

WESTERN PACIFIC
Mileposts

NOVEMBER

1958

Should be 1959



Mileposts

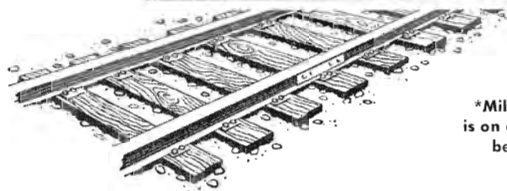
WESTERN PACIFIC

Volume XI, No. 4

NOVEMBER, 1959

*Milepost No. 124

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. 124:
 is on a long tangent
 between Phillips
 and Pollock.

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COVER: Having just completed a full circle around the nine-tenths of a mile Williams Loop, to maintain WP's ruling grade of one per cent compensated, a westbound California Zephyr begins another High Sierra curve.



MILEPOSTS

Directors declare 5% stock dividend, recommend stock split, at Salt Lake meeting

Good news for Western Pacific investors and employees was announced by the railroad's board of directors at their regular October meeting held in Salt Lake City on October 6.

In addition to declaring a 5 per cent dividend on stock presently outstanding, the board also voted to recommend to the shareholders that the common stock be split 3-for-1 by the issuance of two additional shares for each share held.

The Board's action in declaring a 5 per cent stock dividend, is consistent with the policy announced in 1956 of supplementing cash dividends with stock dividends, as evidence of the substantial capital improvement resulting from re-invested earnings. Financing these expenditures in part through re-investment of earnings, the directors said, permits limiting outside financing to a level consistent with sound financial policy.

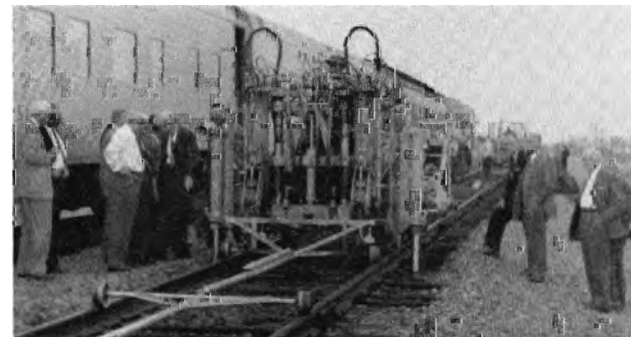
The Board stated that it was the intention to place the new stock, after the 5 per cent stock dividend and the 3-for-1 split, on a \$1 annual dividend basis, payable 25 cents quarterly.

On the day of the announcements, Western Pacific stock closed on the New York Exchange at 73½. At this price, each share after the 3-for-1 split would sell for about \$24. Based on a \$1 annual dividend, investors would receive a return from their investment of about 4½ per cent.

The directors, during the meeting, also declared the regular 75c dividend on presently outstanding common stock, payable November 16 to shareholders of record November 2.

During a luncheon with Salt Lake City businessmen and civic leaders, and attended by the directors, President F. B. Whitman remarked: "Industrialization is increasing along the

During stops en route to and from Salt Lake City railroad officers had an opportunity to explain and visually show the directors just how much of the money they have authorized for expenditure is being put to good use on the railroad.



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eastern end of the railroad between Wendover and Salt Lake City. Rich deposits of raw materials have caused the location of large dolomite plants by Utah Marblehead Lime Company and the Flintkote Corporation, for example, and several new salt plants have likewise gone into operation." Mr. Whitman also told the receptive audience that several choice industrial sites served by Western Pacific rails in the Salt Lake City area are still available.

All of this should be encouraging to Western Pacific railroaders. Not only

for the fact that many are shareholders in the railroad, but also for the fact that in a lower price range the stock will be more attractive to investors with limited funds. It is another step forward in the progress taking place on the railroad, to retain and attract customers, so important to the livelihood of every Western Pacific railroader.

The directors, by holding their meeting in Salt Lake City, also had an opportunity to inspect, during several stops en route, the progress taking place along the railroad.

ICC rate decision aids rails

The recent decision by the Interstate Commerce Commission in connection with rates on Paint in the East has not only clarified the atmosphere, but apparently opens the way to pricing adjustments which will stimulate additional traffic for our railroad.

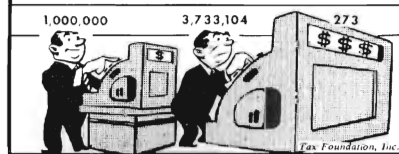
Up until recently, rail carriers have been hampered in pricing their service competitively with other forms of transportation, when from a cost standpoint they could go lower than our competitors, but under the then prevailing theories, the Commission prevented us from going lower than necessary to meet the competition. Under the doctrine of the Paint Case the rail carriers may now make rates designed to yield them something over their costs for performing the service sufficient in amount to make a contribution to overhead and net profit, regardless of whether such an adjustment is lower than the cost of transportation by competing modes.

Apparently, as long as we can secure sufficient traffic at the reduced rate to

increase our net profit, we will not have to be concerned with the fact that such an adjustment produces lower transportation charges to the user than he was able to secure from other forms of transportation.

How Taxes, Inflation Nip Profits

	1939 Profit	Equivalent 1959 Profit	Percent Increase
\$ 15,000	\$ 48,525	224	
25,000	87,819	251	
50,000	175,771	252	
100,000	362,998	263	
500,000	1,860,823	272	
1,000,000	3,733,104	273	



The significant effects of inflation and increased Federal corporate income tax rates are illustrated in this chart. It shows how much profit (before taxes) a company must make today to equal its profit position 20 years ago.

Travel Agents rate WP high

In March, 1959, a survey of Travel Agents was conducted for *The Reader's Digest* by Benson & Benson, Inc., of Princeton, New Jersey.

The objectives of the survey were:

—To develop information on the major problems that Travel Agents face today, and Agents' opinions as to their possible solutions;

—To investigate Travel Agents' attitudes toward leading carriers (air, bus, railroad, steamship) with respect to their efforts to promote travel and their working relationship with Travel Agents;

—To investigate magazine reading

habits and magazine preferences among Travel Agents.

