern Pacific, the Western Pacific and Great Northern were successful in further breaking the Southern Pacific monopoly when we secured authority to construct the Bieber Route connection between our lines. Construction of this line enabled us, in conjunction with the

Santa Fe, to provide rail service between California and the Pacific Northwest competitive with the Southern Pacific.

Previous witnesses have cited many of the benefits to the public afforded by Western Pacific's competitive rail service. One outstanding example previously given was the initiation of the lower Geneva Steel rates referred to by Dr. James C. Nelson, transcript pages 1787 and 1788. It would be cumulative for me to do more than add but a few additional representative examples.

The use of noninsulated compartmentizer type cars was pioneered by Western Pacific in 1951 after considerable study and development in conjunction with a major car builder. This equipment met with favorable shipper acceptance, particularly from canned goods shippers, because the cars reduced loading and unloading costs and minimized damage, particularly where shipments were stopped to complete loading or to partly unload in transit.

In 1954, the H. J. Heinz Co. with plants at Berkeley, California, and Tracy, California, both served exclusively by Southern Pacific, approached us with the suggestion that we furnish insulated compartmentizer cars for transcontinental shipments of canned goods, both eastbound and westbound.

The Heinz Co. told us that it had requested Southern Pacific to furnish some of these insulated compartmentizer cars but that they had declined to do so. We then agreed to purchase twenty of these cars and to furnish a share of them to Heinz. It was a year or so later before Southern Pacific purchased and put in service similar equipment.

Our railroad played a major part in the development of the high capacity cushioned underframe car, the first two prototype cars being placed in our service in 1952. The subsequently increased capacity of the cushioning devices was developed from tests conducted by our railroad and the car builder.

In 1955 the Association of American Railroads reported that damage claims in connection with shipments of curved automobile glass were in excess of \$550 per claim. Western Pacific was principally responsible for proposing to interested shippers that such shipments be handled in cushioned underframe cars. Our studies subsequently developed that on 104 transcontinental shipments of curved automobile glass handled in this type of car damage amounted to twenty-five cents per 1000 car miles as compared with damage of \$19.12 per 1000 car miles on 156 transcontinental shipments in standard box cars. Later the Southern Pacific developed their hydraulic cushion box car which is somewhat similar to and, I am told, has a somewhat higher cushioning capacity than the cushion underframe type introduced by us.

Turning to our efforts in the field of industrial development, recently officials of the City of Chico approached both the Southern Pacific and our subsidiary, the Sacramento Northern, pointing out that Chico needed industrial development to help broaden its tax base and provide employment opportunities to enhance its growth and development. The Chico officials asked that consideration be given to the acquisition of lands in the Chico area with the objective of developing such lands industrially. As a result Western Pacific recently purchased 181 acres adjacent to the City, has just completed annexation to the City and Sacramento Northern is now arranging the development of an industrial tract thereon.

Southern Pacific declined to purchase property there. However, after our purchase Southern Pacific's industrial activities were intensified and they have just recently located an industry on the parcel of property they had previously refused to purchase.

While it is obvious that railroads are in competition with each other on the basis of their service performance, a specific example may highlight that fact. A few years ago Campbell

Soup Company at Sacramento requested meetings with operating and traffic personnel of the various railroads participating in Campbell's outbound movements to points in the Pacific Coast region. The meetings were held so that Campbell might determine from each railroad what consistent service could be expected on their various shipments. Thus Campbell, in turn, could assist their customers in keeping the customers' inventories at a minimum.

Campbell representatives made it abundantly clear then and by subsequent follow-up checks that their decisions as to allocation of traffic to the railroads involved would be materially influenced in favor of those routes which performed the best service.

These examples demonstrate that the statement made by the Southern Pacific in Exhibit No. 152 for identification that "The *theory* of regulated monopoly falls before the *record and history* of regulated competition" is as true today as the Southern Pacific stated it was when it was opposing Union Pacific control of the Central Pacific.

8. Q. Please state your opinion as to whether or not the existence of other forms of transportation makes the existing Western Pacific competitive rail services of no real public benefit, giving some of the reasons for your opinion.

A. I have just given examples of the benefits to the public of rail competition. However, one of the principal contentions of the Southern Pacific is that railroad competition is no longer necessary because of the existence of other forms of transportation, principally trucks. I heartily disagree with this contention. The studies we have and my own personal experience and observations confirm the conclusions which have been recited already by previous witnesses. There are many commodities and many movements which are, and for the foreseeable future will continue to be primarily dependent upon the existence of railroad service. Our long-range planning studies, undertaken long prior to the pendency

of these proceedings, developed results and projections similar to those produced in evidence by witnesses for the Santa Fe, such as the Arthur D. Little, Inc. study, Exhibit No. 114. The studies by Dr. Herrmann show that in this growing area, at least, the volume of traffic bound to the rails will, in the absolute, increase substantially in the next decade for all three principal railroads here involved.

I do not want to be understood as testifying that truck competition is not real or has not resulted in a serious diversion of traffic from the railroads, including ourselves. However, we have concluded that the loss to the trucks of rail traffic, both existing and potential, has reached, or nearly reached, its peak. I believe that, in the very near future, the railroad percentage of intercity traffic, so far as the West is concerned, will cease to diminish and very probably increase.

Certain it is that, at least in this territory, the character of much of the traffic now moving by rail is such that it either does not lend itself to movement by truck or the net income potential from that traffic is such that it is not attractive to the highway motor carrier operators. Furthermore, I am sure that when the railroads are afforded the full legislative relief to which they are entitled, which will permit them complete freedom to make rates based on our inherent lower cost advantage, that the railroads' efforts to increase their proportion of intercity traffic will be successful.

Consideration of the allegation that the adequacy of competition by other modes of transportation offers an effective substitute for rail competition inevitably requires consideration of the subject of so-called common ownership or transport diversification. Southern Pacific is one of the leading exponents of this principle which involves the right of railroads, and others, to become complete transportation companies supplying all forms of transportation under one ownership. I personally support this principle and sincerely hope and feel that in the not too

distant future the necessary legislation will be adopted allowing the development of such transportation companies. But it should be emphasized that outcome of the present proceeding has a very direct impact upon the future development of unified transportation companies in the area served by Western Pacific. In the event it is successful in gaining control of our railroad the Southern Pacific would be the only rail carrier in and through large areas of the states of California and Nevada and between such areas and the Utah Gateway. Thus, by reason of eliminating Western Pacific as a competitive railroad, the Southern Pacific alone would be in a position to become the transportation company. It is impossible to "unscramble an egg" and thus thereafter there would be not the slightest chance that a competing transportation company could be established in that area. While there would probably be truck competition, the existence of that truck competition now referred to by the Southern Pacific as a complete substitute for rail competition would clearly afford the railroad shipping public no relief from monopolistic practices.

But even in the absence of legislative relief which will allow the full development of unified transportation companies, the Southern Pacific's position must be considered in the light of their present status as a unified transportation company. Through its subsidiary, Southern Pacific Pipe Line Company, Southern Pacific presently operates pipe lines (1) between the Los Angeles area and El Paso, Texas, by way of Colton, Yuma, Phoenix, Tucson, Lordsburg and Deming; (2) between Richmond, California, and Fallon, Nevada, by way of Stockton, Roseville and Reno; (3) between Stockton and the Merced area; and (4) between the Sacramento area and the Marysville area. Additionally, Southern Pacific, through its subsidiary Pacific Motor Trucking Company, presently has extensive trucking operations within and through Western Pacific territory as well as throughout the states of Oregon, Cali-

fornia, Nevada, Arizona and New Mexico. Exhibit No. 153 for identification is a map from our files showing the Pacific Motor Trucking Company operating routes as they existed in 1955 when it sought to acquire certain operating rights of Pacific Freight Lines. This map was attached as Appendix C to their application in Docket MC-F-5783 which was granted by the Interstate Commerce Commission. Subsequently, on June 3, 1958, they filed a Petition For Reopening that proceeding, and attached thereto, as Exhibit B, a map showing the Pacific Motor Trucking Company operating rights and routes in portions of California resulting from the consolidation of the Pacific Motor Trucking Company and Pacific Freight Lines routes. A copy of this map from our files, is Exhibit No. 154 for identification. There may have been some changes in the operating rights and routes of Pacific Motor Trucking Company since the preparation of these maps but I am sure they reasonably portray the extent to which Southern Pacific, when talking about truck competition, as an effective substitute for rail competition is talking about competition with itself. The maps also show the extent to which Southern Pacific, even without further legislation, would dominate transportation in our area if it is successful in securing control.

