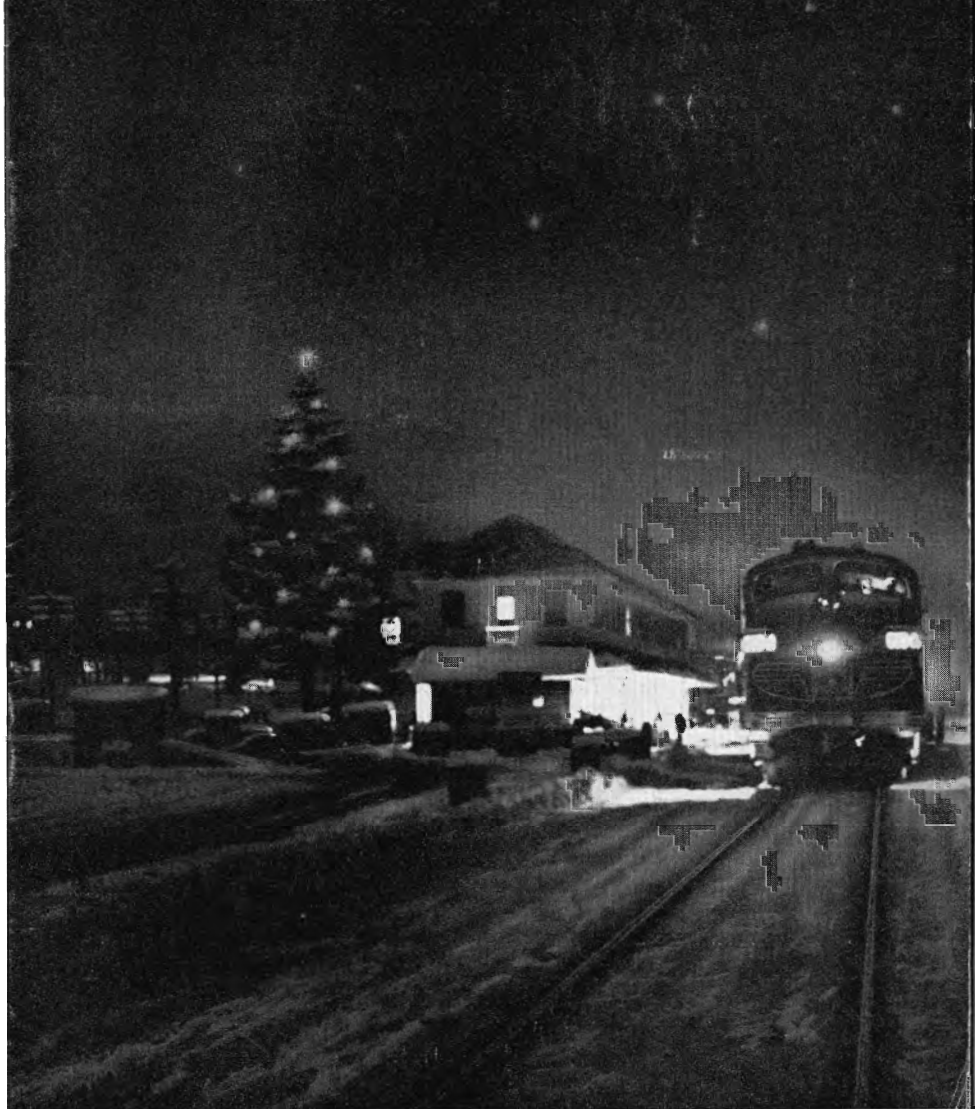


WESTERN PACIFIC
Mileposts

NOVEMBER DECEMBER 1960



Mileposts

WESTERN PACIFIC

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NOVEMBER-DECEMBER, 1960

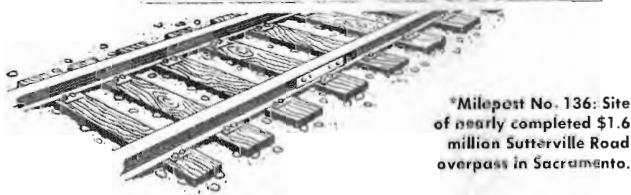
*Milepost No. 136

Department of Public Relations

WESTERN PACIFIC RAILROAD

SACRAMENTO NORTHERN RY.
TIDEWATER SOUTHERN RY.

526 Mission Street
San Francisco 5, California
Lee "Flash" Sherwood, Editor
A. L. Lloyd, Associate Editor



*Milepost No. 136: Site of nearly completed \$1.6 million Suttersville Road overpass in Sacramento.

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MILEPOSTS

Southern Pacific and Santa Fe both seek control of WP

A Play-by-Play report

SAN FRANCISCO, OCTOBER 12, 1960:

Southern Pacific announced that its subsidiary, the Southern Pacific Land Company, had acquired for investment 182,300 shares (or about 10%) of Western Pacific common stock by purchases on the New York Stock Exchange.

Southern Pacific simultaneously filed an application with the Interstate Commerce Commission asking for approval of Southern Pacific acquiring control of Western Pacific through acquisition of additional stock. If approved by the Commission, this would be accomplished by exchanging Southern Pacific stock—share-for-share—for Western Pacific stock, or through the purchase of additional Western Pacific stock on the open market. With ICC approval, Southern Pacific would also take over the Western Pacific stock now held by the Southern Pacific Land Company.

Southern Pacific claimed that large savings could be accomplished by both companies through coordination of services and by elimination of unnecessary duplicate facilities, which would result in a more efficient operation for the public.

Western Pacific opposes Southern Pacific's proposal

SAN FRANCISCO, OCTOBER 21, 1960:

Western Pacific directors, at a special Board meeting, went on record as strongly opposed to Southern Pacific's proposal to gain control of Western Pacific for the following reasons:

1. Southern Pacific's application would, if granted, provide for absolute control of WP which would ultimately, if not immediately, substantially lessen competition in the common territory served by both railroads. Shippers would be denied existing benefits such as the establishment of competitive rates, selection of competitive freight schedules, development of new and different types of service and equipment, and use of alternative routes.

2. Southern Pacific could completely dominate certain areas of very rapid growth now served by both carriers, such as Greater Sacramento and San Jose-Santa Clara. The future of the competitive north and south service now operated jointly by Great Northern, Western Pacific, and Santa Fe via the Inside Gateway between the Pacific Northwest and Southern California could be also jeopardized.

3. Neither railroad is experiencing any financial difficulties which might

warrant Southern Pacific control of Western Pacific.

4. Substantial economies and efficiencies could be effected through joint action of the two railroads provided Southern Pacific would enter into certain working agreements now under study, with which Western Pacific is in agreement.

5. Southern Pacific's application makes no provision for the welfare of approximately 4,000 Western Pacific employees who have served the company faithfully and well for many years.

6. The proposed 1-for-1 exchange of shares is unfair since it—

(a) offers only approximately \$35 million for shareholders' equity of Western Pacific having a book value in excess of \$99 million;

(b) does not recompense Western Pacific shareholders for any possible loss of revenue, deterioration in efficiency because of the effect on Western Pacific employees' morale, and other damages which may be incurred by the very act of Southern Pacific's application and the manner in which Southern Pacific elected to pursue attempts to acquire control;

(c) Southern Pacific's action, asserting it would be in the public interest, was made without prior consultation with Western Pacific's officers or directors for their advice, and without apprising them of the application to the ICC until after it was filed, thus representing in their application that the decision to exchange stock

share-for-share was based on judgment exercised unilaterally by Southern Pacific.

CHICAGO, OCTOBER 25, 1960:

Atchison, Topeka and Santa Fe, through its president, E. S. Marsh, announced that it had filed an application with the Interstate Commerce Commission seeking approval to acquire control of Western Pacific through the purchase and exchange of stock.

Santa Fe said that its wholly owned subsidiary, Chanslor-Western Oil & Development Company, had purchased about 20% (365,000 shares) of the outstanding Western Pacific stock, which had been placed in a voting trust pending final order of the Commission.

Western Pacific shareholders would be offered one and one-quarter shares of Santa Fe common stock in exchange for each share of Western Pacific stock, subject to ICC approval.

Existing Western Pacific services, interchange points, gateways, routes, traffic arrangements and competitive solicitations of traffic would be maintained and continued.

The announcement also stated that Santa Fe began serving the San Francisco Bay Area about the turn of the century, providing competitive additional rail service which materially assisted California's growth and development into one of the fastest growing areas in the country, and that the need for efficient and competitive rail service demanded by this expanding economy is even more pressing today.

Marsh went on to say that Santa Fe and Western Pacific had worked closely in a joint effort to compete with Southern Pacific's coverage of the area. Santa Fe and Western Pacific each

have a half-interest in the Alameda Belt Line and in the Oakland Terminal Railway in Oakland, and each have a one-third interest in the Central California Traction Company serving the Stockton-Sacramento territory, and the two railroads jointly handle substantial traffic through interchanges at Oakland, San Francisco and Stockton.