The survey was restricted to the 20 largest metropolitan areas in the country (based on 1958 population estimates) plus metropolitan areas of Denver, Miami, Portland, and New Orleans. Interviews were obtained with a total of 326 Travel Agencies, of which 290 comprise the national sample. The remaining 36 interviews in Western cities were used to supplement tabulations to provide a West Coast sample of 100 cases.

Among the nation's railroads, Western Pacific was rated as follows:

Question	290 National Travel Agencies	100 Western Travel Agencies
Which railroads have done an outstanding job of promoting rail travel in 1958?.....	6th	2nd
Which ONE of these has done the best job of promoting rail travel in 1958?	4th	2nd
Of the railroads selected, what makes those railroads' promotion outstanding?		
—Good advertising	4th	2nd
—Better service to passengers.....	1st	1st
—Printed matter, brochures.....	4th	2nd
—Tours, package trips.....	—	—
—Representatives try to promote travel.....	2nd	2nd
—New trains.....	1st	3rd
—Cooperative, helpful.....	1st	1st
—Want passenger business.....	1st	1st
—Magazine advertising.....	—	—
—Progressive company.....	2nd	1st
—Good rates.....	—	—

Cachets for stamp collectors

Fred McMullin, WP's district sales manager at Portland, Oregon, has made available to MILEPOSTS for distribution to those employees who first request them, 40 cachets issued during the Oregon Centennial Exposition.

Printing on the front of the envelope reads "National Railroad Hall of Fame

and Museum, C. J. Keenan, Founder, salutes," below which is imprinted a large Western Pacific insignia. Below the insignia is printed "September 14, 1959, Oregon Centennial Exposition, Portland, Oregon."

A folder describing the Museum is enclosed within the envelope.

Effective October 1, Robert L. Runge was appointed district sales manager at Sacramento, succeeding Charles R. Harmon, who retired.

Bob was born at San Francisco on August 13, 1912. After graduation from Stockton High School he entered Western Pacific service as a call boy on June 20, 1929. He held several positions in the operating department before his appointment as chief clerk to the general agent at San Jose in June, 1941. Four months later Bob became traffic representative, first at Oakland, and four years later at Stockton. He succeeded Ralph G. Randolph as general agent at Fresno on June 1, 1950.



Bob is a low-handicap golfer and won both low gross and low net honors in the WP golf tournament in 1956. He served as vice president of the Stockton Traffic Club, and was president of the Fresno Transportation Club.

Runge, his wife and two daughters, will make their home in Sacramento.

* * *

H. Dean Dorsey succeeded Runge as district sales manager at Fresno, effective October 1.

Dean is a native of Greenfield, Iowa, and is married to Ruth Dorsey, a former Western Pacific employee. They have two children.

He first worked for the railroad in 1948 in the passenger department's reservation bureau. In 1952 he transferred to the freight traffic department and was assigned to the Oakland office.

Promotions and Transfers

About a year later he was appointed chief clerk to the general agent at Sacramento, and a few months later was transferred with the same position to San Francisco. Dean went to Fresno on May 1, 1954, as traffic representative, which position he has held until his present appointment.



Like his former boss, Runge, Dorsey is also a low-handicap golfer and for a little fellow, smacks the ball a country mile. He was the recipient of a "Hole-in-One" award last February, his first "ace" in 17 years of golfing.

* * *

Raymond L. Ackeret was appointed general car supervisor on October 1, succeeding Gordon M. Middleton on his retirement. He will headquarter in Sacramento.

Ray was born in Jackson County, Indiana, on February 28, 1911. He came to California in 1925 where he completed schooling which began in Indiana. His first employment was as a ranch hand in the Sacramento area in March, 1927, but soon discovered he was more interested in railroading than farming. He began his rail career as a carman apprentice at Sacramento

shops on March 26, 1929. He moved to Oroville in June, 1936, where he worked as carman for three months before being transferred to Oakland. He was promoted to position of assistant car foreman in June, 1945, and was assigned to work on passenger trains. When the new coach yard was built in Oakland in 1948 he was promoted to position of car foreman. He went to



Stockton as car foreman in 1954, and on September 1, 1957, was appointed district car foreman at Oakland.

Ray was married in 1945 to the former Lenore Savelli. They have two children, David, 14, and Jane, 9. He is a member of Masonic Lodge, Standard 400, in Oakland, and the Oakland Scottish Rite Bodies. His hobbies are gardening and bowling.

* * *

Andrew P. Murphy has been appointed terminal agent at San Francisco and Oakland. He will have jurisdiction over freight station and yard clerical activities at both locations.

"Andy" is a native of San Francisco, born January 18, 1904. His first posi-

A very nervous man, unemployed for some time, found a job in a china warehouse. At work only a few days, he smashed a large vase. Summoned to the manager's office, he was told that he would have money deducted from his wages every week until the vase was paid for.

"How much did it cost?" asked the butterfingered culprit.

"\$900," replied the manager.

"That's wonderful," the culprit explained. "At last I've got a steady job."

tion with the railroad was as messenger at the freight station in San Francisco at the age of 18. He received promotions to first trick yard clerk, import and bill clerk, accountant, head import clerk and by November, 1940, he was head revising clerk. He became chief clerk in November, 1942, assistant agent in September, 1945, and until his present assignment in July of this



year he had been agent since July, 1951.

"Andy" married Eleanor White on September 11, 1942. When "Andy" isn't busy with his gardening and do-it-yourself projects around his San Francisco home, the Murphys enjoy week-end trips to the Mother Lode country and other historical California areas.

* * *

Bernard C. O'Keefe was appointed agent at San Francisco, effective September 16.

"Barney" was born in Glens Falls, New York, on January 16, 1912. After education at St. Mary's Academy and the Glens Falls High School he entered the U. S. Army on August 1, 1932, and served two and one-half years in the Coast Artillery Corps at Fort Ruger, Oahu, where he specialized in communications. Upon returning to the States he took his discharge from the Army at San Francisco rather than return to Brooklyn, N. Y., where he had enlisted. He was so favorably impressed with San Francisco that 24 years later he is still here and has never been back to the East Coast.