9. Q. Will you please state your opinion as to whether or not the Western Pacific can remain as a competitive railroad under Southern Pacific control, giving some of the reasons for your opinion.
- A. In my opinion Southern Pacific control will mean the end of competitive rail service to, from and through most of the area in which our lines are located. I am completely unable to find any basis for believing that any possible conditions or promises, however well intentioned, will make it possible for a parallel subsidiary to compete with its owner. Once such control is authorized the rail services now being furnished the public by a truly independent Western Pacific will be-

come Southern Pacific services under two different names but under common control.

The Southern Pacific has stated that under its common control our railroad would remain independent in continuing such activities as rate-making, traffic solicitation, etc. It cites its subsidiary, the Cotton Belt, as an example of the type of control Southern Pacific would exercise over Western Pacific. Here it is appropriate to point out that the physical relationship of the Cotton Belt lines to the Southern Pacific lines is very similar to the relationship of the Western Pacific lines to the Santa Fe lines, but it is not similar to the relationship of the Western Pacific and Southern Pacific lines. Those lines generally are parallel and competitive, whereas the Cotton Belt and Southern Pacific lines generally are complementary in an end-to-end relationship. On the other hand, like the Southern Pacific and the Cotton Belt, the Western Pacific and Santa Fe lines are complementary and do have an end-to-end relationship.

It is possible for complementary lines under common control to remain substantially independent in their competition for traffic because such lines are in the joint enterprise of providing a rail service competitive with other paralleling lines in the area. On the other hand, the conflict of interest between competing parallel lines is inevitable.

To illustrate, recently the Western Pacific filed a complaint with the Interstate Commerce Commission seeking rates via its Bieber Route between points on the Union Pacific and Northern Pacific in the Pacific Northwest on the one hand and points in California on the other; the rates sought are to be on the same level as the rates maintained by the Union Pacific and the Northern Pacific in connection with the Southern Pacific lines between such points. The Southern Pacific intervened in that proceeding and very actively opposed the Western Pacific's request that the discrimination be removed. Numerous

shippers testified in support of our request for removal of the discrimination so that competitive rail service could be afforded. If we are successful in that proceeding we will be in a position to effectively compete for rail traffic now being handled by the Southern Pacific. None of the testimony presented by the Southern Pacific here indicates to me that under their proposal for control would the Western Pacific have been free to initiate such complaint. In fact, the interest of the Southern Pacific in retaining the traffic involved for its long haul to Portland clearly would dictate against allowing Western Pacific any such freedom of action. Furthermore, none of the conditions they have proposed in this proceeding would assure the continuation of Western Pacific's right to take such action.

The Southern Pacific, in basing its case for control upon the savings to be made through economies and efficiencies and at the same time talking about maintaining an independent Western Pacific, is trying to carry water on both shoulders. It seems to me that the Southern Pacific's basic underlying premise in this case can best be expressed in the words attributed to Mr. Russell in the August 11, 1961, issue of "Time" magazine and by his testimony in this case. In "Time" he was reported to have said: "Competition between railroads—that's talked about by people trying to maintain the status of their jobs or business. The issue should always be this: What is the most economic way to handle something?" And in his testimony he stated: "The need for eliminating surplus plant, surplus trackage and waste and duplication of facilities is the most important thing in the railroad industry today."

I can agree fully that railroads should always strive diligently to effect economies both internally and in conjunction with other railroads. I also agree that we should seek to eliminate surplus plant, trackage, and waste.

But I do not agree that the benefits arising from the achievement of the most economical

way of handling something or which stem from the elimination of duplicate facilities are more important or should take precedence over the benefits which accrue to the public from the spur of continued vigorous railroad competition. This principle becomes even more important in this area because the railroad competition is limited at best.

If the Southern Pacific believes that the achievement of economies is all important, "the most economic way" for the Southern Pacific to handle the Western Pacific, once it establishes control, is to wipe the Western Pacific out of existence by completely merging the two properties. Control and the accomplishment of joint projects such as those referred to by the Southern Pacific in its case must of necessity be but the first step in achieving "the most economic way" to handle these parallel, interweaving competitive lines. It is my belief that a complete merger must be their ultimate goal and when that goal is achieved it will be the end of rail competition in the area except for the limited competitive service afforded by the Santa Fe.

10. Q. What is the position of Western Pacific in connection with the various projects proposed by Southern Pacific?
- A. Southern Pacific has stated that the basic objectives it seeks to achieve are improvements in operations and service through coordinations of facilities and operations and the economies and efficiencies that will result. They have said that without control the accomplishment of these coordinations will come slowly, if ever. As evidence they state that the Weso-Alazon paired track arrangement in Nevada, agreed to in 1923, was the last major coordination between the two roads. They seem to imply that we have been uncooperative and have shown no real interest in, or desire to, progress a program of accomplishing coordinations. I can state positively that such is not the fact.

We are, and always have been, willing to study any and all possible coordinations which may produce economies or which may improve service. We are, and always have been, willing to enter into agreements upon terms fair and reasonable to both companies except in those cases where our studies show that a particular proposal will impair our ability to remain competitive with the Southern Pacific.

Until the last few years most of our attempts to explore the possibilities of coordinations with Southern Pacific were turned down by them. To illustrate, in 1952, when a Sacramento Northern trestle westerly of Sacramento failed, to avoid rebuilding the trestle we explored with them the possibility of Sacramento Northern operating under trackage rights over the Southern Pacific somewhat in the manner currently proposed in their Sacramento to Cannon Project, Exhibit No. 37, Pages 25 and 26 of Exhibit No. 155 for identification set forth their reply. Similarly, in 1954 Central California Traction Company, in which company we and the Santa Fe each have a third interest, along with the Southern Pacific, proposed to the Southern Pacific that the Central California Traction line in Sacramento from Polk into the City be retired and trackage rights over the Southern Pacific be substituted therefor generally in the manner now proposed by them as part of their Sacramento Rail Consolidation project, Exhibit No. 29, Pages 27 and 28 of Exhibit No. 155 for identification set forth their reply.

In short, prior to February, 1958, it was our experience that they declined most of the coordinations we proposed. It was not until February, 1958, that for the first time they expressed interest in a general study of the possibility of coordinations. Pages 1 through 24 of Exhibit No. 155 for identification consist of Mr. Russell's joint letter of February 12, 1958, to me and Mr. Gurley of the Santa Fe and the resulting correspondence between Western Pacific and Southern Pacific up to the

time of the filing of the Southern Pacific control applications on October 12, 1960. This correspondence shows that we have been eager to progress study of the various coordinations referred to therein, as well as any others which might be proposed. I, of course, have no way of knowing whether they had the filing of the instant applications in mind at the time Mr. Russell wrote his letter of February 12, 1958. However, it has been established in this record that plans for seeking control were being considered at least as early as April, 1959.

On their direct testimony both Mr. Russell, and Mr. Biaggini have testified that coordinations such as those referred to in Exhibit No. 155 for identification and proposed by them in this proceeding cannot be achieved without control. I do not agree with these opinions. In my railroad experience I have become familiar with situations where coordinations of each of the types referred to by them have been negotiated through arms' length good faith bargaining between rail lines not under common control. As is shown in the correspondence contained in the exhibit just referred to, the Southern Pacific, during the period between February 12, 1958, and the filing of the present applications on October 12, 1960, never presented to us the full program of coordinations they now propose. Furthermore, at no time did they offer us any studies similar to those submitted in this case as Exhibit Nos. 41 and 49. Additionally, they have never indicated to us the full range of the coordinations they contemplated. I believe that if, in good faith, they had presented to us the entire scope of the coordinations they now seek along with the detail of their economic studies thereof, as has been done in this record, many of the projects involved now would be either in effect or in the process of being put into effect.

Here I would like to state for the record that Western Pacific will continue in its efforts to work out good faith agreements with the

Southern Pacific on these projects or any further ones with the objective of achieving mutual benefit just so long as adoption of them will not hamper or restrict Western Pacific's ability to provide effective railroad competition.