Santa Fe said that ICC's approval of Santa Fe's application would assure continuation of the north-south route via Great Northern-Western Pacific-Santa Fe serving the Pacific Northwest, San Joaquin Valley, Southern California, Arizona and New Mexico, and would provide the only competition with Southern Pacific between major California points and the Pacific Northwest.

Santa Fe control will also assure continuation of competitive service east and west through Salt Lake City.

If approved, Marsh said, it would provide stronger, more dynamic, and more competitive rail service in the West, particularly in the San Francisco Bay Area, the San Jose-Santa Clara district, and the Sacramento valley, which is vital to the future development of the whole area.

Western Pacific endorses Santa Fe's proposal

SAN FRANCISCO, NOVEMBER 7, 1960:

Western Pacific directors today voted to endorse and support the Santa Fe proposal, and to reaffirm their previous vote on October 21 strongly opposing Southern Pacific's proposal, for the following reasons:

1. Santa Fe's offer to exchange one and one-quarter shares of its stock for

one share of Western Pacific stock is fair and reasonable for Western Pacific shareholders, both as to the value of shares and the increased dividends that would be received.

2. Perpetuation of the efficient competitive east-west rail service in California, Nevada and Utah by Western Pacific would be assured, particularly with WP's transcontinental eastern connections at Salt Lake City.

3. Continuation would be assured of the through north-south efficient competitive rail service via Great Northern-Western Pacific-Santa Fe over the Inside Gateway.

4. The proposal would provide a stronger, more dynamic, and more competitive service in the West, particularly in the San Francisco Bay Area, the Santa Clara and Sacramento valleys.

5. Substantial economies could be achieved through joint Santa Fe-Western Pacific actions, while maintaining the additional opportunity for economies between Western Pacific and Southern Pacific.

6. Interests of Western Pacific employees will be adequately and properly protected, and other problems that might arise could be solved satisfactorily because of the friendly and cooperative relations existing between the Santa Fe and Western Pacific for many years.

In view of the above, Western Pacific directors authorized Western Pacific's management to proceed to intervene with the ICC in support of Santa Fe's proposal, and to take all necessary steps to work with the Santa Fe in seeking ICC approval of its application. The directors also instructed management to intervene before the

Commission to oppose Southern Pacific's application.

The directors also noted that Western Pacific had been a prosperous, independent railroad since its reorganization following the depression of the "Thirties," and undoubtedly could continue to be so; but, that the current movement toward desirable mergers and amalgamations will strengthen the entire railroad industry, permitting improved competitive service within which framework the proposed association with Santa Fe would be most desirable from the standpoint of shareholders, employees and, particularly, public interest.

Further Developments

SAN FRANCISCO, NOVEMBER 7, 1960:

President D. J. Russell of Southern Pacific issued a statement which may be briefed as follows:

Southern Pacific's application to the ICC is based on long, careful study, aimed at strengthening rail transportation in territories served by Southern Pacific and Western Pacific. Substantial economies and improvements in service could be made where rail lines of Southern Pacific and Western Pacific run parallel and serve common points through efficient use of each other's facilities.

Public interest can best be served by a coordinated system of rail facilities whose chief competition is other modes of transportation. No other combination of railroads provides the same opportunity in this territory to increase efficiency and reduce costs through coordination. Experience has proved that control is essential to insure this coordination on a continuing and enduring basis. (Editor's note: actually, experience has proved just

the opposite as witness the 36-year success of the WP-SP "paired track" operation in Nevada.)

CHICAGO, NOVEMBER 8, 1960:

Santa Fe's President Ernest S. Marsh in answer to questions by the Wall Street Journal, said:

"We were pleased to learn that Western Pacific directors consider Santa Fe's offer a fair one and desirable from the standpoint of shareholders, employees, and public interest. We welcome Western Pacific endorsement and support of Santa Fe's proposal to acquire control, as outlined in our application to the ICC. Only by Santa Fe-Western Pacific cooperative effort in traffic interchange, common interest in the North-South route, equal ownership in Oakland Terminal and Alameda Belt Line railroads has effective competition been produced in an area that by reason of its great business activity and potential growth is entitled to the competitive rail service the Santa Fe proposal is designed to insure. Major question is whether all pretense of preserving existing competition among railroads is to be abandoned. We believe the American system should place continuation of reasonable competition ahead of austere economy, which is not of first importance as matter of public interest in the area involved.

"Santa Fe holdings of Western Pacific stock remain as stated in our release of October 25—365,000 shares—all of which has been placed in an independent voting trust pending final order of the ICC."

SAN FRANCISCO, DECEMBER 5, 1960:

Following the regular December meeting of the Western Pacific Board of Directors today, President F. B. Whitman announced that four impor-

tant documents concerned with the Southern Pacific and Santa Fe applications to secure control of WP were being mailed to the Interstate Commerce Commission.

These documents are as follows:

1. A petition on behalf of Western Pacific to intervene in opposition to the Southern Pacific application.
2. A petition to intervene in support of the Santa Fe application.
3. A complaint against Southern Pacific charging illegal and harmful actions by SP in connection with its effort to secure WP control and praying for investigation and relief.
4. A petition for the taking of a deposition of President Donald J. Russell of SP to cover past studies and future plans in connection with its application.

In explanation of the above, the petition for leave to intervene against the SP application bases WP opposition on the following grounds: (a) the SP application is not a transaction that may be presented to the I.C.C. under Section 5(2) of the Interstate Commerce Act since it was prepared and filed unilaterally by SP without prior consultation or notice to WP; (b) WP operates in competition with SP; if SP were to acquire WP control a monopoly inconsistent with the public interest would be effected; (c) economies and efficiencies in operations cited by SP in its proposal can be effected without SP control, etc.

Support of the Santa Fe proposal is based on the fact that an association with Santa Fe by WP is in the public

interest as it will provide for the continuation of vigorous competitive rail service and result in a healthy and improved transportation service to the public. Endorsement of the Santa Fe proposal, however, specifies that Western Pacific and Santa Fe shall continue actively to solicit the movement of traffic through the Salt Lake City gateway to the same extent and with the same vigor as in the past, to the end that Santa Fe control shall not be employed to divert traffic from the Utah gateway.

The complaint against the Southern Pacific alleges that SP holding of WP stock without divesting itself of voting power is illegal; also that SP is believed to be continuing to purchase WP stock, offers having been made for large blocks at prices substantially above the market price by undisclosed parties believed to be acting for SP; such additional stock holdings thus enabling SP to impair or restrain the ability of WP to conduct its business and ultimately to best effect the association with Santa Fe if its proposal is approved.

The petition for deposition requests that President Donald J. Russell of SP be subpoenaed for appearance on December 14 to give testimony regarding the exact plans of Southern Pacific in connection with its proposal. Western Pacific believes that these plans envision the elimination of solicitation of traffic, the elimination of use of facilities and equipment of WP, the removal of tracks and abandonment or sales of properties of WP and other plans and proposals that may involve the virtual dismemberment of Western Pacific as a competitive railroad and its assimilation into the operations of SP.

The Coming Revolution in National Transportation Policy



THE basic problems besetting transportation today, I believe, stem from massive government intervention in our industry. Perhaps it is more accurate to ascribe the trouble to fumbling, misdirected and haphazard intervention."

The statement was made by Daniel P. Loomis, president, Association of American Railroads, in an address given on September 21, 1960. His audience was a Joint Seminar sponsored by the five Train-Operating Brotherhoods and the School of Industrial and

THE "IRON HORSE" IS REALLY SADDLED!



Labor Relations, Cornell University, Ithaca, New York.

"The transportation policy mess is so bad," said Loomis, "that few in Washington will admit it exists in the first place, let alone face up to the challenge of making essential changes. The sad facts are these: That those people who think all is well in transportation are being deceived. People who think they are getting their money's worth in transportation are being cheated. And people who think transportation is ready to meet national emergencies may well be courting the ultimate disaster."

In his address, Loomis took up one by one the government's three roles of regulator, subsidizer, and tax collector. He also pointed out how, in each case, "ill-directed and uncoordinated expansion has resulted in grave problems which, unfortunately, have had their greatest impact on railroads."

Commenting on regulation, Loomis pointed out four inequities to show the injustices placed on railroads:

"First—motor carriers can haul agricultural products without being hampered by regulatory controls . . . but not the railroads!

"Second—barge lines, so long as they have no more than three bulk com-

modities in one tow, can move these free of regulatory controls . . . but not the railroads!

"Third—proposals for lower rail freight rates—even those covering costs and obviously in the public interest—must run through a veritable gantlet of opposition. Unregulated carriers and even common carriers when hauling exempted commodities, meanwhile, set prices at any level they wish.

"Fourth—railroads are prohibited by law from providing water or air transportation service and are sharply restricted in the type of truck service they can offer the public. No other form of transportation is so restricted from diversifying operations."