(Continued on Page 8)

"Barney" completed a business course at the Evening High School of Commerce just prior to entering service with Western Pacific on December 4, 1935. His first job was as trucker at 8th and Brannan freight shed. In the years that followed he held positions as boat and transfer clerk, yard clerk, OS&D clerk and third trick car clerk. He became yard clerk at Terminous in 1938 and general clerk during the year 1939. He returned to San Francisco in July, 1950, and held several positions until his appointment as assistant agent at the San Jose freight office on July 14, 1955.

On February 14, 1942, he married Frances McLean, a native of Fresno. They have no children. "Barney" likes all outdoor sports although trout fishing and hunting are his favorite pastimes. His hobbies are carpentry and woodworking.

Exhibit drew large crowds

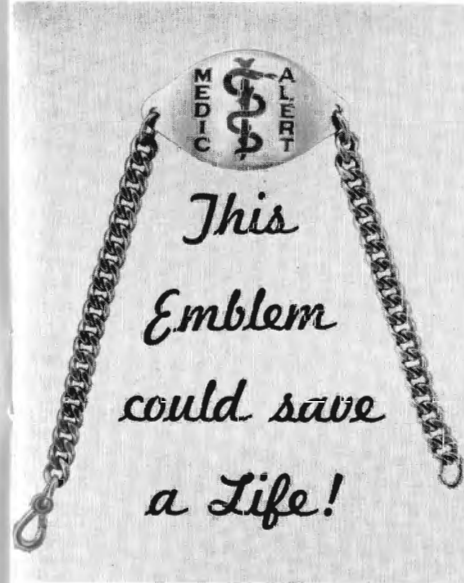
Western Pacific had an opportunity to publicize its name and show off its latest equipment during San Francisco's first annual Pacific Festival. As part of the Festival, the San Francisco Junior Chamber of Commerce sponsored Pacific Maritime Day on September 19 at Pier 50.

Paul E. Scott succeeded Bernard C. O'Keefe as assistant agent at San Jose, effective September 16, 1959.

Paul was born at Sacramento on August 16, 1923. He first went to work for Sacramento Northern on April 21, 1942, as an extra trucker while attending school at Marysville. He remained with the Sacramento Northern as expense clerk, revising and bill clerk, train desk clerk and in other positions until September 20, 1957. On that date he came to San Francisco with the consolidation of Sacramento Northern and Western Pacific general offices, and entered the payroll accounting department as payroll clerk. It was from this position that he went to San Jose as assistant agent.

Paul was married on December 7, 1947, and he and his wife, Barbara, have two children, Nancy Gene, age 10, and Patti Deane, age 8.

Featured was a display of land-transportation equipment which included a WP compartmentizer car and a DF (damage free) car, both insulated, as shown below before the exhibit opened at 10 a. m.



Several years ago Linda Collins nearly died when she was administered a dose of tetanus anti-toxin serum. Linda was allergic to this serum, and her allergy had not been properly emphasized. Her father was determined to do something about it.

Dr. M. C. Collins, Linda's father, has been taking care of Tidewater Southern patients in Turlock for better than 20 years. He felt some quick, sure methods were needed for identifying victims of certain diseases and dangerous allergies, who live in fear that their conditions may be disregarded in times of emergency.

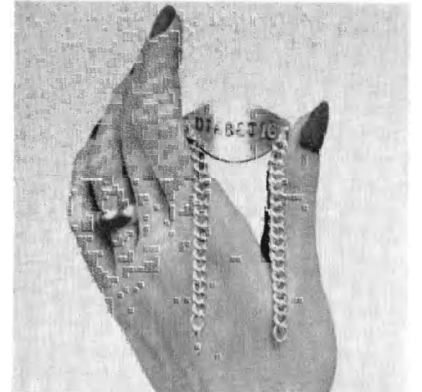
After much thought,

Dr. Collins designed an artistic silver amulet bracelet and pendant disk to be worn by men, women or children. On one side appears the phrase: MEDIC ALERT. On the reverse side is the warning message: "Diabetic," "Blood Type O," Allergic to Penicillin," etc.

The obvious value of the emblem has been acclaimed by doctors, hospital administrators, and law enforcement officers. Train crews will find the emblems helpful in assisting afflicted passengers who may be riding on their trains.

The bracelet is available at a reasonable price through Medic-Alert Foundation, 1030 Sierra Drive, Turlock, of which Dr. Collins is president. He is carrying on the project, not as a "business deal" but because he feels it fills a need. He is a Fellow of the American College of Surgeons and the International College of Surgeons.

Don't ignore this life-saving emblem, hailed by doctors, hospitals and law enforcement officials as a realistic means of identification and protection for persons physically afflicted.



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 retirement has been reported:

Frank T. Ayala, Sacramento Northern track walker, Sacramento.

Jack Barty, Sacramento Northern B&B carpenter, system.

Martin D. Cacic, boilermaker helper, Sacramento.

Anthony B. Day, chief yard clerk, Oakland.

Frank R. Ferreira, machinist, Sacramento.

Charles H. Hensley, Sacramento Northern clerk, Sacramento.

Charles Hinch, switchman, Oroville.

Irving L. Kilgore, conductor, Salt Lake City.

Albert F. King, telegrapher, Sacramento.

Harold P. Masterton, boilermaker, Sacramento.

Madeline G. Miller, expense clerk, San Jose.

Joseph H. Polk, machinist helper, Oroville.

Cornelius R. Thomas, conductor, Salt Lake City.

William A. Wheeler, train dispatcher, Sacramento.

Three railroaders retire with 105 years of service

Gustav A. Bergman

WP's diesel train ferry *Las Plumas* nosed her way silently into the slip at 25th street yard in San Francisco about mid-morning on September 29. For the only remaining ferry on San Francisco Bay it was another run; for one of her crew it was the last.

A few minutes later, Captain Gustav A. Bergman, with a small bag of personal belongings, climbed down the many steps leading from the control bridge, to close out a 48-year career at sea.