In its testimony the Southern Pacific has proposed that the 18 projects listed in its Exhibit Nos. 41 and 49 be accomplished on a share-the-savings basis. They appear to imply that it has been our insistence on the obtaining for ourselves terms more favorable than the share-the-savings basis that has prevented the accomplishment of coordinations and has made the seeking of control necessary before any of them could be accomplished. That this is not the fact is indicated at Page 8 of Exhibit No. 155 for identification where reference is made by Mr. Russell to a Western Pacific suggestion that the Weso-Flanigan project be explored on the basis of an equal division of the net savings or gains resulting from that project. Page 10 of such exhibit is a copy of a Southern Pacific letter dated January 19, 1959, in which such share-the-savings approach was turned down.

11. Q. Have you any comments to make regarding the Southern Pacific exchange offer and the future trend of Western Pacific earnings?
- A. Yes. Testimony will be presented by another witness covering the subject of the reasonableness of the exchange offers proposed by both the Santa Fe and the Southern Pacific. However, there are certain matters concerning the future trend of our earnings about which I wish to testify. Both Messrs. Reid and Ely, in expressing opinions as to the future earnings value of our common stock, referred to an Examiner's Proposed Report in the Divisions Case. They suggested that on the basis of the proposed report our earnings would decline about 32 cents per share after Federal Income Taxes as compared with a like decline of about 20 cents per share for the Southern Pacific. If Examiner's Proposed Reports in pending Interstate Commerce Commission proceedings are to be con-

sidered in projecting the future earnings prospects of the railroads involved here, then a very pertinent proceeding insofar as our future earnings are concerned is Interstate Commerce Commission Docket No. 33679 involving a complaint by Western Pacific against the Union Pacific, Northern Pacific, and short line connections wherein we are seeking a parity in rates via the Bieber Route with the Southern Pacific routes between California and points on the lines of such carriers in the Pacific Northwest. In August of this year an Examiner's Proposed Report favorable to the Western Pacific was issued in that proceeding. Our studies indicate that, on a conservative basis, the equality of rates sought in that proceeding, if granted by the Commission, would produce net income before Federal Income Taxes for us of at least \$1,120,000 annually. This would amount to approximately 29 cents per share after Federal Income Taxes based on the number of shares outstanding on September 15, 1961.

An additional factor which deserves consideration in connection with the reasonableness of the Southern Pacific exchange offer results from the fact that our lines are competitive with those of the Southern Pacific and are not complementary as in the case of the Santa Fe. As a competitor of the Southern Pacific we have found it advantageous to acquire a relatively large amount of commercial property and industrial lands for the purpose of encouraging the location of rail traffic producing industries on our lines. As of September 15, 1961, such properties had a market value of approximately \$20,000,000. Additionally, our system lines had cash on hand on such date amounting to approximately \$14,000,000.

If the Southern Pacific is authorized to control Western Pacific and were to purchase all our outstanding stock at the September 15th market price their total expenditure would be approximately \$47,500,000. It is my opinion that most of our commercial and industrial

lands and cash would not be needed by the Southern Pacific in its operations of our railroad, as these lands and cash are not necessary in accomplishing the economies and efficiencies which are the objectives of Southern Pacific control. Additionally, they would not need to develop our lines as feeder lines because they already serve, with their own lines, practically all of the areas we serve. Thus, Southern Pacific, once they obtained control, could recover from our assets a large proportion of their cost of acquiring 100% control. Under these circumstances no Southern Pacific exchange ratio, even though otherwise proper, can be deemed fair and reasonable if it allows them to reap the benefit of the cash and lands and fails to accord our shareholders the benefits which rightfully belong to them.

The Southern Pacific witnesses, in referring to the improvement in our net earnings position during 1961, have pointed to the decline in our maintenance of way and structures ratio and implied that the improved earnings picture may be temporary. Such is not the fact. The improvement in our net earnings during 1961 is in fact due in large part to a planned program to reduce costs initiated in July 1960. Additionally, the reduction in maintenance expenses in 1961 resulted from the introduction of improved techniques in gang organization and to a very extensive mechanization program accomplished during mid 1960. In short, contrary to the assumptions made by Messrs. Reid and Ely, the reduction in our maintenance of way and structures expenses is not temporary but is largely the culminating result of the large capital expenditure program accomplished over the past ten years in improving our physical plant and in improving techniques. Admittedly a smaller outlay for our improvement program this year caused some reduction in our maintenance of way expenses but the effect was minor in comparison with that arising from the continuing and permanent reductions achieved

through mechanization and more productive methods.

12. Q. Will you please state your opinion as to whether or not Southern Pacific through its beneficial ownership of Western Pacific stock presently has the power to control Western Pacific, giving reasons for such opinion.

A. As has been shown, both railroads serve substantially the same areas and are directly competitive. Additionally, Exhibit No. 63 shows that Southern Pacific and Union Pacific are parties to an agreement under which each is required to seek to secure the routing of traffic over the lines of Southern Pacific and Union Pacific from, to and through the area in which the Western Pacific lines are located.

As of September 15, 1961, our company had outstanding 1,842,526 shares of its capital stock entitled to vote. Southern Pacific beneficially owns 182,300 shares and Union Pacific beneficially owns 190,000 shares. We are a corporation organized under California laws. Pursuant to those laws and the provisions of our Articles of Incorporation each shareholder is entitled to one vote per share but in connection with the election of Directors is entitled to cumulate votes. Our company is managed by a Board of Directors consisting of 15 Directors elected annually. Exhibit No. 156 for identification is a statement prepared from our records showing in connection with the last seven annual meetings the number of shares of stock outstanding and entitled to vote, the number of shares represented at each of those annual meetings, the number of Directors who could have been elected under cumulative voting at each of those meetings by the number of shares beneficially owned by Southern Pacific and Union Pacific.

Based on my 13 years of experience as a director of Western Pacific and also as a director or trustee of the organizations previously mentioned, it is my opinion that upon many occasions a single Director or a number of Directors less than a majority can, and often

do, have a strong influence on the actions and activities of the company involved.

The power of the Southern Pacific to elect at least one Western Pacific director through cumulative voting gives to the Southern Pacific the power to lessen the effectiveness of the competition for the rail freight traffic available in the area where the two roads compete. The management of the business of our company is vested in its Board of Directors; thus all important policy matters and business transactions, including those directly concerned with competing for business with Southern Pacific, are the subject of discussion and decision by such Board. The presence on our Board of a director representing the Southern Pacific stock ownership would give the Southern Pacific the power to obtain information as to those discussions and decisions as well as the power to secure any information in any of our files and records concerning, among other things, the competition between the two roads. The power of the Southern Pacific and Union Pacific jointly to elect at least three Western Pacific directors would, of course, have the similar but even greater effect.

In addition to the power to control through the power to elect a director or directors, just discussed, the very fact of the ownership by Southern Pacific of approximately 10% of our voting stock involves an important measure of control of our actions. Under our Articles of Incorporation and under the California law certain action by our company can be undertaken only upon approval of the holders of a specified percentage of our shares. For example, the Articles of Incorporation provide that a sale of all of the assets of the company, such as is provided for in the Plan and Agreement of Reorganization dated as of January 1, 1961, previously mentioned, can be accomplished only after approval by the affirmative vote of the holders of two-thirds of our outstanding stock. Thus, if the Southern Pacific causes its

10% of such stock to be voted either affirmatively or negatively in connection with such a matter it, of course, is participating in the control of the actions of our company. Similarly, if they should fail to vote their stock the result is the same as a negative vote. Thus they have the negative power to control the action taken in connection with such a sale by making the approval of that sale more difficult by reducing to approximately 23% of the outstanding shares the number of negative votes necessary to defeat such Plan and Agreement of Reorganization. In fact, as is shown by Exhibit No. 156 for identification, at the June 28, 1961, annual meeting, when the Southern Pacific shares were not represented or voted, only 84.3% of our shares were represented despite the fact we had employed professional assistance in seeking maximum shareholder representation. A representation of a percentage of 84.3% at a meeting to vote on the above plan and Agreement of Reorganization would reduce to approximately 18% the number of shareholders whose negative vote would defeat the Plan and Agreement. Additionally, it should be noted that the 84.3% representation at the June, 1961, meeting included the proxy of the Union Pacific which was limited to voting for Directors. Thus, it is apparent the Southern Pacific and the Union Pacific jointly have the power by not voting to reduce to approximately 8% the number of shares which can defeat the above Plan and Agreement.