Loomis' viewpoint on subsidization pointed out that the amounts of money spent by government to promote and develop transportation "are almost too enormous to grasp." For example, he stated that up to this year it is estimated that government spending for airways, airports, air mail subsidy, highways and waterways has totaled \$162 billion. "About one dollar out of every three the railroads spend for capital improvements goes into road-way and structures. This is an investment load other carriers don't worry about," he said, "the government does it for them.

"If road, air and water transportation rates had to reflect fully the great costs to the taxpaying public of providing such services, railroads would never have sustained the traffic losses so evident today. It is only fair and reasonable," Loomis declared, "that a system of tolls or user charges be set up for those commercial carriers who use the public's tax-built and tax-maintained highway, air and waterway

THEIR HANDS OUT KEEP HIS DIGGING IN



facilities. If railroads are allowed to diversify into these other fields, they are ready and willing to pay such charges themselves."

In his comments on taxation, Loomis warned that similar chaos exists today in transportation. Among the inequities pointed out by him were the 10 percent excise tax on all travel tickets, a war-bred tax which should have long ago been repealed. "Even more serious," he pointed out, "is the property tax problem wherein railroad rights-of-way, stations and facilities are heavily taxed, trucks and buses race by on tax-free highways, airplanes take off from tax-free airports, and towboats ride down our rivers through tax-free locks and past tax-free dams."

Loomis told of a just-completed study by railroads involving 31 states which disclosed a deliberate practice of assessing railroads at a proportion

(Continued on Page 10)

Coming Revolution . . .

(Continued from Page 9)

of full value substantially higher than other property subject to the same tax rate. "The industry right now is paying some \$141 million more in property taxes than it would pay if rail tax assessments were made at the same percent of value as other property."

Loomis also remarked that immediate Washington action must be sought to revise Federal tax policies to allow railroads to earmark more money out of income for use in modernizing plant.

"As an example, the \$2,500 cost of a freight car in the 1930's has risen to about \$9,500 today due to inflation and structural improvements. To obtain this \$7,000 difference out of net income under today's 52 percent corporate tax rate, a railroad must earn before taxes about \$14,500."

Also pointed out by Loomis was the fact that while total commercial inter-city freight traffic rose 362 billion ton-

miles between 1949 and 1959, the railroad's freight load remained about the same, motor truck volume more than doubled, while river and canal traffic almost trebled. Had the competitive scales been equalized for all carriers the railroads could have held their share of total traffic and run a vastly greater number of trains. "Think what this would have meant in operating jobs!" he emphasized.

In closing his address, Loomis said: "Early in the next Congress the findings of a wide-ranging study by a Senate Commerce Committee special group will be made public and followed by hearings and legislative proposals. If pushed by management, employees, investors, suppliers, shippers and travelers, Congress will act. The Coming Revolution in National Transportation Policy won't just happen. It is up to all of us who love, work for, and depend on the railroads, to make it happen. The public is behind us and will support sensible changes in our laws."

* * *

	Air Lines	Barges	Common Carrier Trucks	Private Trucks	Railroads
Roadways financed at public expense?.....	Yes	Yes	Yes	Yes	NO
Freedom to drop unprofitable services?.....	No	Yes	Yes	Yes	NO
Terminals provided by taxpayers?.....	Yes	No	*No	No	NO
Terminals tax free?.....	Yes	No	No	No	NO
Roadways maintained by public?.....	†Yes	Yes	†Yes	†Yes	NO
Traffic control systems provided at public expense?.....	Yes	Yes	Yes	Yes	NO
Free of requirements to supply standby capacity for Post Office Department	Yes	Yes	Yes	Yes	NO

* at least two cities have publicly owned truck terminals.

† expenses are defrayed in part by users' fees; airlines have no "roadways" but use elaborate terminals and costly traffic control systems.

Dispute over work rules goes to Presidential Commission

Railroads and Brotherhoods establish major contribution in sound labor relations

The Nation's railroads and the five railway operating brotherhoods have agreed to submit their dispute over work rules and practices to a Commission established by the President, Secretary of Labor James P. Mitchell announced on October 18.

The Presidential Commission will be composed of five representatives each from the unions, the carriers, and the public, appointed by the President. It is empowered by the agreement to investigate the facts surrounding the work rules and practices issue and report its findings and recommendations to the President.

The study will begin between January 1 and 15. The Commission's report is due by December 1, 1961, with an extension period not to exceed three months authorized if both parties agree.

Guy W. Knight, director of Labor Relations for the Pennsylvania Railroad, said on behalf of the three regional Carriers Conference Committees that "we wholeheartedly welcome this Presidential Study Commission as a major contribution to the public welfare, and will help in every possible way to make its work a success. With such cooperation from all parties, we have no doubt whatever that this group will be able to find a solution for the problem of wasteful work rules that

now so heavily burdens all the nation.

"This pioneering study is in large part a tribute to Secretary Mitchell. He has earned the nation's thanks for his determined efforts to find a way toward peaceful settlement of this complex issue."

The chief executives of the five rail operating Brotherhoods issued the following statement:

"We have been in agreement for many months now with Secretary of Labor James P. Mitchell that the work rules problem is 'too difficult' to be resolved under the regular procedures of the Railway Labor Act.

"We entered into the present discussions with the Secretary of Labor and railroad representatives in the sincere hope that a study Commission was the way to avoid a national transportation crisis.

"The agreement reached today on the establishment of a three-party study commission is, in our opinion, a major step toward the reestablishment of sound labor relations in the railroad industry. It is noteworthy that the public, through public members of the Commission, will have a strong voice in this study.

"As chief executives of the organizations representing 250,000 railroad operating employees, we express sincere gratitude to Secretary of Labor James P. Mitchell for his foresight and determination in bringing this historic agreement about."



Dear Editor:

Proud of Portola Hospital

I take this means of thanking the doctors and nurses, and all employees of the Western Pacific Hospital in Portola.

I was two weeks in the hospital, flat on my back, and this is what I felt, heard and saw.

Among the doctors, nurses, aides, cooks, lab technicians, bookkeepers, janitors and all others, there is not one dud among them.

All are wonderful, pleasant, and loving souls that work miracles with their loving personalities. It is surely a form of spiritual healing. The "Words of the Masters of the Far East" express my true feelings. They say the love flowing from them is the perfect fruit of the spirit that goes forth binding up the wounds of the patients' bodies and souls, putting them in harmony with the true healer called God.

There is one patient in the hospital who has been paralyzed to the extent that he cannot talk, move his limbs, or turn over. The nurses come in, turn him, and exercise him. They always laugh and joke with him until they have him laughing. They leave him happy and contented. This has been going on for two years, and the nurses never relax their loving care for him.

When the doctors make their inspection tour among the patients, they are

always in a pleasant mood. They laugh and joke with the patients, and always display an air as though there is nothing wrong with anyone.

I am real proud of our little Portola Hospital. It seems to me it would be impossible to stay sick very long in such an inspiring and pleasant atmosphere.

Engineer J. W. Canfield
P. O. Box 232
Portola, California

* * *

Wonderful reception

I am moving to Stockton Sunday. Please change my address.

Thank you for your nice writeup about my retirement. The reception the people gave me here (Portola) on my last trip was wonderful. I will never forget it.

Boyd R. Davis
3 East Fulton Avenue
Stockton, California

* * *

All is forgiven!

I used to live in Quincy and one time molested Western Pacific property. A friend of mine and myself broke a couple of windows in a little shack along the railroad between Keddie and Quincy. I am a Christian and realize it was a sin, and sin will keep us out of Heaven. Please forgive me, and if

you will let me know how much, I will reimburse you.

J. E. Brackett
Box 7
Milo, Oregon

(Above letter received by Agent L. P. Hanley, Keddie, given to E. L. McCann, division special agent-claim agent, who forwarded to MILEPOSTS.)

* * *

Retirement not boresome

Since I enjoy MILEPOSTS so very, very much, will you please have my address changed and continue to send it to me.

Six years of retirement still have not become boresome, as I keep busy with volunteer work.

Irene E. Schuepbach
5031 Chippewa
St. Louis 9, Missouri

Irene Schuepbach was secretary to St. Louis General Agent J. F. McKenzie when she retired on July 30, 1954, after 26 years with Western Pacific. She began volunteer work as a surgical bandage worker during World War I and since that time has continued most actively in charitable work.

* * *

In Appreciation

We wish to express our deepest appreciation for the kind expression of sympathy received from our friends and co-workers. It was greatly acknowledged.

We thank you all for being so good to us, and for being so warm. The gifts we received from some of you for little De-Si (nickname for little Diane), the cards, and the checks were deeply appreciated. All of you have been just wonderful to us.



Diane "De-Si" Lohmeyer

"Thank you" is such a little word, but believe us, when we say it has a lot of heart and meaning behind it.

Horace and Claudette Lohmeyer
348 El Cortez Way
Francisco Terrace
South San Francisco, Calif.