Like many young Swedes, Gus went to sea at the age of 17 from his home in



Captain Bergman stands on the bridge of the *Las Plumas* on which he made his last run. Behind him is the tug *Hercules* on which he also worked.

Norberg, Sweden, where he was born on September 14, 1894. In February, 1913, Gus was on his way across the Atlantic bound for the United States. The crossing took more than a month and nearly ended in disaster when the ship became disabled a week out of New York. For nearly two years Gus sailed along the Eastern coast in both steam and sailing ships. He came around Cape Horn to land in San Francisco for the first time in 1915. Although his stay that trip was brief, he had made up his mind that the city by the Golden Gate was to be his home port.

In July, 1926, the late Captain Richardson, then master of WP's ferry *Edward T. Jeffrey*, hired Gus as a deckhand. He soon received his Mate's license and was promoted to Mate in 1927, working aboard the railroad's tugboats. He was promoted to Captain in February, 1932.

In November, 1931, Gus married Alice Nelson, which he will tell you was the "best thing I have ever done." Gus failed to mention it, but MILEPOSTS found out what was perhaps the second best thing he ever did. During all the time Gus worked for WP he was never late for work. In fact, he usually showed up an hour ahead of the time his watch was due out!

"Now, after 33 years and two months of service with this wonderful organization named Western Pacific, I am to retire on pension," he wrote MILEPOSTS. "It has been a pleasure to captain the *Las Plumas*, the finest ship on which I have ever sailed."

Gus and his wife plan a trip to Sweden next spring, and then plan to remain in the Bay Area, perhaps near Sonoma.

Charles R. Harmon

Charles R. Harmon, district sales manager at Sacramento for the past 22 years, retired from active service on September 30 at the age of 60.

Charley was born at Unionport, Ohio, on September 14, 1899. His total railroad service totaled 31 years, and began with the Pennsylvania in 1915 when he hired out as a ticket clerk. In July, 1917, he transferred to train service as a brakeman with the W&LE Railroad, where he worked through World War I. From 1920 to 1925 he was employed in the traffic department of Berger Manufacturing Co., Canton, Ohio, but returned to train service with the Pennsylvania in April of 1925. He entered service with Western Pacific as chief clerk at Cleveland, Ohio, on April 16, 1928, from which position he was promoted to traveling freight and passenger representative, covering the Salt Lake-Ogden-Pocatello territory. He was promoted to position of general agent at Sacramento on July 15, 1937,



With his arm around his wife, Charles Harmon waves farewell to friends at retirement party.

and served in that capacity until his retirement.

Since being in Sacramento, Harmon has become acquainted with hundreds of shippers, and is well known in the railroad field. He is also well known for his activity in Sacramento community affairs, as a member of the Rotary Club of Sacramento, the Sutter Club, and the Sacramento City-County Chamber of Commerce. Many friends and associates honored Charley at a dinner in Sacramento on September 29.

He and Mrs. Harmon will continue to make their home in Sacramento, where a son, Charles E., also lives. A daughter, Mrs. John C. Taylor, lives in San Francisco. There are five grandchildren in the family.

Charley has spent many of his vacations attending World Series, but not this year. When asked why, Charley replied: "The right team didn't win!"

Gordon M. Middleton

Gordon M. Middleton, general car supervisor, retired from active service on October 1 after 41 years with Western Pacific.

Gordon was born in Portis, Kansas, on March 25, 1894, and received his schooling in that state. He began his railroad service on January 1, 1914, as a laborer with Central California Traction Co. in Lodi. In June of 1915 he went to Southern Pacific, working first in the maintenance of way and signal departments, and then in train service. He entered the Armed Forces in September, 1917, and upon his return to civilian life read about WP's extremely favorable grade over its route and prospects for the road's growth. He made application for employment and became a carman at



Gordon Middleton signs his last correspondence.

Stockton on December 20, 1918. He was promoted to car foreman in 1937, and in 1942 was transferred to Oakland. He became general car supervisor in August, 1945.

On March 21, 1920, Gordon married the petite and attractive Bernice Agnes Hatfield in Lodi, California. The Middletons have two married daughters, Margaret and Barbara, who have presented them with six grandchildren ranging in age from six months to 13 years.

Gordon speaks very highly of the progressive management of WP and of the fine pension plan offered to employees. He has no immediate plans other than caring for his wife who recently underwent major surgery.

It is silly to argue that swimming develops form and grace; have you ever watched a duck walk?
* * *

Why are we so anxious to conquer outer space when we haven't yet solved our parking problem?

MILEPOSTS IN GOLD

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

40-YEAR PINS		
Peter D. Mamalis.....	Machinist.....	Mechanical Dept.
Henry E. Stapp.....	Assistant Superintendent.....	Stockton
35-YEAR PINS		
George H. Patterson.....	Conductor.....	Eastern Division
Arthur E. Roke.....	Interchange Clerk.....	Western Division
Fred W. Thompson.....	Yardmaster.....	San Francisco
30-YEAR PINS		
Varian Anderson.....	Water Service Maintainer.....	Eastern Division
William B. Anderson.....	Asst. Genl. Supvr.-Roadway Work Equip.....	Engineering Dept.
Clarence L. Elliott.....	Section Foreman.....	Eastern Division
Walter J. Smith.....	Section Foreman.....	Eastern Division
Charles N. Tackett.....	Sales Representative.....	Spokane, Washington
25-YEAR PIN		
Nicholas J. Laughlin.....	Conductor.....	Western Division
20-YEAR PINS		
Frank W. Ahlert.....	Asst. Aud. Misc. Accounts.....	San Francisco
R. B. Ritchie.....	District Sales Manager.....	New York City
15-YEAR PINS		
Eugenio Arano.....	Laborer.....	Mechanical Dept.
Fred A. Bates.....	Chief Clerk, Freight Claims.....	San Francisco
Harold Huntoon.....	Carman.....	Mechanical Dept.
Valentino Martin.....	Clerk.....	Eastern Division
Geronimo Ramos.....	Laborer.....	Mechanical Dept.
Marian A. Selders.....	PBX Operator-Typist-Clerk.....	Western Division
Alexander P. Wichmer.....	Telegrapher.....	Western Division
10-YEAR PINS		
Arretta Alexander.....	Secretary, Research Department.....	San Francisco
James Parrish.....	Section Laborer.....	Western Division
Darrell D. Stahl.....	CTC Maintainer.....	Signal Dept.