The above example, I believe, clearly demonstrates that the Southern Pacific alone through its beneficial ownership of approximately 10% of our stock has the power to control various possible Western Pacific actions. Also, it shows that Southern Pacific acting jointly with the Union Pacific, with whom it is in effect a partner as is shown by Exhibit No. 63, has even greater power to control our actions.

In summary, it is my opinion that the Southern Pacific, through its beneficial ownership of

182,300 shares of our stock, has the power to lessen the competition between the two roads and that the Southern Pacific and the Union Pacific acting together also have such power. Additionally, it is my opinion that the Southern Pacific alone, and also jointly with the Union Pacific, has the power to frustrate the accomplishment of the Plan and Agreement of Reorganization referred to above unless the Commission in connection with any approval of Santa Fe control of Western Pacific requires the Southern Pacific and the Union Pacific to divest themselves of the Western Pacific stock beneficially owned by each of them.

[31]

[32]



George I. Turner

My father, George I. Turner, retired Superintendent of the Sacramento Northern, died on Sunday, August 20, in Los Altos, California. He was 76 years of age and was a native of Butte City, California. Other survivors include a sister, Mrs. Minnie Anderson of Chico; grandsons James H. and Edward R. Brown of Los Angeles; and six great grandchildren. Interment was at Alta Mesa Memorial Park, Palo Alto.

Mrs. Violet H. Brown
611 Cuesta Drive
Los Altos, California

* * *

Orlando M. Potter

Attached is a clipping from the Veterans Home paper, Yountville, announcing the death on August 11 of Orlando M. Potter, 69. Mr. Potter was employed as fireman on the Western Pacific for a number of years. I believe he has a brother working for the railroad at Stockton. He was a native of Knights Landing, California. He enlisted on August 2, 1917, and was discharged July 25, 1919. Interment was in Golden Gate National Cemetery with full military honors.

Leo Dorothy
378 50th Street
Oakland 9, California

Dear Editor:

Golden Wedding Anniversary



Thought you might like to hear from a retired Tidewater Southern Railway employee and read the enclosed newspaper clipping of our Golden Wedding Anniversary celebrated in the

Burbank-Paradise Community Clubhouse, Modesto. My wife and I met during a 1907 St. Jeor family reunion where she had been requested to sing. We were married in Salt Lake City and spent our early married years in Lehi, Utah, and Salt Lake where I farmed until turning to railroading on August 31, 1911. We moved to Merced in 1921 and I became roadmaster of the Yosemite Valley Railroad. When that road was sold in 1945 we moved to Modesto and I became roadmaster of the Tidewater Southern, retiring in 1957. We have five children, 15 grandchildren, and six great-grandchildren.

We both are in good health and enjoying our retirement.

William St. Jeor
1553 Lynn Avenue
Modesto, California



Ground was broken on August 25 for two new San Francisco industries to be served by WP, the Robert A. Johnston Chocolate Co. of Milwaukee, Wisc. (above) and the Penn Metals Co. of Boston, Mass. (bottom, opposite page). The Johnston Chocolate Co., an 111-year-old firm, has served Northern California from public warehousing facilities for 30 years. Breaking ground for the 40,000-sq.-ft. concrete structure are C. J. Colligan, investor; Karl Nielson, No. California manager, Johnston Chocolate Co.; F. B. Stratton and S. S. Gilman, WP's industrial department; A. E. Waegemann, builder; and Peter Citron, district sales manager for WP at San Francisco.



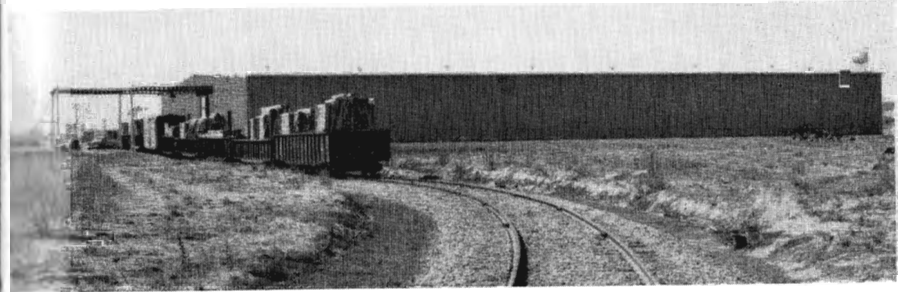
Bissinger & Co. broke ground this summer for a \$400,000 hide processing plant at Woodland. The 10-acre site to be served by an SN 5-car spur, is the first sold of a 150-acre industrial tract owned by Woodland By-Products Co. Below, at left of first man with shovel is Dominic Rodata (with glasses), Woodland manager; then left-right, Frank Heard, Woodland mayor; Robert McDonnell, president Woodland Chamber of Commerce; Paul Bissinger, president; W. S. Marks, sold property to Bissinger; W. W. Conner, Yolo County supervisor; Robert L. Runge, W P-S N district sales manager; Robert W. Harland, W P-S N industrial agent; and General Manager Charles MacClean, Bissinger Co.

New firms locate on our railroad



Foster & Co., beer distributors for Budweiser, Michelob, Mier, Coors, Rainier, and several important breweries, built this attractive office and

warehouse on 1.9 acres at West Sacramento. The \$100,000 tilt-up, concrete building, with cold storage rooms, is served by an SN spur.



From this new glass depot W. P. Fuller Co. will serve an area from Fresno north to the Oregon border and east to Reno. WP installed a drill

track to serve the 60,000-sq.-ft. enameled steel building, as well as other industries expected to be located in WP's 400-acre Union City tract.

Penn Metals Co. will construct an expanded service center on this SF site for distribution of metal lath, Perma-Lock steel studs and other metal goods now handled at Millbrae. Breaking ground are C. J. Colligan, investor; A. E. Waegemann, builder; Vernon Nelson, Penn Metals' northern California manager; F. B. Stratton, S. S. Gilman and Peter Citron, W.P.





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:

John N. Brown, retired brakeman, June 8.

Maximino Casillas, retired section laborer, June 16.

Jose E. Chaves, Crane Kar operator, September 9.

Theodore E. Claypool, retired machine helper, May 19.

Arvel E. Colen, retired switchman, August 4.

Ray H. Collins, brakeman, July 27.

Claude A. Combs, retired maintenance of way engineer, August 18.

Hugo K. Fritzsche, retired signalman, March 1.

Michael Gubanoff, retired marine oiler (date not known).

Ernest L. Hancock, retired brakeman (date not known).

James C. Irvin, lead signalman, July 22.

Ernest C. Johnson, retired fireman, July 16.

John M. Keith, retired section foreman, August 5.

Clyde O. Lawson, retired telegrapher, July 30.

Harry C. Minium, retired Sacramento Northern conductor, May 19.

Levi P. Mitchell, section laborer-watchman, August 12.

John Mock, retired section laborer, June 18.

Thomas A. Nelligan, retired assistant terminal trainmaster, September 26.

Sabino C. Rivera, laborer, September 12.

Free railroad catalogue

Rafael Codol Margarit, 34 Mariano Cuiner, Igualada, Spain, will send free of charge upon request, an interesting catalogue of European railway books, movies, color slides, and sounds.

The listings total some 425 titles of new and recent books in English as well as some foreign languages. Subjects include railroading in general, narrow gauge, light railways, tramways, short lines, as well as locomotives and technical procedures.

Engines still not fixed

According to the *Portola Reporter*, August 24, a desire to repair railroad locomotives netted Alice Chaney a night in jail and a 30-day suspended sentence.

Mrs. Chaney had quit a job at a resort in the area and bought a bus ticket for Reno, but made the trip by other means of transportation. Returning to Portola to get a refund on the bus ticket she registered at a local hotel.

She was arrested for being intoxicated on railroad property. At the time she stated that "all her family had been railroad people," and that she wanted to repair WP locomotives.

Judge Boone of the Justice Court suspended sentence and gave her six months probation.



This picture of Hazel Wochos (right) and PBX Operator Louise Larsen, was taken during the week before Hazel retired on September 29. Now see picture of Hazel and Louise below.