* * *

Correction

I believe if you check my personal records you will find that I went to work for the Western Pacific on June 16, 1928, instead of October, 1930, as stated in this October's MILEPOSTS.

Jay D. Wakeman
Locomotive Engineer
Stockton

MILEPOSTS regrets this error. A check on Mr. Wakeman's personal record shows that he entered service as a boilermaker-helper on July 18, 1928, and became fireman on October 10, 1930.

(Continued on Page 15)

MILEPOSTS



IN GOLD

MILEPOSTS congratulates the following railroaders who will be eligible for Service Pin Awards during the months of November and December, 1960:

40-YEAR PIN		
George C. Vedder.....	General Bookkeeper.....	San Francisco
35-YEAR PIN		
Frederick F. Davis.....	Locomotive Engineer.....	Portola
30-YEAR PIN		
Frank Goncalves, Jr.....	Machinist.....	Sacramento Shops
25-YEAR PINS		
Louis A. Farrington.....	Chef.....	Dining Car Dept.
Kenneth D. Lewis.....	Secretary-Clerk, President's Office.....	San Francisco
Bill J. Lindley.....	Locomotive Engineer.....	Portola
John J. Martin.....	Roadmaster.....	Portola
Bernard C. O'Keefe.....	Agent.....	San Francisco
20-YEAR PINS		
Elizabeth Engel.....	Secy. to Asst. to Gen. Mgr.-Labor Relations.....	San Francisco
William D. Eyre.....	Locomotive Engineer.....	Portola
Paul Glover.....	Switchman.....	Oakland
Frank G. Hardwick.....	Agent-Telegrapher.....	San Leandro
Robert W. Harlan.....	Industrial Agent.....	San Francisco
Joseph Hayes.....	Marine Fireman.....	San Francisco
Stephen L. Leary.....	Locomotive Engineer.....	Oakland
Ernest I. Phelan.....	Locomotive Engineer.....	Portola
Herman G. Rohdenburg.....	Water Service Maintainer.....	Stockton
15-YEAR PINS		
Allen J. Albright.....	Interline Recheck Clerk.....	San Francisco
Harold M. Barry.....	Carman.....	Elko
Hercy R. Bechtel.....	Carman.....	Sacramento Shops
Walter V. Blecher.....	Clerk.....	San Jose
Roland C. Boothroyd.....	Key Punch Operator.....	San Francisco
George Caldwell.....	Waiter.....	Dining Car Dept.
Demaso G. Cartagena.....	Clerk.....	Oakland
Monica E. Chambers.....	Waybill-Tracer Clerk.....	San Francisco
Jack W. Corbin.....	Machinist Helper.....	Oroville
Lela M. DeMers.....	Research Secretary.....	San Francisco
Claude L. Edwards.....	Roundhouse Clerk.....	Keddie
John G. Edwards.....	Sales Representative.....	New York City
John G. Etchebehere.....	Traveling Accountant.....	San Francisco
Edward N. Evans.....	Hostler Helper.....	Oakland
Marvin W. Fields.....	Signal Maintainer.....	Winnemucca
June Fleishman.....	Junior File Clerk.....	San Francisco
Martin V. Friske.....	Fireman.....	Elko
Jefferson L. Gibson.....	Carman.....	Sacramento Shops
William E. Ginter.....	Clerk.....	San Leandro
Calvin F. House.....	Clerk.....	San Francisco
Morris Jester.....	Cook.....	Dining Car Dept.
Joseph J. Jiral.....	Carman.....	Sacramento Shops
Edward G. Kaufman.....	Machinist.....	Stockton
John W. Kendall.....	General Supervisor of Lines.....	San Francisco
Harold Klein.....	Passenger Sales Representative.....	San Francisco
Otto T. Klemp.....	Brakeman.....	Stockton
Joseph A. Lombardo.....	Revising Clerk.....	San Francisco
Ernest Maes.....	Carman.....	Sacramento Shops
Robert F. Murray.....	Clerk.....	Portola
Ezequiel Olmos.....	Laborer.....	Stockton
Irene A. Olsen.....	Typist.....	San Francisco
Benjamin F. Palmer.....	Carman.....	Oakland

(Continued at top of Page 15)

Paul A. Parks.....	Carman.....	Portola
Luster Peters.....	Carman.....	Oroville
Coleman Pettit.....	Switchman.....	Wendover
Jesse R. Pittman.....	Brakeman.....	Clio
George Pollock.....	Fireman.....	Stockton
Clayton F. Rankin.....	Brakeman.....	Salt Lake City
Arthur I. Reichenbach, Jr.....	Agent.....	Oroville
Maclobio C. Salaz.....	Yard Clerk.....	Elko
David R. Schmidt.....	Carman.....	Sacramento Shops
Oliver P. Sondree.....	Carman.....	Oroville
Freeman J. Stephens.....	Brakeman.....	Elko
William M. Taylor.....	Switchman.....	Portola
Marvin E. Venable.....	Fireman.....	Winnemucca
Wesley H. Williams.....	Clerk.....	San Jose
Harvey A. Wiltsey.....	Painter.....	Sacramento Shops
Catherine Wong.....	Manifest Clerk.....	San Francisco

10-YEAR PINS

Amy E. Allison.....	Clerk.....	Sacramento
Pedro Aguilera.....	Section Laborer.....	Oroville
Robert Canchola.....	Laborer.....	Stockton
Walter A. Curry.....	Machinist.....	Oroville
Vernon H. Dorsey.....	Laborer.....	Sacramento Shops
Donald Ellington.....	Interline Recheck Clerk.....	San Francisco
Charles E. Fisher.....	Carman.....	Stockton
William B. Hutchison.....	Secretary-Clerk, Pres. Office.....	San Francisco
Robert F. Keith.....	Accountant-Treasury Dept.....	San Francisco
Eugene N. Marler.....	Machinist.....	Sacramento Shops
Raymond P. Perkins.....	Electrician.....	Oroville
Alfred L. Robinson.....	Carman.....	Sacramento Shops
Glenn E. Sayne.....	Switchman.....	Oroville
	Carman.....	Oakland

Dear Editor: (Continued from Page 13)

Subscription offered

The much desired October issue of MILEPOSTS received.

If it ever becomes necessary, to have MILEPOSTS continued, I would gladly pay subscription.

I am one of the few remaining employees living who helped build the good Western Pacific, with service from May 1, 1910 to May 31, 1941.

G. A. Pullen
Retired Agent-Telegrapher
Sacramento

Mr. Pullen's kind offer is very much appreciated, but he will continue to receive MILEPOSTS without charge.

* * *

Christmas Seal donations help science in the fight against tuberculosis

In Memoriam

I would like to have entered in MILEPOSTS, the passing of my dear wife, Florence, on November 8, 1960.

Thank you very much.

Alvin H. Larson
Car Inspector
534 Paradise Boulevard
Hayward, California

Joe and Harry were always trying to impress each other.

"Harry, I just got a new Cadillac," Joe said. "It even has a telephone!"

Not to be outdone, Harry bought a Rolls-Royce with a phone. He picked it up and called Joe's car. "Joe," he said, "I'm calling you from my new Rolls-Royce."

"Just a minute, Harry," Joe answered, "I've got a call on my other phone!"

* * *

Happiness is that peculiar sensation you feel when you are too busy to be miserable.



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:

George B. Atwood, retired pipefitter helper, July 15.

Ernest B. Aughe, extra gang foreman, August 18.

Harry W. Bale, retired switchman, October 1.

Thomas B. Barry, retired freight claims agent, August 13.

Charles M. Beem, retired yardmaster, October 4.

Benjamin B. Boren, retired machinist, August 22.

Roy E. Brokaw, retired Central California Traction brakeman, October 18.

J. R. Coles, retired signal engineer, August 17.

Thomas Colis, retired spreader operator, date unknown.

Albert T. Cosgrove, retired yard foreman, September 25.

James W. Derrickson, former Central California Traction conductor-brakeman, August 11.

Walter C. Dummer, retired switchman, September 2.

John F. Edmonson, retired locomotive engineer, August 18.

Albert T. Farmer, retired Alameda Belt Line switch foreman, October 4.

John T. Fletcher, retired Sacramento Northern conductor, June 12.

Sofonias N. Gonzales, retired Tidewater Southern track laborer, August 12.

Robert L. Gregory, retired machinist, September 28.

Louis Heinz, retired car inspector, August 14.

Floyd R. Leeper, former carman, August 16.

Frank H. Lerner, retired carman, August 12.

Jose L. Lopez, retired track laborer, May 27.

Oscar Mattson, locomotive engineer, October 7.

Harry McDonald, retired pumper, July 24.

John E. Murphy, retired brakeman, July 5.

Clarence W. Odermatt, retired employment representative, August 28.

John Orwin, conductor, October 4.

Otis C. Potter, assistant T&T timekeeper, October 17.

Frank S. Pritchard, retired Sacramento Northern agent, September 15.

Wallace H. Reese, retired brakeman, September 29.