You're Digging Deep

The average American man who is now 29 can look forward to paying taxes totaling a minimum of \$47,221, or 25.3 per cent of his earnings in the 36 years remaining of his working life, according to Commerce Clearing House, national reporting authority on tax and business law.

During these years taxes will take approximately \$5.05 for every working day, on the average, or \$25.23 a week and \$1,311.70 a year.

The survey showed Mr. Average Taxpayer as having an annual income of \$5,183, a wife and two children, a low-priced car and a mortgaged home, the latter taxed at \$214 a year. Tax-wise, he is getting further behind. In 1951, 22 per cent of his future earnings were scheduled for absorption by taxes, while in 1959 the figure is 25.3.

—The Record.

The easiest way to teach our children the value of money is to borrow from them.



In Memoriam

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

John Anglen, retired stationary engineer, no date given.

Ross Birdsall, retired locomotive engineer, September 30.

Antonio R. Branco, machinist helper, August 12.

Joseph E. Burkhalter, fireman, September 30.

Charles S. Decker, fireman, August 25.

Thomas Gillis, retired Alameda Belt Line car inspector, August 2.

Walter R. Groom, retired chief special agent, September 29.

Francis F. Haslett, retired Sacramento Northern conductor, July 4.

William C. Healey, retired track laborer, July 1.

Carl Iversen, retired deck hand, July 10.

Patrick J. Kearney, marine captain, September 17.

Jesse A. Mitchell, retired brakeman, June 20.

James H. Parks, freight car painter, September 2.

James Powers, retired track laborer, no date given.

John B. Rinehart, retired boiler-maker helper, July 24.

James L. Scranton, retired shop laborer, July 12.

Ray M. Stewart, brakeman, August 23.

George E. Warren, retired switchman, August 23.

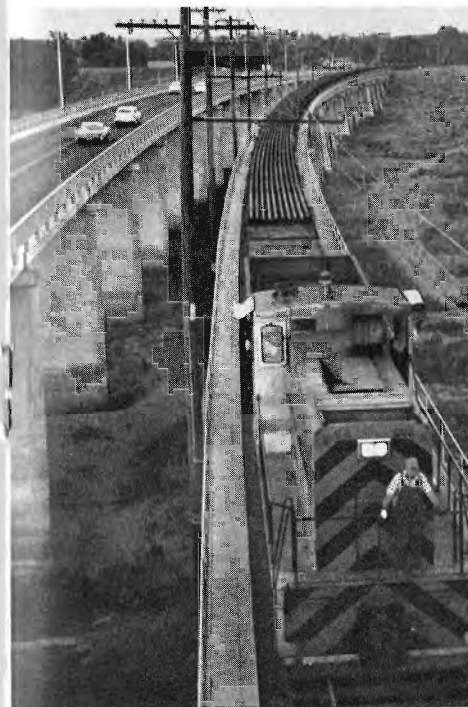
John C. Wilson, retired brakeman, August 11.

William L. Wilson, retired section laborer, July 23.

Charlton G. Wimberly, retired Central California Traction brakeman, June 19.

Strike out TB with Christmas Seals

National Honorary Chairman of this year's Christmas Seal Campaign is Red Schoendienst, star second baseman of the Milwaukee Braves until TB struck him out last fall. Here he is, soon after he left a hospital, with his wife Mary, whose courage and loyalty gave him the heart to go on, and their four children, Coleen, Cathleen, Eileen, and Kevin.



Ten 1,500-foot sections of welded rail cross Sacramento Northern's bridge over the Feather River en route to Yuba City. The continuous lengths will become part of the SN system being relaid within the city of Chico on Highway 99E. Twenty-nine flatcars were required to transport the rail from WP's welding plant at Winnemucca. Photo was taken by Robert Harris, Marysville Appeal-Democrat photographer from atop bridge.

No more passengers on Keddie-Bieber freights

The Public Utilities Commission of the State of California has authorized Western Pacific to discontinue the transportation of passengers on freight trains from, to and between Keddie, Bieber and points intermediate thereto. The authority also granted the railroad permission to cancel its Local Passenger Tariff No. 600, which names the fares applicable between the points in question.

During the years 1953 to 1958 the number of passengers carried over the freight route averaged only 18 per year. No passengers were carried during the first six months of 1959. The handling of passengers in cabooses not only involved various hazards, but interfered with efficient freight train operation.

The discontinuance went into effect on November 1.

Railroad cards for Christmas

John Rogers Studio has announced two superbly painted and beautifully reproduced railroad Christmas cards for 1959. The cards should have considerable appeal to railroaders, rail fans, and others who have a warm nostalgia for steam railroading.

"Across the Valley" shows a puffing engine with two red cars behind, running through a snowy pine-studded valley with colored farm buildings on the sloping hills.

"Coming Round the Curve" depicts

an expanse of snow-covered track in the foreground with a special holiday train just picking up speed as it leaves a small village station.

Each card measures 7½ x 6 inches. A Christmas message appears on the inside of the back page. Both cards fold at the top.

A descriptive folder may be obtained by writing to John Rogers Studio, Box 201, Elmont, New York, from whom they may be directly purchased.

Employees commended

On behalf of our entire family, I want to express our heartfelt appreciation to Mr. C. P. Hoctor (assistant manager-passenger sales) and the Western Pacific for the most pleasant journey that we enjoyed over the Western Pacific and its connections this August. All the reservations were perfectly in order. All the connections were met. The *California Zephyr* ran exactly on time both ways.

We were fascinated by the magnificent scenery along the right of way in the Feather River Canyon, the upper canyon of the Colorado River, and through the Rocky mountains. Certainly, the railroad has a great deal of consideration for the interests of the passengers, since they schedule the train to run through the most scenic parts of the country during the daylight hours.