Hazel Wochos ends PBX career

ON a Fall day in 1907 young Hazel Richmond, with her dark hair in braids set off by an enormous bow, called at the general office of the Western Pacific Railway in search of a job. The WP was young, too—in fact was just beginning to lay its track.

Office manager, J. C. Havely, regarded Hazel doubtfully—particularly as to the hair ribbon. Finally he agreed to let her try out on the little telephone switchboard, but only if she would put up her hair so she would look a little older.

Since that day, 54 years ago (except for a brief period when she left to be married) Hazel Richmond—now Hazel Wochos—has been in charge of the railroad's telephone exchange. When she retired on September 30 she probably took with her a record for length of service in such a capacity.

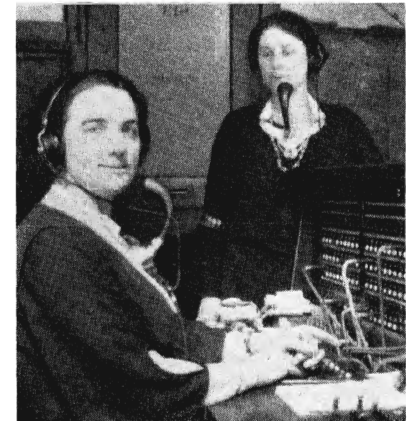
The small office where Hazel applied for a job was in the Bacon Block of Oakland (11th and 12th streets

between Broadway and Washington), because the 1906 fire had burned out the railroad's San Francisco office. There were only two departments getting the fledgling railroad off the ground—law and engineering—and the little switchboard handled less than 200 calls per day. Today, the big Western Pacific switchboard at YUkon 2-2100, with company lines to all parts of the system and Bell connections, handles some 4,000 calls per day.

In 1908 the office was moved to the Montgomery Block, Washington and Montgomery streets, San Francisco.

"The next move was to the Mills Building in 1909. I remember the switchboard was in the file room of the freight traffic department on the

(Continued on Page 24)



C. L. Droit, retired corporate secretary, took this picture of Hazel (left) and Louise in Room 813, Mills Building, some time in 1923.

Hazel Wochos . . .

(Continued from Page 23)

ninth floor. We then had our first two-position board and the number was Sutter 1651," Hazel recalls.

In 1913 Hazel was one of 20 contestants in San Francisco's Portola Festival, "Portola Tour." During my lunch hour I sold tickets from a desk in the lobby of the Mills Building. I placed eighth and was one of twelve winners chosen for the Portola Tour to Pacific Northwest cities as representatives of San Francisco."

Hazel Richmond left the railroad in 1915 to be married. Her later return to the railroad was the result of an incident which Roy E. Larson, now vice president-treasurer, well remembers.

"When I came to work in WP's treasurer's office in 1917, the telephone exchange was in the mail room. It was the operator's duty to also sort mail to be picked up by clerks from the various departments. I well recall," Roy relates, "that the mail room was frequently overflowing with clerks, more interested in the very cute phone operator than in picking up the mail. As a result of all this attention given to the young gal, the switchboard quite often resembled a Christmas tree with lights blinking all over the panel. It got to the point where incoming calls were being plugged into the wrong locals, and outgoing calls were being ignored. J. P. Quigley, superintendent of transportation and telegraph, decided to look into the matter. He sent his chief clerk to the mail room where quite a gathering was found. The gal was having the time of her life while being entertained by the clerks to the

accompaniment of a ukulele! The last note was rather a sour one as the chief clerk walked in, and the gay young blades scattered out the door to their respective departments. That ended the young girl's services.

"Mr. Quigley, remembering Hazel's efficiency and figuring that since she was now married she wouldn't have the same interest in the office males as in the office mail, and he asked her to return to work. Hazel accepted.

"As a result, order was soon restored and everyone got back to business again. The railroad prospered to the extent that its was soon necessary to locate the two departments in separate rooms."

On May 22, 1929, Hazel was installed as Grand Chief Companion, Grand Circle, Companions of the Forest, Ancient Order of Foresters.

Since January 1942 Hazel has been chief operator handling a 3-position board at the railroad's present headquarters at 526 Mission Street.

During her more than half a century with Western Pacific, Hazel has worked under all except the first of the railroad's eight presidents.

On September 27 Hazel was interviewed by officials of the Telephone Company for a story for their paper, followed by a luncheon. On September 28 the railroad's personnel committee had Hazel as a guest at a luncheon at the Sheraton-Palace Hotel. On September 29 Hazel was guest at an open house held at general office that afternoon.

Her plans for the future include a second trip to the Hawaiian Islands, other trips to visit relatives in Wisconsin and other parts of the East.

Mrs. Kathryn Jackson has bid in Hazel's position as chief PBX operator.



SACRAMENTO SHOPS

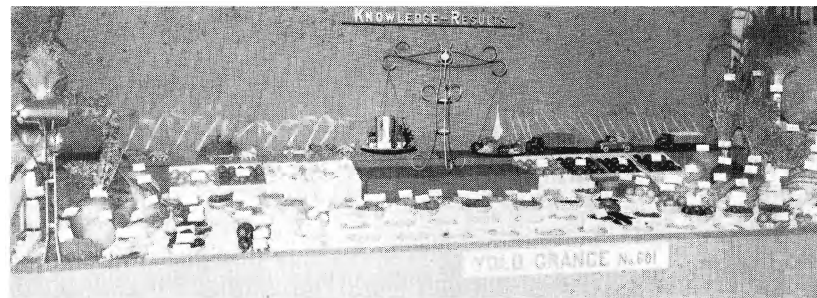
Marcella G. Schultze

Yolo Grange No. 601 for the second consecutive year won First Prize for 200-foot displays at the Yolo County Fair, Woodland, August 17-20. HENRY DAVIS, carman, again was a member of the winning Fair Booth Committee! This was Centennial Year for the Fair—and the theme "Knowledge-Results" was centered in wooden letters on the royal blue back-drop of the booth, with safflower blossoms studding the back-drop as stars. The second level had two four-horse wagon teams and one white mule span deporting products as in olden days, traveling toward a gold wrought-iron scale upon which were balanced a chemistry set and books on agriculture against the results of all types of farm produce. The scales were centered on a red-draped platform, and traveling toward them on the opposite side were modern

modes of transporting produce, a truck loaded with baled hay, a bank-out truck with safflower seed, and a cattle pick-up. Upon the first level of the booth, completely covered with pure white rock, were exhibited 120 varieties of fruits, vegetables, grains and hay.

DICK SYBRANDY, hardtop driver who raced frequently in Sacramento and Roseville, was killed in a traffic accident on U. S. Highway 40 in July. Many at the shops will remember Dick as a former painter apprentice. Dick had no insurance benefits, so officials of the Central State Racing Association arranged to sell his racing car to provide funds for his widow and two children. Chances were offered at \$1 each and sold to drivers, mechanics, car sponsors and fans, producing \$772 for Mrs. Sybrandy.

Machinist E. V. McCORKLE, with a score of 654, won High Series Handicap Trophy of the summer Tuesday Night



Yolo Grange No. 601's First Place display at Yolo County Fair

Fun League at Land Park Bowling Lanes.

Arden Manor Park, Recreation and Parkway District directors on August 1 appointed DALE A. CRANE, formerly director of the Sacramento Junior Museum, and this reporter, members of the board of directors of the park district. The two new members were sworn in during the board's September 5th meeting.

WINNEMUCCA

Ruth G. Smith

Lt. Col. Harold Deems, son of retired Conductor J. W. DEEMS, retired June 30 from the U. S. Army. He entered the Army in Winnemucca in 1941 with the Nevada National Guard and retired as commanding officer of Subsector 15th U. S. Army Corps in San Diego, California.

Yard Clerk J. "ANDY" NORGAARD was married to Karen Marie Rasmussen in Nolev Church, Nolev, Denmark, on July 8. "Andy" was in Denmark visiting his father, who was born and went to school in Nolev. "Andy" left Copenhagen on July 19 and arrived home on August 1. His wife will arrive September 14 to live in Winnemucca where "Andy" is relief yard clerk.