Samuel J. Richichi, retired track laborer, September 3.

Willie Lee Robinson, shop laborer, September 3.

(Continued on Page 17)

In Memoriam . . .

(Continued from Page 16)

Emilio R. Rodrigues, retired Sacramento Northern section laborer, June 30.

James Storm, retired Central California Traction B&B foreman, August 11.

Carl H. Vigneau, retired Sacramento Northern brakeman, August 6.

John E. Walton, retired Sacramento Northern station agent, July 22.

Frank Ward, retired carman, October 30.

Thomas A. Weakly, retired yardman, August 20.

* * *

H. Ray Coulam

H. Ray Coulam, regional sales manager—Intermountain Region, passed away at his home in Salt Lake City on November 9. Ray will be truly missed by all of his Western Pacific associates as well as his host of shipper friends throughout the west.

Ray started with the Western Pacific as a stenographer-clerk in Salt Lake City in 1922 and a year later was moved into the sales force as city freight agent. In 1938, he was promoted to general agent with headquarters at Klamath Falls. He returned to Salt Lake City as general agent in 1943. In 1955, with the reorganization of the marketing division (then traffic department), Ray was promoted to regional sales manager with jurisdiction over the Intermountain Region, a position which he held until his passing.

Survivors include his wife, Helena, and two sons, John and Robert.

Another bite on the taxpayers

A recent press report stated that San Francisco International Airport will receive as a grant \$547,000 in new navigation, air traffic control, and communications equipment through an expanded Federal aviation program, announced in Washington, D. C.

The funds will be spent for new high intensity approach lights, sequence flashing lights, and a high speed teletypewriter linking San Francisco with seven other principal cities. Other navigational aids will also be installed.

In contrast, Western Pacific received no government subsidy at the taxpayers' expense for signal and communications improvements made on the railroad during 1959. The entire cost, \$47,815, was paid out of its own pocket! That money came from revenues the railroad received for hauling passengers and customers' freight.

Santa Claus visits the airlines

According to the September 3 issue of Business Week, the Civil Aeronautics Board dropped its rule allowing only a 9.5% return on investment, in favor of a sliding scale from 9% to 12.75%, to make the 13 subsidized local service airlines more attractive to equity capital.

This Board said the lines need a heavy infusion of capital to balance their debt structure, and to pay for expansion and new planes.

In the last fiscal year, the lines drew \$49.5 million in subsidies, based on the 9.5% return on investment.

The railroads' rate of return on net property investment in 1959 was only 2.72 percent!

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 railroaders whose retirements have been reported:

Dionicio O. Armenta, Sacramento Northern section laborer, Yuba City.

Glazier H. Baker, chief clerk-purchasing, San Francisco.

James J. Bettanini, boilermaker, Sacramento.

George C. Boates, locomotive engineer, Stockton.

Charles W. Buell, telegrapher, San Jose.

Lemuel C. Cannon, locomotive engineer, Oroville.

Raymond M. Compton, signal maintainer, Western Division.

Tyra H. Coursey, Alameda Belt Line switchman, Alameda.

George E. Darling, division accountant, Sacramento.

Oscar Denham, baggageman-clerk, Oakland.

Dorsey B. Farris, Sr., carman, Gerlach.

Antonio Gaspari, Alameda Belt Line machinist helper, Alameda.

Silviano Gurrola, section laborer, Sacramento.

Eugene Hansen, locomotive engineer, Oakland.

David F. Jaco, shop laborer, Oroville.

Oscar Mattson, locomotive engineer, Winnemucca.

Bessie E. McCulley, interline clerk, San Francisco.

Jean McHardy, car and train desk clerk, Oakland.

Frank A. Nosler, car helper, Sacramento.

Peter Omli, deckhand - watchman, San Francisco.

Josiah A. Patterson, carman, Sacramento.

Angelo D. Prato, assistant station manager, Stockton.

Dewey F. Richardson, Sacramento Northern brakeman, Sacramento.

Clifford B. Rushmer, associate design engineer, San Francisco.

Oscar H. Schindler, Sacramento Northern locomotive engineer, Walnut Creek.

Robert B. Stewart, signal maintainer, Sacramento.

Joseph Yureta, groundman, Western Pacific System.

Train Travel Safest

An all-time passenger safety record was set by the railroads in 1959 when they achieved a performance nearly four times better than bus lines, 13 times better than domestic air lines, and 45 times better than automobiles.

Only one fatality occurred in a train accident in 1959 out of a total of 350 million passengers!

A procrastinator is one who puts off until tomorrow the things he's already put off until today.—Quote

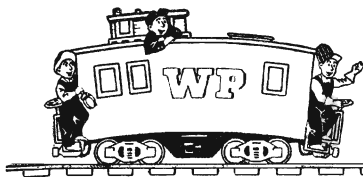
Paul Jenner sez:

"Don't Be HALF Safe!"

Safety depends upon what each individual knows, thinks, and does about safe working habits. A safe worker knows how to avoid accidents. He thinks about safety before he begins each job. He does his work only when he knows there is no hazard.

To find out how you rate as a safety risk, try the quiz below. The right answers will confirm your knowledge about safety. Wrong answers will point out some corrections you'll want to make. The answers will be found on Page 31.

	True	False
1. Accidents don't just happen.....	<input type="checkbox"/>	<input type="checkbox"/>
2. Safety Rules can't prevent accidents.....	<input type="checkbox"/>	<input type="checkbox"/>
3. It's okay to "light up" in "No Smoking" areas where you've seen others smoking.....	<input type="checkbox"/>	<input type="checkbox"/>
4. You share responsibility with management in accident prevention.....	<input type="checkbox"/>	<input type="checkbox"/>
5. You will avoid slipping, tripping, and falling if you walk where you're looking.....	<input type="checkbox"/>	<input type="checkbox"/>
6. You risk injury if defective tools are carefully used.....	<input type="checkbox"/>	<input type="checkbox"/>
7. Safety Rules and Safe Working Practices are designed for the railroad's protection.....	<input type="checkbox"/>	<input type="checkbox"/>
8. A ladder is the best device to use for climbing.....	<input type="checkbox"/>	<input type="checkbox"/>
9. As long as you know how to use it, a substitute tool is okay.....	<input type="checkbox"/>	<input type="checkbox"/>
10. When handling materials there is less chance of injury if you wear safety shoes and gloves.....	<input type="checkbox"/>	<input type="checkbox"/>
11. When lifting there is less chance of injury if you get close to the load, secure a good grip, bend your knees, and lift gradually without jerking or twisting.....	<input type="checkbox"/>	<input type="checkbox"/>
12. It's necessary to look in both directions for moving equipment only when crossing a track.....	<input type="checkbox"/>	<input type="checkbox"/>
13. It's not necessary to get First Aid if the cut or scratch is only a minor one.....	<input type="checkbox"/>	<input type="checkbox"/>
14. Discussing Safety at home won't help you much on the job.....	<input type="checkbox"/>	<input type="checkbox"/>



Caboosing

WINNEMUCCA

Ruth G. Smith

We were all saddened by the death of Engineer OSCAR MATTON on October 7 as the result of a cut of cars backing into his automobile during a switching movement at the SP crossing in Winnemucca. Oscar's death is particularly sad since he retired after making his last trip on September 26. He had worked for WP for 38 years, after 10 years with the Railway Express in Virginia, Minnesota. Oscar married Jessie Maroah O'Dell in Minnesota on March 14, 1917, and hired out with WP on August 23, 1922. Their family included four children, Sid, Fern, Howard, and Dick a WP fireman, and ten grandchildren. Mrs. Mattson died on June 23, 1960. Oscar was promoted to engineer on December 12, 1937, and was the oldest engineer in the freight pool here at the time of his retirement.

Fireman and Mrs. LAWRENCE WIRTHLIN had another son, born September 7. The third son has been named Dennis Kurt, and he is the grandson of Brakeman and Mrs. ROBERT L. WIRTHLIN.

Airman and Mrs. Jess Mabry are the parents of a daughter, born September 17. Mrs. Mabry is living with her parents, Mechanical Foreman and Mrs. JOE MAY, while her husband is with the Air Force at Amarillo, Texas.

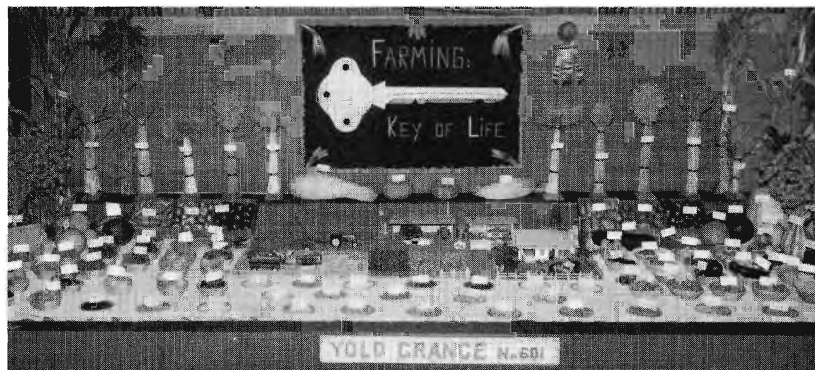
Cashier and Mrs. HENRY MENTABERRY

have a new daughter, born September 19. This is the third child in the Mentaberry family, and she also is the granddaughter of Machinist and Mrs. FRANK WILLIAMS of Elko.