We were also pleased with the friendliness and courtesy that we met in dealing with the employees of the railroad and of the Pullman Company. The meals in the dining car were delicious; the prices were reasonable; and the service was excellent.

I heard several other passengers mention that the *California Zephyr* is the best train in the whole world today. I can readily believe that this is true.

Jewellyn M. Jones, M.D.
Imola, California

* * *

I want sincerely to thank Harold L. Sutter, ticket clerk at Stockton, for his assistance in getting me on my train at Stockton. He was most helpful and Western Pacific is fortunate in having such a representative.

Dear Editor

My package and bag were at Union Station here when I arrived.

Divora Horton
Washington, D. C.

* * *

I would like to express my appreciation for the many courtesies shown me by the Western Pacific personnel at Stockton. The friendly and efficient service tends to make a trip on the *California Zephyr* a real pleasure.

Gladys K. Carter
Merced, California

* * *

Memorable occasion

Thank you and all the Western Pacific employees who made my 80th birthday such a happy and memorable occasion. A good time was had by all who attended.

George A. Lorenz
Retired Engineer
Salt Lake City

* * *

Letter from a customer

We have just received a copy of your magazine, MILEPOSTS, and needless to say we are very pleased with the interest you have shown in our product and the story you have included in this issue. ("Shipping Pipe by Train-load," September, 1959.)

As this is the product we sell we would be very delighted and pleased

to have 30 copies of the September issue to circulate among our sales force.

Thank you again for the time and effort you have taken.

J. H. Peterson
District Manager
Johns-Manville Sales Corp.
Los Angeles, California

* * *

Golden Wedding Anniversary

My good wife, Jennie, and I celebrated our Golden Wedding Anniversary on October 4 at the home of our daughter, Mrs. Ethel Birkinshaw, in Alhambra. Many friends and relatives called during the afternoon and evening bringing gifts and congratulations. We are both in good health and always enjoy hearing from old friends and former co-workers.

Gus A. Snowberger
122 No. Franklin Avenue
Alhambra, California

P. S. MILEPOSTS is our most loved publication.

* * *

Old-timer says hello

Under separate cover I am mailing you a book, *The Railways of Britain*. It covers the history, past and present, quite well, and I hope you will enjoy looking it over.

I want to thank you for sending MILEPOSTS to retired Engineer H. F.

Morse who left WP in 1925 to return to the Florida East Coast. He receives it regularly and is glad to get it.

What do you think of the Dodgers? Had the Giants, my first choice, won, I was going to take in a couple of games and come up and meet you. Instead, a warm handclasp from over the miles, until we meet, and may 1959 bring to you all that means the most to you. My regards to all on the WP.

A. J. Carpenter
2400 McClellan Avenue
Oroville, California

* * *

Mayor thanks employees

I would like to take this opportunity to thank each Western Pacific employee for the help and cooperation given me in the moving and placing of the Western Pacific engine in Hewitt Park.

It is through this community spirit that projects of this kind can be accomplished, and your most valuable services were indeed a help to me in getting this job done.

Conrad L. Weisker
Mayor
City of Oroville

A recent stock car race in Prague had only two entries, a Russian Moskvich and an American Ford. Though the latter won handily, the Iron Curtain reporter saved face for the Russian entry with the following account, published in a Prague newspaper: "The Soviet Moskvich ran superbly and placed second while the American product ran next to last."

* * *

An elevator operator had a rather hectic day and her patience was strained.

"What would happen if the cables broke—would we go up or down?" a lady called out.

"Madam," sighed the operator, "that would depend entirely on what kind of life you've led."

You may not recognize her, but the engine is WP's famous old 94. The location is St. Helena where, in September, Walt Disney was filming a feature production "Pollyanna." WP also furnished other railroad equipment which for the picture was relettered Watertown & Eastern. Also used as part of the 1912 era train was Lucius Beebe's former private car Gold Coast. Hayley Mills, an English girl plays the title role, co-starring with Kevin "Moachie" Corcoran. Adult stars are Jane Wyman, Richard Egan, Adolphe Menjou, Donald Crisp, Karl Malden, and Nancy Olden. Release date of picture has not been announced



WP has aged!

One San Francisco sports columnist in a recent commentary on the San Francisco 49er Football Team had some interesting things to say about the 49er Band after talking with Maestro Joe McTigue. For example, according to Joe, "A few fans still don't like the 49er band uniforms. They say we look too much like miners, but that's a compliment. We went clear back to an old *Western Pacific railroad magazine of 70 years ago*, studied drawings, and finally selected uniforms that typify 49ers. We're one of only two bands in the NFL that dresses in tradition. The Washington Redskins band makes like Indians. But I still say we look more like miners than they do Indians."

In tennis, good service wins matches.

In railroading, good service wins customers.



help us walk again!

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• POLIO • NEUROMUSCULAR

NATIONAL HEADQUARTERS • MINNEAPOLIS 2, MINN.

MILEPOSTS



Caboosing

STOCKTON

Elaine Obenshain

Congratulations to Carman and Mrs. WAYNE ORTON who recently adopted Beverly Ann, who will be two years old on October 20; also, to Clerk MARY LEACH, whose first granddaughter was born to her daughter and son-in-law, Mr. and Mrs. T. R. Bristow, on September 22. Deanna Lynn was warmly greeted by brothers Teddy and Timmy.

Our deepest sympathy to the family of retired Conductor C. J. MORRISEY who passed away in Oroville.

We wish a speedy recovery to Tidewater Southern Fireman JOHN HIGHTOWER who is confined to St. Joseph's Hospital, Stockton.

Work on the 6,195-foot two-car cleaning and light repair tracks at the west end of Stockton yard is expected to be completed in December.



"One round trip, 10 one-way tickets to Chicago"

NOVEMBER, 1959

NEW YORK CITY

James B. Hansen

Goodbyes were said to GORDON KEYSER, steno-clerk, who bid in on a position at general office in San Francisco. Although Gordon was Brooklyn raised, he prefers San Francisco winters and who can blame him.