This year's Shrine Circus train left Winnemucca at 6:30 a. m. on August 2 with nearly a thousand children aboard. Engineer CHARLES L. HAWKINS and Fireman ALVIN C. SWETT manned the engine, while the train crew included Conductor W. W. ROCKWELL and Brakemen H. M. ABLES and R. L. SPENCER. The train returned to Winnemucca at 1:00 p. m. with "no casualties"—not even a stomach ache.

Retired Section Foreman JOHN

KEITH died at his home in Winnemucca on August 2. He hired out on the WP June 23, 1932, and retired on August 2, 1957. He first started railroading in 1907 on the Missouri Pacific Railroad.

Fireman RICHARD L. RUSSELL and Barbara Lee Lyell were married August 26 at the Community Methodist Church in Winnemucca. The bride is the daughter of Brakeman FRED LYELL.

KEDDIE

Elsie Hagen

We lost Signal Maintainer and Mrs. ART NUZZMAN who transferred to Hayward.

Congratulations to HIRAM "BUDDY" DELLINGER on his marriage to Mrs. June Crivello at Carson City, Nevada, on August 1. June is employed by the Plumas County Fair.

Trainman and Mrs. JACK KRAUSE spent several weeks in Denver, Colorado, visiting with their son who is working there.

ORLANDO POTTER, at one time employed with the railroad, passed away following several strokes. He was in Veterans Hospital at Napa for nearly a year. He worked at Keddie, San Jose and in the Bay Area.

Our deepest sympathy to the VERNE ROBYLER family in the loss of their son, Larry, who passed away on August 19.

"CY" BATES, assistant T&E time-keeper at Sacramento, and family spent their vacation at Clear Creek Junction and were visitors in Keddie several times.

Also visiting here with their son, JOHNNY SMITH and family, were his parents, JOHN and RUTH SMITH from Winnemucca.

STOCKTON

Elaine Obenshain

On July 30, Engineer J. A. GRUBBS' wife and Miss Lynare Leonardini flew jet to Bitburg, Germany, where Miss Leonardini became the bride of Richard Grubbs. The new Mrs. Grubbs remained in Germany where her husband is stationed with the Air Force.

Jeff LeBeouf, 10-year-old son of Clerk and Mrs. W. L. LEBEOUF, JR., returned by jet September 5 from Honolulu where he spent the summer visiting with his uncle, Robert LeBeouf. Jeff was accompanied by his grandmother, Mrs. Susanne LeBeouf.

A second son, Stephen Andrew, was born July 17 to Switchman and Mrs. D. H. McANULTY. "Big Brother" Timothy is now 13 months of age.

Our deepest sympathy to the families of the following railroaders who passed away recently: retired Telegrapher SAMUEL C. McDAVID, July 14, at Goleta, Calif.; Brakeman RAY H. COLLINS, at Oroville on July 27; retired Switchman ARVEL E. "SHORTY" COLEN, Sr., at Stockton, August 4, after a long illness; retired Switchman GEORGE SHOTWELL, at Torrence, Calif., June 21; retired Conductor JAMES W. CHAPMAN, July 6; and retired Brakeman GERALD RICKABAUGH, July 15, both at Stockton.

The annual Stockton-Colusa-Redding Marathon Race (319 miles round trip) was held July 22 and 23. Brakeman LES PARKER, with his brother, Ray, as co-pilot, placed first in "B" Class with his Mansfield 30-h.p. Scott, his first year in the race. Brakeman DON BERKSTRESSER, with Brakeman FRANK BROWER as co-pilot, placed third in "D" Class. Don's boat is a 12-ft. 9-in. Duroflite with a Scott 43.7-h.p. engine. Don tells us he averaged

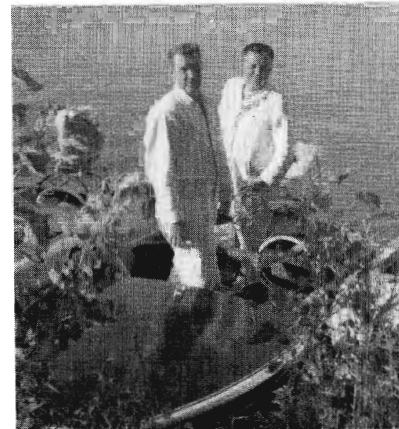


Future Beauty Queen Joretta Parker poses prettily with trophies won by her father, Lex Parker.

40 m.p.h. on the round trip, which was his second year in the race.

Switchman GERALD G. ATKINSON, son of Engineer and Mrs. H. D. ATKINSON, was the first of our Stockton employees to be called to service as the

Brakemen Don Berkstresser and Frank Brower just after tying up their boat at Colusa.



result of the President's stepped-up military program. Jerry reported September 5 for induction into the U. S. Army.

Storekeeper EARL E. CHRISTIAN retired August 31, after 48 years of service with Western Pacific. Earl started his railroading in 1913 and, after time out to serve his country during World War I, has had continuous service with WP since September 20, 1922. He has worked as storekeeper at Elko, Sacramento, Oroville, Winnemucca, Keddie and Stockton. The Christians have three sons and one daughter.

We all were saddened by the death of "Spot"—"assistant yard checker"—who passed away on Labor Day as the result of a heart attack. "Spot" faithfully accompanied her boss, Yardmaster L. P. HAMILTON, when he reported to duty each morning, but would spend her day at the Yard Office to wait eagerly for someone to invite her to ride to the west end. When Les' tour of duty was over, "Spot" would be waiting for him to pick her up.

On July 29 our railroad was temporarily "tied up" by a fire on a bridge near Midway. Through the efforts of E. M. "JACK" GODWIN, agent at Carbona, and his son, David (age 18), this fire was contained until the arrival of fire fighting equipment from Tracy Rural Fire Department and the Division of Forestry. In addition, "Jack" took to the scene of the fire his vacation trailer to house the telephone and give the various officers a place to rest out of the weather. He also arranged for the Emergency Service Group, Explorer Post 510, of Tracy, to bring their portable kitchen, first-aid kits, and short-wave radios, and served coffee, cookies and soup to the men working



to extinguish the fire. The boys dispensed 12 pounds of cookies, 45 gallons of coffee, and 25 gallons of soup between 11:00 p. m., July 29, and 5 p. m., July 30.

This group, under the leadership of Godwin and Elmer Hetzler of Tracy, is the first of its kind in the country. They are devoted primarily to assisting in any emergency, including a program in event of national emergency. The boys work without outside assistance, and finance their entire program through their own efforts. Our hearty congratulations to "Jack," his boys, and assistants!

OAKLAND

John V. Leland

It was good to see retired Switchman JOHN L. NICHOLS in the trainmaster's office on September 6 looking an exceptionally fit 71-plus years. John retired in 1953. He remained in town through September before returning to Omaha.

We were shocked to hear of the sudden passing of Grace Cantelow, beloved wife of our Stationer R. W. "BUD" CANTELOW, at Oakland on June 28.

Head Claim Clerk "GERTIE" HUTCHI-

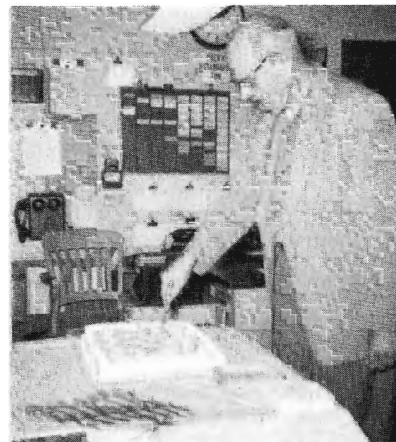
SON has been off because of illness and has been confined to her home since June 21.

J. T. SMITH was appointed assistant general supervisor of roadway work equipment with headquarters at Winnemucca. He succeeds PAUL D. BURNER, who retired on August 4.

Barry A. Empie, age 14, brought down a 127-pound, 3-pointer at Low Gap, Mendocino County, on his first shot. It was the first buck he ever saw while having a rifle in his hand. His father, MAX EMPIE, is a pretty good switchman but not much of a hunter—on this trip, anyway. The "old man" got skunked!

An informal cake and coffee party was held on May 31 in the yard office, commemorating the retirement of T&T Operator JOHN D. GORDON that day. He had more than 40 years' service in railroading including almost 35 years with WP. Over \$50 was collected toward payment on a very expensive

"This is one time I can have my cake and eat it, too," said T&T Operator John Gordon.



watch on which John had had his eye for some time. He thought he was entitled to something "special" and thanks all those who contributed toward the watch. John has a heart of gold, always handled his job with top efficiency, and we'll miss him.