Fireman and Mrs. LELAND YORK are the parents of a daughter, born September 24. This is the second child in the family.

Nicholas John Pearce, father of Engineer LOUIS J. PEARCE, died October 4 in Winnemucca. The elder Pearce was a former SP employee and was a member of the Brotherhood of Railway Clerks.

Engineer ADOLPH N. DEONIER retired from service on October 20. He hired out as fireman on July 29, 1942, and was promoted to engineer on April 4, 1954. A dinner was given for Mr. and Mrs. Deonier by the members of the Brotherhood of Locomotive Firemen & Enginemen on October 22. The Deoniers left the following day for Los Angeles to visit their daughter and son-in-law and grandchildren. They will then travel to Florida where they will live. Adolph was born in Sarcoxie, Mo., January 5, 1898. He first worked for the Santa Fe as a block operator and in 1924 transferred to the mechanical department as fireman. He was cut off in 1930 and later worked in Alaska as a commercial fisherman for 5½ years, and then spent six years in Florida raising strawberries and working as a stationary engineer in Tampa.



SACRAMENTO SHOPS

Marcella G. Schultze

Two and one-half months' work "paid off" for Yolo Grange No. 601 when its 200-foot booth won first prize of \$250 at the Yolo County Fair in Woodland, August 18-21. H. L. DAVIS, carman, was a member of the committee planning the exhibit, which followed the fair theme, "Farming: Key of Life." Artistically arranged were agricultural products, all raised in Yolo County, and a miniature farm scene on a background of pale grey. The theme, "Farming: Key of Life," with letters of straight wheat straws, and a large gold key were superimposed on a back-drop of lavender.

A "friendly" card game ended in the early morning hours September 3 with the shooting of WILLIE L. ROBINSON, laborer. Robinson was involved in a scuffle over a gun when the gun went off, shooting him in the chest. Robinson was dead when police officers and ambulance arrived.

ROBERT L. GREGORY, 69, retired machinist, died September 28, after a lengthy illness. Gregory, a resident of

Yolo Grange No. 601 prize-winning 200' booth at the Yolo County Fair, Woodland, in August.

Sacramento since 1937, was a Mississippi native. Services were under auspices of Veterans Affiliated Council and Veterans of World War II.

A friend whom everyone in the Shops turned to with their questions and problems retired October 31 after 43 years of WP service. JAMES J. BETTANINI, boilermaker, will be very much missed by everyone. Jim had always been extremely active in organized labor activities, having served as Vice General Chairman of the International Brotherhood of Boilermakers, Iron Ship Builders and Helpers. At the time of his retirement Jim was Local Chairman of the Shop Boilermakers' Committee. He was President of Local Federation No. 3 from 1932 to 1935, and again in 1946 took over the reins which he held until his retirement. A rare honor was afforded Jim when the 21 members of Local Federation No. 3 presented him with a Parker pen and pencil set at his last meeting October 18, held at the home of Carman A. A. OTTOSON. Mrs. Ottoson served refresh-

ments, and a cake was especially decorated for the occasion.

However, there'll still be a Bettanini at the Shops, as Jim's son, STAN, has finished his apprenticeship and is now serving as an electrician.

Flying to British Columbia and then by horseback into the rugged wilderness, yard office employees W.M. MILLER, FRANK GRIMES, and W. E. DUDLEY, PFE agent, experienced those one-in-a-lifetime hunting experiences. Bill Miller killed a Rocky Mountain goat, and an elk with a perfect set of 10" horns, 7 points one side and 6 points on the other. The horns qualify for national recording in Boone & Crockett. W. Dudley got his quota; and Frank Grimes shot a bull moose, the largest of the hunting party.

FRANK WARD, father of Machinist R. J. WARD, passed away October 30, at the age of 79. Mr. Ward had been a carman and assistant foreman for WP for 30 years and was retired. Our sympathies are extended to his family.



WENDOVER

Esther Witt

Recent visitors were retired Engineers STEVE J. FAHEY and GLEN M. MORTON and their wives.

Welcome to HARVEY L. NAYLOR as cashier. Harvey was with us for a short time a few years ago and we're happy to have him back with us again.

Switchman DAN W. LEE has returned to Wendover after about a year's stay in Stockton. We're glad to have you back, Dan, and hope you stay.

A newcomer, Wayne, brightened the home of Switchman and Mrs. GERALD D. SHEPHERD on September 12. Wayne has two brothers and two sisters to help look out for him.

KEDDIE

Elsie Hagen

Work has been completed in the front of the Keddie Hotel, the porch has been rebuilt, and it has a new sign "Keddie Lodge." The steps are round slabs of CeDar set in cement and polished, and a rock wall built across the front forms a garden space for shrubberies and lawn.

Engineer BENNY BENZ has purchased a home in American Valley where Mrs. Benz has joined him recovering from an illness occurred while on vacation for which she was hospitalized in Redding, California, for several weeks.

Engineer Ed HALE's daughter, Sheila, is attending Sacramento City College, and Joan Heckela, daughter of Engineer BILL HECKELA is a student at University of California, Davis. Both girls graduated from Quincy High School last term.

WAYNE GEIL, trainmaster, was installed as Worthy Patron of the Eastern Star Lodge at Quincy. On the same night, October 29, Mrs. Opal Geil was installed as Chaplain and their daughter-in-law, Bonnie, became Treasurer.

Our deepest sympathy to Engineer VAL DYCUS and his family of Portola, in the loss of his mother, Eula Jane Dycus.



SACRAMENTO NORTHERN

Milton F. Ziehn

On Friday, September 30, Engineer OSCAR H. SCHINDLER made his last run ending at Walnut Creek. Oscar was born at Salt Lake City on October 16, 1893, and worked as motorman for the Salt Lake & Ogden Railroad from 1909 to 1918. He was employed by the San Francisco-Sacramento Railroad on

August 17, 1919, and has been in continuous service with Sacramento Northern until his retirement, a total of 41 years. Oscar is past patron of Eastern Star Lodge, Pittsburg, and a member of F. & A. M. Lodge 429, Pittsburg. Oscar has no plans for the present other than helping his brother, with whom he lives in Pittsburg, clear the yard of bermuda grass.



NEW YORK CITY

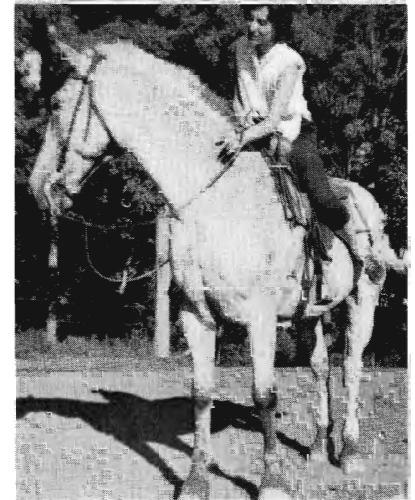
James B. Hansen

It was a pleasure to hear from recently retired Sales Manager-Eastern Region PERL WHITE and his wife, Mae, after knowing that Hurricane Donna had swept through Marathon Shores, Florida, where the Whites now reside. Here is their report:

"When we learned the hurricane was headed our way we hitched up our trailer and headed for central Florida. When the worst was over we started back but were stopped about 50 miles short of home because of road and bridge washouts. Anxious to learn the extent of damage to our property we rented a boat to return to Marathon. Our new home, in which we had lived for only a week, had been damaged but less than others in the locality. Donna removed a section of the roof directly above the area in which we had left our furniture and everything there was completely damaged. The walls will have to be re-plastered and we'll need new floors and doors. Fortunately, our new fibre glass boat was found sunken in 12 feet of water but was undamaged. Insurance will take care of repairs and replacements of furniture, and as for inconveniences, we plan to chalk this up to experience.

"As far as living in Marathon Shores

is concerned, both Mae and I believe it is paradise and, if history repeats itself, we do not anticipate another hurricane for many years."



Beverly and "Spots"

BEVERLY TROPP, our popular stenographer-clerk is the owner of a new horse named "Spots." Her ability and enthusiasm for riding has earned Beverly the name of "Lady Godiva."

Chief Clerk RICHARD "DICK" TRACY and his wife have been unusually busy adding features to their new home at 1512 45th Street, North Bergen, New Jersey.

Congratulations to Sales Representative MERYLE REIGNER on his recent marriage. When questioned about Hurricane Donna's effect on their honeymoon spent in Florida, Meryle promptly asked "What hurricane?"