MERYLE REIGNER, sales representative, has a new supply of New England tall tales since his vacation in those states. Since Meryle covers that territory all year 'round we can't understand his wanting to vacation there, too. Reminds us of the postman who goes for a walk on Sundays.

WINNEMUCCA

Ruth G. Smith

A ten-year class reunion of the graduating class of 1949 of Humboldt County High School was held on September 5 at the Sonoma Inn's Rose Room. Among those attending were Brakeman STEVE GARTEIZ, JACK VETTER, ROBERT BURHANS, and their wives. Children of WP employees present were Mr. and Mrs. James Eliades (Ruth Moore), of Fullerton, California; Mr. and Mrs. Don Webber (Harriet Smith), of Sierraville, California; and Mr. and Mrs. Kenneth Duck, of Pomona, California.

Roadmaster and Mrs. W. L. CHAPMAN attended the Roadmasters' Convention in Chicago during September.

19

Mr. and Mrs. Melvin Basanez of Winnemucca are the parents of a son born at Humboldt General Hospital on September 25. The little boy has been named Mitchell John, and he is the grandson of Carman and Mrs. JOHN BASANEZ of Elko, formerly of the Winnemucca car department.

Engineer and Mrs. FRED ELWELL have announced the engagement of their daughter, Kathleen, to Douglas C. Hiles, son of Mr. and Mrs. George H. Hiles of South Bend, Indiana. Miss Elwell graduated with the Class of 1959 from Humboldt County High School. She is now employed at the First National Bank here. Mr. Hiles was recently discharged from the Air Force, having been stationed in Winnemucca. He is enrolled in the Milwaukee School of Engineering for the coming year. An early July wedding is planned.

KEDDIE

Elsie Hagen

We lost one of our neighbors recently. Mrs. Winnefred Jones passed away on September 16 after a short illness. She is survived by her husband, Trainman NELSON JONES, her mother, Mrs. Cora Jacobs, and a sister, Mrs. Dorothy Rose of South Gate.

Roadmaster CHET BARRY's son, John, returned to Rio Dell to attend St. Pius Seminary for a second year; Agent PETE HANLEY's son, Petie, is attending Sacramento Junior College for another year, as is Tommy Keith, son of Roundhouse Foreman BOB KEITH.

Engineer JACK SHANNON's son, THOMAS, is undergoing basic training with the U. S. Army at Fort Ord. His future plans are to become a paratrooper.



Mary and Charles Krause cut their wedding cake following their recent marriage at Yuba City. Charles is the son of Conductor and Mrs. John Krause of Keddie. The couple will live in San Francisco where the groom will complete his studies at San Francisco State College.

Trainman VERN ROBLER had the misfortune of breaking an arm in falling from a motorcycle, but he is improving rapidly.

Trainman and Mrs. ED GROW spent their vacation in Oregon visiting with Ed's brother and sister.

Trainmaster and Mrs. WAYNE GEIL toured the Grand Canyon and other points of interest in Arizona last month.

SACRAMENTO SHOPS

Marcella G. Schultze

Grand President George M. Harrison of the Brotherhood of Railway and Steamship Clerks, Freight Handlers, Express and Station Employees, was honored at a dinner hosted by Bay Area, San Jose, Stockton and Sacra-

mento local lodges on September 29. Attending the dinner at the St. Francis Hotel in San Francisco as representatives of Capitol City Lodge No. 266, Sacramento, were GEORGIA M. CHINDAHL, president; WM. MILLER, legislative representative; E. M. HAWKINS, division chairman, store department, and Mrs. Hawkins; and MARCELLA G. SCHULTZE, recording secretary.

OROVILLE

Helen R. Small

FRANK C. MOHATT, night foreman, was successful bidder for the roundhouse foreman's position at Keddie. Car Foreman W. I. MARSH has gone to Oakland as foreman, and FOREMAN BARANSKY comes here to replace Marsh.

Proud grandparents are Brakeman and Mrs. JACK WOODS. A son, Kevin, was born on August 30 to Mr. and Mrs. Wilburdean Harley (Nancy Woods) in Marysville.

Mrs. EDNA VAN BENTHUSEN, of Oroville, and Rex McGahee, of Quincy, were married September 12 in Carson City, Nevada. Attending the wedding were Edna's sons, David Van Benthussen and Milton Webb; also Mr. and Mrs. Otis Sharp, of Oroville.

Relief Foreman CHARLES HEBERT's wife, and children, Kenneth and Martha, returned from a vacation in British Columbia just in time for opening of school. Mrs. Hebert is a native of Canada and now is a naturalized citizen of the United States. She is also executive secretary of the Oroville Blood Reserve, and reports that 140 pints of blood were received during the last visit of the blood bank. The next visit will be in December.

Engineer-Fireman ELMER E. STRAYER

was bitten on the hand by a raccoon. The family pet had wandered from the Strayer home and, evidently not liking being found, took a nip at Elmer. The injury was only minor.

Retired Conductor CEDRIC J. MORRISSEY, age 66, passed away October 2 following a short illness.

Fireman J. E. BURKHALTER died at his trailer home on Palermo Road on September 30.

One of our local girls is now working as a Zephyrette on the *California Zephyr*. DONNA M. SALISBURY was born and raised in Oroville and moved to Berry Creek during her high school years where she lived on a small ranch about 23 miles in the mountains above Oroville. After graduating from Oroville Union High School in 1956 she went to San Francisco and worked as salesclerk for a large stationery company. While later working as a PBX operator and receptionist for an insurance company on the Peninsula, she applied for work as a Zephyrette and was accepted. She made her student trip on August 13 and thinks her work



Zephyrette Donna M. Salisbury

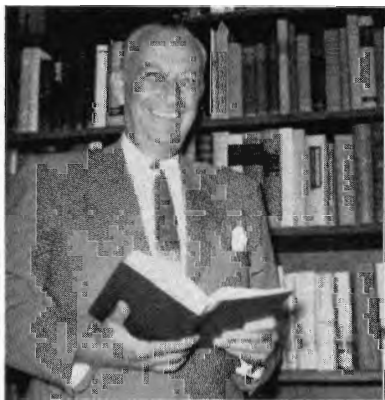
is the most pleasant and most satisfying of any position she has held. Donna enjoys sketching, painting and everything concerning art, enjoys bowling and a good game of tennis, and participates in most outdoor sports.