About 200 members of the Oakland Traffic Club, including some WP sales people, watched Sales Representative JIM DUYN on August 18 in the role of Francois Villon in Rudolf Friml's *The Vagabond King*. The presentation was part of the 1961 Woodminster Season under the auspices of the Oakland Park Commission and was held at the Woodminster Amphitheater on Joaquin Miller Road.

Agent MEL GRAHAM's staff surprised him with a big cake and "39" candles at coffee-break time on September 12. The "Happy Birthday" song may not have been too melodious, but it was loud and spirited.

District Sales Manager CARL W. MANGUM's son, Robert, got out of the Navy as a lieutenant in August after having spent two years as supply officer on a destroyer. He is now en route to Princeton Theological Seminary for three years, after which he hopes to become a Presbyterian minister. Daughter, Carolyn, just returned after a year's study as a junior at University of Vienna, Austria, and is now taking her senior year at the University of California in pursuit of her teacher's certificate.

Machinist JOHN J. O'SULLIVAN retired September 30 after working all except two of 47 years with WP. He began as a machinist apprentice at Jeffrey Shops, Sacramento, in June, 1915, after spending a few weeks with a section gang at Trego on the eastern division. From 1923 to 1925 John

worked for the D&RGW, spending a few months at a roundhouse on Soldier's Summit. He returned to WP for temporary work in 1925 and remained with the railroad until retirement. "I owe a great deal of my knowledge to E. E. GLEASON, retired superintendent of motive power, who held a school for us apprentice boys in his home two nights a week," John reported. He also believes that the success of the railroad is due, to a large extent, to the wonderful relationship over the years between management and the employees. He has many plans for work around his home and hopes to do some traveling.

PORTOLA

Louise Wilks

Trainmaster and Mrs. L. E. THOMAS will have Ali Senyuruk, foreign exchange student from Izmir, Turkey, in their home this winter. Ali will be a senior at Portola High School this coming year. He is the second exchange student to spend a year in Portola.

Engineer and Mrs. CLAIR DONNENWIRTH attended the meeting of the National Association of County Officials at Chicago. Clair was elected one of the eighteen directors for the coming year, a selection made from all over the United States.

Eight thousand miles and 17 states were covered by General Clerk JOHN NY MLAKAR and family this summer. They visited relatives at Watertown, New York, and at the Thousand Islands in the St. Lawrence River, had a look at Niagara Falls, and went swimming in Lake Ontario.

Other long trips were made by Divi-

sion Lineman and Mrs. BARNEY GUZENSKE and son, who drove to Minnesota; by Conductor CHARLES SERVIA and family, who visited western Canada and Lake Pendareille in Idaho, and by Engineer and Mrs. JOHN SYPHER who visited Lake Louise and Banff by way of Victoria, B. C.

Our sincere sympathy to the family of Anna Louise "Dottie" Lawrence Conner. She was the daughter of the late retired Trainman HARRY LAWRENCE, and the sister of Trainmen BOB and HARRY LAWRENCE.

Engineer and Mrs. J. R. BROWN have joined the "Silly Old Grandparents" ranks with the arrival of Laura Ann Sundquist.

Condolences to Conductor F. W. STOGSDILL whose wife, Kathryn, passed away recently.



Susan Peroni, last year's Queen, adjusts the crown on the head of pretty Patty Carter, Queen of this summer's Portola Festival. Patty's proud father is Switchman Casey Carter.

Diner: "Waiter! What's this fly doing in my soup?"

Waiter, looking over diner's shoulder: "I think, sir, it's doing the back stroke!"

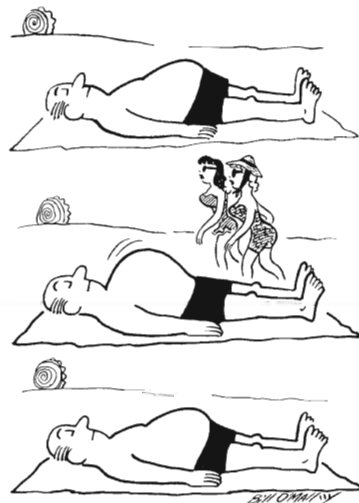
SACRAMENTO STORE

Irene Burton

We're happy to report that ALBERT E. MADAN, chief clerk, and HORACE LATONA, chief buyer at San Francisco, have returned to their homes in Sacramento following hospitalization in San Francisco.

We were sorry to learn that BRUCE STILWELL, storekeeper's clerk, had to enter St. Joseph's, and our hope is that all three of our boys are soon in good health again.

EUGENE LAGOMARSINO, accountant, took his family to Santa Cruz for vacation, and many of us will look forward to this occasion when we finish with inventory.



WENDOVER-SALT LAKE CITY

Esther Witt

J. B. Price

(Beginning with this issue the Wendover and Salt Lake City "Caboosing" columns have been combined into one. Correspondents ESTHER WITT and J. B. PRICE suggested the idea as means for a more interesting column and they will appreciate any comments or criticisms from MILEPOSTS' readers.)

Mr. and Mrs. Floyd D. Rasmussen of Bountiful announced the marriage of their daughter, Judy Ann, to Harold C. Anderson, son of Water Service Maintainer and Mrs. VARIAN ANDERSON. The marriage ceremony was performed in the Salt Lake Latter-Day Saints Temple on August 11. The bridegroom's parents entertained at a wedding breakfast at the Potpourri following the ceremony, and the bride's parents were hosts for an evening reception at the Oakridge Country Club. The couple honeymooned in Yellowstone National Park and will make their home in St. Anthony, Idaho.

Mrs. Norma H. Armstrong announced the marriage of her daughter, Kenna Rae, to DAVID E. FORD, son of Switchman and Mrs. HARLAN C. FORD. The rites were solemnized in the Idaho Falls Latter-Day Saints Temple on August 9. David was roundhouse clerk at Wendover on several occasions while regularly assigned clerks were on vacation.

Sincerest sympathy is extended to the family of Mary Elizabeth Hutchinson whose homes were saddened by her sudden passing with a heart attack at a rest home in Salt Lake City on July 30. Among the survivors are sons, LIND of Wendover, and GLEN of Elko, and daughter, Mrs. Bowers of Elko.

Engineer and Mrs. ROLLA F. HOWELL entertained at an open house on July 30 in honor of Mrs. Howell's mother, Mrs. Grace Sowby, on her 90th birthday. Mrs. Sowby was born in Nephi, Utah, on August 2, 1871, and she has made her home in Salt Lake City since 1944. She married Albert Sowby on October 20, 1896, and he passed away on March 17, 1943. Mrs. Sowby had four children, 13 grandchildren, 21 great-grandchildren, and one great-great grandchild to help her celebrate the happy occasion. Mrs. Sowby has been an active member in various departments of the Latter-Day Saints Church.

Fireman BRENT BENASSI won the featured trophy shoot on May 7 at the Salt Lake Gun Club, defeating Rex Sessions in a 23-21 shootoff after scoring a tie.

E. K. WEST, assistant chief clerk in the sales department, bid in a job at San Jose. BUFORD E. EAVES, who succeeded West, was formerly a stenographer in the Salt Lake City traffic department of the Missouri Pacific.

A. W. SILFAST, sales representative, was confined to the hospital for observation, which we hope was not too serious.

Conductor FRANK R. BOULWARE has returned to work after being away for some time following major surgery. Frank and Mrs. Boulware are happy, too, over the arrival of a granddaughter, Lee Ann Terry, born July 13.

We wish Conductor CHARLES W. OWEN a speedy recovery from his siege of sickness.

Retired Engineer and Mrs. ROY GORHAM spent their vacation in Mexico and retired Conductor and Mrs. C. RAY THOMAS spent theirs in Bermuda. We

hope they found the weather cooler than here in Salt Lake City.

Brakeman and Mrs. GERALD C. TURVILLE welcomed a little girl into their home on July 27. She has a brother, and is the 15th grandchild for Conductor and Mrs. FITZGERALD TURVILLE.

Phillip Jay arrived at the home of Fireman and Mrs. JAY W. HAMMOND on July 23 and, of course, found a ready welcome.