"All that I am . . . or ever will be . . . I owe."

PORTOLA

Louise Wilks

About two years ago the community of Portola decided to sponsor a foreign exchange student so that some qualified Portola student might also have this experience. Various organizations contributed \$1,150 necessary to bring a student to Portola for one year, after which Portola would be entitled to send one of its students abroad for three months. As a result Bernd Wagner, 17, from Nickarsulm, Germany, is living in the home of Division Surgeon and Mrs. C. W. BROWN this winter and attending Portola High School. Bernd is a senior and has gone out for football, and played in the game before he had an opportunity to watch one. About the first thing Bernd wanted to buy after arrival in Portola was a pair of Levis!

Supervision of these students is very rigid under a faculty advisor, and they receive monthly letters from the American Field Service on "do's and don'ts." They are not allowed to drive an automobile while in the United States, and are not allowed to receive money direct from their parents. They receive \$14 a month spending money from the A.F.S.

Janet Powell, daughter of Fireman and Mrs. WILLIAM POWELL, was married recently to Eugene Lamont at Portola Community Church.

Private 1/c Charlene Wright, daughter of Machinist and Mrs. ROY WRIGHT, was married to Ray S. McMullin in Pacific Grove. They plan to live in Utah when they complete their tour of duty in the Armed Services.

Peggy Ann Johnson, daughter of Fireman and Mrs. JOHN CANFIELD, and Edward Humphreys, son of Train Clerk

and Mrs. EVERETT HUMPHREYS, were married in Mormon rites by Elmo Humphreys of Reno, uncle of the groom. The newlyweds will make their home in Chico where Eddie attends Chico State College.

Trainman P. H. LARGAN and Trainmaster's Clerk GLADYS LARGAN attended the installation of her sister, Mabel Grice, as department president of the American Legion Auxiliary in Chicago. After watching the Giants play in Chicago they returned to see them in action at San Francisco. Mrs. Grice is the daughter of the late retired Yardmaster and Mrs. C. M. BEEM, and is the sister of Doris Heckala, wife of Engineer A. J. HECKALA.

Correction: In the September issue we reported that Yardmaster LYLE WILLIAMS was installed as Post Commander, Veterans of Foreign Wars, at



Track Supervisor and Mrs. Al Schuetter with their daughter, Dolores, at her installation as Worthy Advisor of the Portola Chapter of Rainbow for Girls. Miller photo.

their San Diego convention. Lyle was installed as District Commander, and we apologize for our error.

Conductor JOHN A. VRISMO and PATRICIA J. BISHOP, daughter of the late Switchman CHARLES E. RUSE, were married recently at the Wedding Chapel in Reno.

We all extend our sincere condolences to the family of retired Yardmaster CHARLES M. BEEM, who died on October 4.

Welcome back to Engineer MERLE SNOW, who is working on the switch engine after his recent heart ailment.



STORE DEPARTMENT

Irene Burton

Manager of Stores H. J. MADISON's son, A 2/c James Madison, returned home from Tucson, Arizona, in September after completion of a four-year duty with the Air Force. Daughter, Marion, was married to A 2/c Larry M. Olson, August 20, in Berne, Switzerland. After a honeymoon trip through several European cities they will reside in Frankfort, Germany, where Larry is stationed.

Ed EVERS, past president of the Sacramento Chapter, California Credit Union League, received a past president's pin at the Chapter's first Past President's Night, held in conjunction with their annual meeting. IRENE E. BURTON, stock and report clerk, and a member of the Union's supervisory committee, was installed as secretary, beginning her fourth year in that office.

The Sacramento Valley Chapter, California Credit Union League, honored their bosses in celebration of International Credit Union Day on October 20. WP Sacramento Employ-

ees Federal Credit Union was represented by E. T. CUYLER, chief mechanical officer.

IRENE E. BURTON was appointed to the Credentials Committee at the annual meeting of the California Credit Union League recently.



ELKO

John L. Murphy

AL HACHQUET, district special agent, was made a director of the Nevada Peace Officers' Association at their annual meeting at Winnemucca on September 24. ROBERT F. STENOVICH, formerly district special agent at Elko and now superintendent of the Nevada State Highway Patrol, was elected president of the association.



OROVILLE

Clayton W. D'Arcy
Helen R. Small

Machinist WARREN SCOTT represented Local Lodge No. 286 at the International Association of Machinists, Grand Lodge sessions, held recently in St. Louis. Warren reported that both Vice-President Richard Nixon and Senator John Kennedy made major speeches during the sessions.

Retired Switchman CLAUDE M. DRYDEN is in the Oroville Curran Hospital for treatment of a long-time illness.

Engineer EUGENE HANSEN departed from Oroville on Train 17 on September 25 to make his last run before retirement. His home is in Stockton and he is planning some trips in his Mercedes-Benz.

Stokeley-Van Camp Cannery closed a successful season on October 5, having been in full operation with both fruit and tomatoes since August 1.

STOCKTON

Elaine Obenshain

Retired Water Service Foreman DAVE COONS reports that Section Foreman JOHN O'LAUGHLIN has been released from the hospital and is now able to have visitors at his home in Sunol.

Our deepest sympathy to the families of retired Car Inspector HOWARD B. SHORT, and Car Inspector RAYMOND LEEPER. Our sympathy also goes to Engineer J. C. MOFFITT, whose father passed away recently, and to the sister-in-law, only member of the family, of retired Switchman A. T. COSGROVE who passed away on September 26.

Engineer EUGENE HANSEN retired September 25 with 35 years and 8 months of Western Pacific service, a



Engineer Eugene Hansen and his wife, Rita.
Photo by E. P. Broderson, special agent.

good portion of his 42 years of rail-roading. During World War II, Hansen served two years in the Air Force as an aerial photographer. During this time he helped photograph the first aerial map ever made, covering an area of 90 miles long and 20 miles wide between Oklahoma City and Chickasha (Ft. Sill), Oklahoma. A good many of Eugene's friends met him at Oakland on arrival of the *California Zephyr* September 25 and escorted him and his wife to the Walnut Creek home of Engineer and Mrs. R. L. GRUBBS. During the party there Hansen was present with a wrist watch. The Hansens have a daughter, a son, and one granddaughter. Their only plans are to have a good time and to take care of their home.

Congratulations to Brakeman and Mrs. J. M. STARR on the birth of their first child, Linda Marie, on September



"Lookit the condition my gifts arrived in last year! You oughta wise up and ship by WP because they handle your packages carefully!"

12. The grandparents are Conductor and Mrs. J. N. STARR.

Engineer GEORGE C. BOATES retired September 27 after a career which began with the SP in 1918. He was employed by WP as fireman on July 24, 1928. An interesting happening occurred when George made his last trip. His fireman was L. J. FISCHER, JR., and when the engine on his train moved through Stockton yard he was relieved by Engineer L. J. FISCHER, SR.

Switchman WILLIAM OBERST retired October 12. His first WP service was as brakeman, and he transferred to yard service as a switchman on October 28, 1942. He plans to take it easy and recover his health and said, "I'm sorry I couldn't keep on working. The WP, its officials and all employees are a fine bunch of people."

Car Foreman and Mrs. G. J. BENE-DICT became grandparents for the second time when Beverley Ann was born on October 1. Their daughter, Shirley, and her husband, Richard Sickert, have a son, David, age 2.

Our deepest sympathy to the families of retired Switchman HARRY W. BALE, who passed away at Salida, Colorado (where he had been removed from D&RGW Train No. 1 after becoming ill), and Conductor JOHN O. EVANS, who passed away on October 4.

SALT LAKE CITY

J. B. Price

Our forces were saddened by the death of retired Brakeman WALLACE H. "BOOMER" REESE in his hotel room in Salt Lake City on September 29.

RAY SARGENT has taken a 30-day leave of absence from his duties as yard clerk at Elko because of illness. We wish Ray a speedy recovery.

The Latter Day Saints Temple in



Fireman Karl Schulthies and his bride

Salt Lake City was the scene, September 2, for the marriage of the former Miss Ruby Smith, Wausau, Wisconsin, and Fireman KARL B. SCHULTHIES of Bountiful, Utah. The bride formerly taught English in Wisconsin after graduating from the University of Wisconsin.

Shortly after his return from Ft. Benning, Ga., where he qualified as a paratrooper, Brakeman BRUCE WELSH was off on another adventure. He volunteered, along with ten other members of the Special Forces (Airborne), Utah National Guard, to test out a new lightweight survival kit in the rugged Wind River Wilderness area of Wyoming.

For 15 days the group subsisted solely on the three and one-half pounds of highly concentrated rations allotted to each man. Although game was plentiful, the men were honor bound to live only on the food contained in their kits. The food portion of the kit consisted of two small packages of a malted milk powder called X-5 sup-

plement, and a piece of concentrated fruit cake known as a "calorie" bar.