John Naylor, Jr., eight-year-old, had quite a time recently when taken by his father, Agent JOHN W. NAYLOR, Burmester, to San Francisco on the *California Zephyr* for a vacation. They took in the All-Star game at Candlestick Park, Chinatown, Fisherman's Wharf, the Zoo and Aquarium, and Golden Gate Park. While at the Sheraton-Palace young John's eyes really sparkled as he met Casey Stengel, Stan Musial, Nat King Cole, Tony Martin, and other celebrities! They also visited with Chief Dispatcher GEORGE W. NAYLOR's son, Robert, and wife. Bob is employed at the beautiful new Crown Zellerbach building on Market Street.

SAN FRANCISCO

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

LEO F. DELVENTHAL, JR., senior transportation engineer, was appointed as National Chairman of the Rail Carrier Handling Committee, American Material Handling Society, Inc.

HELEN DECKER, head statistician in the marketing division's statistical bureau, completed twenty years of service with the railroad on August 7. She is known, by name at least, throughout the country in our sales offices, and probably no one else on the railroad



Helen Decker receives her 20-year Service Pin from Walter Brunberg, vice president-marketing, witnessed by Josephine Spadaro (at left behind Helen), Angela Hulbooy, Gordon Keyser (behind Angela) and Peggy Brower who work with Helen.

shares her detailed knowledge of traffic patterns and characteristics of our many customers. Helen is also secretary of WP's San Francisco Credit Union. Among her other interests are gardening, good books and traveling. Several years ago she made a three-month cruise of South America, and during her recent vacation she packed in with a group for three weeks in the Colorado Rockies.

WILLIE MAXWELL, supervisor key punch operators, left the railroad September 22 to become a housewife. She had been with WP for ten years. Husband, Bob, is with Tidewater Associated Oil Co.

Another employee turned housewife is MURIEL DOWNS, secretary to budget control officer, who left the railroad October 6. Husband, Gene, is now practicing dentistry as a junior partner, and plans to open his office in

San Jose soon. They will live on the Peninsula.

LANA THOMSON, secretary to director of passenger sales, began a maternity leave on September 29, but the family will still represent WP as husband, DAVE, is a draftsman in the signal department.

Another ex-rail is LARRY SHAUGHNESSY, formerly voucher clerk in the accounting department, and now associated with the Doherty Realty Company at 3049 Mission Street, San Francisco. Larry says he still hopes to play as a guest in future WP golf tournaments. This will be a break for other WP golfers since Larry, as an employee, won the tournaments on several occasions.

(Continued on Page 34)



Howard Lake, Bakersfield agent for Santa Fe, and his daughter, Joan, a *California Zephyr* home for vacation, discuss the possibilities of Santa Fe acquiring control of Western Pacific. Photo courtesy *Bakersfield Californian*.

* * *
Inflation is a state of affairs when you never had it so good or parted with it so fast.

Caboosing ...

(Continued from Page 33)

ELKO

Theda Mueller

THEDA MUELLER, secretary to superintendent, has succeeded JOHN MURPHY, chief clerk, as Elko correspondent. John will continue to be on the lookout for news for Theda, and both will appreciate receiving items of interest from all Elko employees.

STEPHEN HERNANDEZ, assistant time-keeper, was appointed on the Committee of Finance and Internal Organization by Post Commander-in-Chief Ted C. Connell at the recent Veterans of Foreign Wars convention in Miami Beach. Steve is Department Commander for the State of Nevada. He has been very active in VFW activities since joining the Gasper J. Salaz Post No. 2350 in 1946. He worked his way through the chairs to Post Commander and to his present state office. In 1955 Steve was selected as "Outstanding Young Man of the Year" by the Junior Chamber of Commerce. In addition to his many VFW activities he also is agent for Transwestern Life Insurance Co. and Western Industrial Shares, a security firm.

While ANDRES DOMINGO, car department, and his wife were on vacation during the last three weeks of September, Mrs. BETH WOODWARD worked in Mrs. DOMINGO's position as secretary to the chief clerk.

General CTC Maintainer and Mrs. C. A. RHINES attended the Signalmen's convention in Denver, Charles as delegate. They concluded their vacation with a trip to Yellowstone, Glacier National Park, Lake Louise and Victoria, B. C., before returning down the coast.



"Nothing unusual at all, sir. Rolling out the 'red carpet' is just part of WP's fine service."

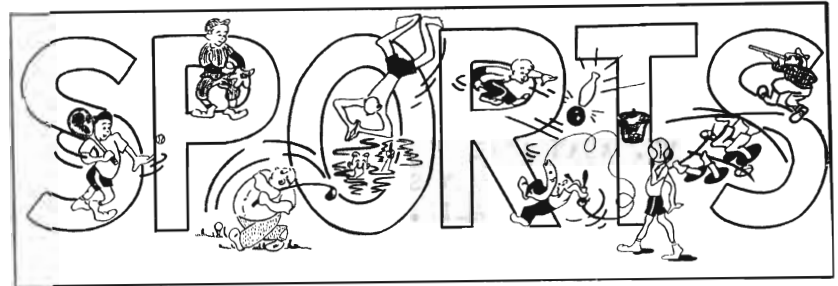
A daughter, Kathryn, born September 8, now makes a family of four girls and one boy for Yard Clerk and Mrs. MAC SALAZ.

Brakeman G. W. JOHNSON was called to Missouri recently due to illness in his family.

Retired Engineer ED LAMBERT entered Portola Hospital after spending several weeks in the hospital in Elko, following a paralytic stroke in the latter part of August.

Office Manager-Wire Chief T. E. RIGGS has moved his family into their new home. Tommy did a great amount of the work himself during vacation and on days off.

Division Engineer H. H. ELLIOTT and Assistant B&B Supervisor D. G. HUTCHINSON attended the Roadmaster and B&B Supervisors' Convention in Chicago during September.



Golfers to play at Sacramento

Western Pacific golfers will have an opportunity to test their game on the Bing Maloney Municipal Golf Course, Sacramento, on Saturday, October 28. The course is just south of the Sacramento Municipal Airport at 6801 Freeport Boulevard (GARDEN 8-9401 if you become lost!). The par 72 layout measures 6,444 yards and includes one wa-

ter hole on the back nine to test your skill.

In the event you did not receive an entry blank with Frank Rauwolf's announcement of the tournament, request for starting times can be made until October 20 with William A. Sherrill, chief clerk, district sales manager's office, Sacramento, or with Frank Rauwolf, San Francisco. A \$3 entry fee for each entrant must accompany your request for starting time, and no refunds will be made after October 20. First tee-off is scheduled for 8:28 a.m. and reservations have been set aside for 15 foursomes. Additional foursomes will be accommodated if required.

Entry fee includes green fee and participation in the "blind partner" sweepstakes. Players will be paired by draw, and cash prizes limited to 100% distribution of the sweepstakes prize money will be awarded to drawn partner-team low net scores.

Advance reservations may be made for electric carts, \$6; hand carts, 50 cents; single caddy fees, \$3 and clubs at \$1.

Breakfast, lunch, soft drinks and beer are available in the club house. Ladies and guests are cordially invited to join in the fun.



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RAILROAD LINES



Trailer Train's purchase of 600 piggyback cars for delivery in third quarter 1961 will increase the TTX fleet to 7,878 units.

. . .

ICC guarantees \$5 million loan to Monon, some of which will be used to construct rail-marine terminal at Michigan City, Ind., and a barge-rail transfer facility at Louisville.

. . .

The bankrupt New Haven Railroad, according to the ICC, was the only railroad in the country last year whose dining car and buffet revenues exceeded direct expenses—\$2,079,000 vs. \$1,949,999.

. . .

Beginning January 1, 1962, railroads will be required to file only quarterly with ICC the revenue and expense statement and income and balance-sheet items they now file each month.

. . .

Local Great Northern employees paid for an ad in the Havre, Montana Daily News warning that Bills S.1197 and S.1089 must be defeated if railroads are to survive and be permitted to make freight rates competitively.

. . .

Based on recent experimental results, the Milwaukee Road believes it can revive Sunday "family excursions," using new bi-level air-conditioned commuter equipment for all-expense round trips from Chicago to nearby points. First excursion to Wisconsin Dells was sold out two days before departure.