"All of us on the trek had nothing but praise for the survival kits. We hiked 167 miles, in every possible type terrain and in weather ranging from deep snow and sub-zero temperatures to warm and rainy. We carried rucksacks averaging 45 pounds. Naturally, we lost weight and got hungry but the kits kept us going and we ended the test none the worse for wear," said Bruce. "If we had been allowed to supplement our kits with game, such as an actual survivor would do, we could have gone on indefinitely."

Bruce is back at work now and his wife, Steno-Clerk RUTH WELSH of the timekeeping department, commented that Bruce is not expected to go on any more expeditions for a while.



Sgt. Bruce Welsh and his 48-pound survival kit

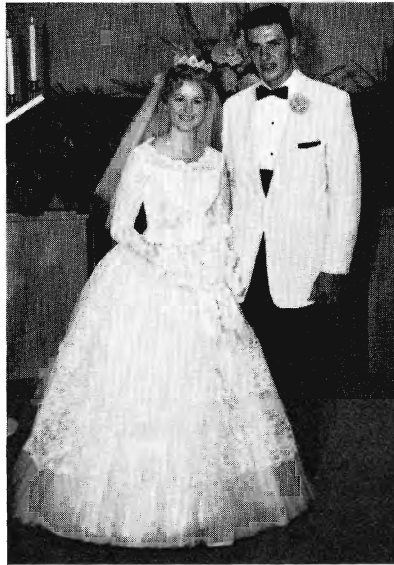
The Reception Center was the setting on October 15 for the marriage and reception of Miss Lora Lee Davis and Fireman JAY W. HAMMOND. Lora is the daughter of Mr. and Mrs. Chalmer B. Davis, Beaver, Utah, and Jay is the son of Mr. and Mrs. Wilson Hammond, Salt Lake City, and the nephew of Trainmaster and Mrs. MAURICE W. HAMMOND. They will make their home in Salt Lake City.



Nothing is quite so embarrassing as watching your boss do something you said couldn't be done. * * *

Many girls are attracted to the simple things in life—MEN. * * *

A man hopes that his lean years are behind him; a woman, that hers are ahead.



Fireman Jay Hammond and his bride

SAN FRANCISCO

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

Members of the purchase and stores department and friends honored Chief Clerk GLAZIER H. BAKER at a retirement party dinner on September 30. His entire 43 years of service was in the purchase and stores department, having begun his career at Sacramento. Present at the party, where Glazier was presented with a radio, was his wife, Evangeline Baker, well-known TV and radio artist.

Succeeding Baker as chief clerk of the purchase and stores department at San Francisco is CLYDE MOLL, former material control supervisor.

Design Engineer CLIFFORD B. RUSHMER, 77, retired from Western Pacific on October 31. Just a few weeks before he had received his 40-year Service Pin. Engineering department employees and friends honored Clif and Mrs. Rushmer at a buffet dinner on



"Wow! Did I give out today."

October 27. Among those present were three retired engineers, DICK GLOSTER, GUS KRAMM, and CLIFF NORDEN (now a great-grandfather!), and a former co-worker, CHET ANDERSON. "Rush" will divide his spare time equally between a newly arrived granddaughter and his outstanding talent for painting with water colors.

Two new members of the engineering department are PAUL COCHRAN, graduate of the University of Illinois, and a former C&NW employee; and JOHN F. HART, graduate of Georgia Institute of Technology.

Chief Engineer FRANK R. WOOLFORD was guest speaker at the Sixth Annual Convention of the Prestressed Concrete Institute in Chicago on September 29. "The future appears bright for the further advanced use of prestressed concrete by the railroads," he told the membership of architects, engineers, public works administrators and manufacturers.

LEONARD AVERY, chief clerk in the auditor of revenues department for the



past 12 years, left the railroad September 30 to accept another position. He had been with WP for 32 years.

Members of the auditors of revenues department extend their deepest sympathy to HORACE LOHMEYER and his wife, Claudette, on the death of their daughter, Diane Claudette. Little Diane passed away on October 4 after a long illness. Horace is presently working in the marketing department's pricing division. (See "In Appreciation," Page 13.)

BESS McCULLEY, interline clerk, retired from WP on September 30 after a service of 33 years. She was honored at a dinner on September 29 and at an open house in the interline bureau the following day. Bess was presented with a television set by her many friends.

DOUG BRUCE, freight claim department, and his wife, JEAN, auditor of revenues department, made a cross-country month-long trip recently in a diesel-powered Mercedes Benz. For the 7,300 miles driven the cost for fuel was an unbelievable \$59.80. The car averaged 34.9 miles per gallon. Price for fuel ranged from 20 to 31 cents a gallon. No fuel tax was paid in some states while in others it varied from 4 to 11 cents a gallon.

PETER OMLI, marine deckhand, retired September 29. After some fishing and catching up on his work in the yard and around the house, Pete and his wife may take a trip to Europe next year.

President FREDERIC B. WHITMAN was one of four San Francisco business executives reelected board members of the National Industrial Conference Board for the coming year. The Board is supported by 3,700 subscribing associates including business and trade

organizations, labor unions, government bureaus, libraries, individuals, and colleges.

CHARLES K. FAYE, assistant vice-president Western sales, has been elected a director for the San Francisco Zoological Society for the coming year.

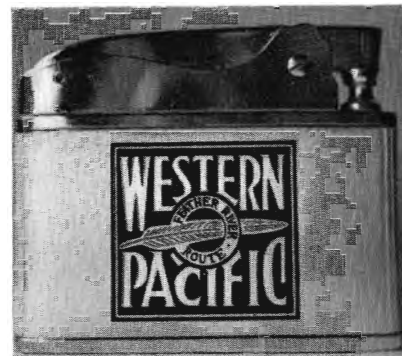
David R. Harper, age 10, the son of Steamer Clerk and Mrs. WALTER HARPER, was operated on November 18 for a spinal condition. The second phase of this operation will be performed in December and David will be in a cast for about a year. A Christmas card sent to David at Orthopaedic Hospital, Room 416, 2400 South Flower Street, Los Angeles 7, California, would help cheer him up during the Holidays.



Santa Claus, children, and Christmas are synonymous. A delightful example is Debra (now 6) and Robyn (now 10), children of Secretary to Superintendent and Mrs. Verne D. Wilde, shown discussing their secrets with jolly old St. Nick.

Safety Quiz Answers

1. True. Accidents are caused.
2. False. If used as directed, Safety Rules can prevent accidents.
3. False. A "No Smoking" sign means just what it says.
4. True.
5. False. You should LOOK where you're walking!
6. True. You risk injury every time you use defective tools.
7. False. Safety Rules and Safe Working Practices are designed only for your protection.
8. True. If the ladder is in good condition and properly braced.
9. False. Regardless of your knowledge and experience always use the right tool for every job.
10. True. A safe worker also carefully places his hands and feet.
11. True. Unless the load's too heavy—then get help, too.
12. False. You should also look in both directions when fouling a track.
13. False. First Aid will prevent minor cuts and scratches from becoming major ones.
14. False. Discussing Safety is good at any time. Ask the "little woman"!



Light up with a WP lighter

Eastern Trading Co., an import-export concern, at 514 S. Vineyard Dr., Collingswood, New Jersey, has available for sale to individuals for \$1.25, a Ronson-type cigarette pocket lighter with Western Pacific insignia on both sides. The insignia is identical to that used on Western Pacific equipment with white lettering on a black background and a red feather.

Orders should be placed direct with the Eastern Trading Co., accompanied by payment of \$1.25.

From the Press

Gloomy News: That the Southern Pacific wants to take over the Western Pacific. The WP still likes passengers. Please, Uncle Sam, don't let them be mean to Carl Nipper, Abby Abbott, John Carroll, and the California Zephyr.

—Dick Barrett
San Jose Mercury-News

Christmas Gift suggestion for Him (father) this season: Something sentimental, worth about \$10, such as a \$20 bill.

People seem wonderful at Christmas because we're looking at them with our hearts.

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RAILROAD LINES



Rail Trailer may put in operation a piggyback trailer interchange pool.

. . .

Contract signed with state of New Jersey will give Jersey Central Lines \$1,300,000 in return for agreement to continue existing suburban passenger service at present rates until August 29, 1961.

. . .

Rock Island donates three-story Chicago office building formerly used for RI's accounting department to Good Will Industries for use as workshop for handicapped.

. . .

Milwaukee's "Travel-Dine-Sleep" package plan permitting coach passengers to purchase meals and sleeping car space at reduced rates on the Olympian Hiawathas extended through May 15, 1961.

. . .

Construction may begin this fall on new Pacific Northern 697-mile railroad linking Summit Lake, B. C. (near Prince George), and Yukon border.

. . .

Railway Express Agency opened \$125,000 facility at Kalamazoo, Mich., first "key-point" terminal in its nationwide efficiency program of centralized terminal operations.

. . .

Santa Fe began premium Chicago-Los Angeles Plan IV piggyback service in November with 4th day delivery by fast mail and express train on passenger schedule.