CHICAGO

Richard D. Hagen

Possibly the largest and only all-railroad personal library of its kind on the railroad, and one of the few in the country, is the prized possession of WARREN W. BROWN, our assistant vice-president, eastern sales. His collection totals around 1,150 books which have been collected over a period of many years. His oldest book is "The Steam Engine" by Dionysins Lardner, and his newest book is "Mansion on Wheels" by Lucius Beebe. Mr. Brown says his most valuable book is "Denver, South Park and Pacific," by Poor.

Warren says he started collecting the books because of his love for reading and as a hobby, which he advises has turned out more interesting than he



"Name it and I have it," says Warren Brown.

had anticipated. Thanks to him, we are not only the coolest office in the company with our new air conditioning, but also the best informed!

Friends of Sales Representative JAKE EPHRAIM will be happy to learn that Mrs. Ephraim is feeling fine after undergoing major surgery.

SACRAMENTO STORE

Irene Burton

Store department fishermen seem to have the worst possible luck trying to hook into anything that resembles a fish. Our purchase requisition clerk, HORACE LATONA, hopes to change all this just as soon as the salmon are reported to be biting in the territory of Nicolaus on the Sacramento River. We're all rooting for him.

PORTOLA

Louise Wilks

About 400 people from all parts of California attended the dedication of the Frenchman Creek damsite. Engineer CLAIR DONNENWIRTH, county supervisor, acted as MC, introducing, among others, Governor "Pat" Brown, the first Governor to visit this area since 1935, U. S. Representative Harold Johnson, and Assemblywoman Pauline Davis. Frenchman Dam is the first of five authorized dams to be constructed in the Feather River Upper Basin Development. These dams will be used for irrigation, recreation, and flood control. The State has agreed to provide \$196,000 in capital expenditure for the recreational development, Plumas County to operate and maintain after completion by the State. Portola High School's band provided music for the occasion.



Assemblywoman Pauline Davis and Governor Brown push the detonator which touched off the first blast on the Frenchman Creek Dam site. MC at the microphone is Engineer Clair Donnenworth. —Miller photo

Engineer and Mrs. J. R. BROWN, and Mrs. Brown's parents, retired Lineman and Mrs. E. F. BRALEY, of Oroville, drove to Colorado on their vacation. They visited Pike's Peak and several historic towns before continuing on to Yellowstone National Park. Their son, Dave Brown, a student at Chico State College, was working with the Forest Service and was in the first car to leave the area after the earthquake.

James A. Paddock, of Cedar Rapids, Iowa, president of the Order of Railway Conductors and Brakemen, visited his brother, Section Foreman J. W. PADDOCK, several times this summer.

New arrivals are a daughter, Julie Gay, for Fireman and Mrs. R. R. DIGGS; a son, Garold, Jr., for Brakeman and Mrs. GAROLD A. SCHUETTER and grandson for Extra Gang Foreman and Mrs. A. A. SCHUETTER; and a new grandson, Brian Ray Peterson, for Engineer and Mrs. K. A. RAY.

SAN FRANCISCO

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

JEAN BRUCE is the new correspondent for the auditor of revenues department, and will welcome items of interest from her co-workers. Jean's husband, DOUG, whom she replaces, is now working in the freight claim department.

Jean reports that ROSLYN CAPARELL just returned from a six weeks' tour of Europe where she visited all the Scandinavian countries, Russia, and Poland. While in Russia Roslyn had a chance occasion to meet Premier Khrushchev, shake his hand, and receive an official welcome to the U.S.S.R. Among the souvenirs she brought home from Russia were some Russian cigarettes which she gave to her boss, LEE BROWN. Lee was happy to share them with his co-workers.

Congratulations were extended to JACK PAPAIZIAN, revising bureau, who announced the birth of his second son, Harry Patrick, on September 28.

Corpus Christi Church was the setting on October 3 for the wedding of FRED ZGRAGGEN and Mary Louise Poulis. Fred works on the mail desk in the auditor of revenues office, and was presented with a table model radio from his co-workers.

PATRICIA McDONALD, formerly with a San Francisco law firm is now working in WP's law department as secretary. "Pat" replaced ARDELLE COONS who recently left the railroad.

Another new employee is GEORGE S. EDGE, who reported to work in the engineering department on September 28 as junior engineer.

DON CARMAN, records analyst, entered St. Joseph's Hospital on October 6 for a checkup on a leaky heart.

KATHLEEN MURPHY, medical department secretary, is in St. Joseph's Hospital and is not expected back for a month or two. She is being temporarily replaced by ANNE H. CROWDER who retired as medical department secretary on November 30, 1955.

WENDOVER

Esther A. Witt

New parents are Fireman and Mrs. EARL A. HASTINGS. Their son, Clinton Earl, was born in Salt Lake on September 29. Proud grandmother is Waitress IRENE CHARLES, and great-grandmother, former Waitress MARY FITZGERALD.

Retired Conductors THOMAS FOX and ELMER J. CAMPBELL and their wives stopped for a brief visit on their way home to Salt Lake City from a sight-seeing trip to Ely, Nevada.

We're glad to see Fireman FRANK A. BURDETT back in good health again. Mrs. Burdett has moved to Wendover since Frank is working on the 10:30 p. m. "goat."

SALT LAKE CITY

J. B. Price

Conductor GUY PARRY is reported to be making slow but satisfactory recovery following major surgery.

Conductor and Mrs. ALVIN W. POWELL announced the marriage of their daughter, Carol Marie, to Lawrence Lee Pullan, on August 13. A reception for the young couple was held at Popular Grove Stake Center in Salt Lake City and was attended by their many friends.

RUTH KIDWELL, assistant timekeeper-



Carol Marie and Lawrence Lee Pullan

steno clerk in Elko, and Brakeman H. BRUCE WELSH, of Salt Lake, were married on August 5. The wedding took place in the home of Conductor and Mrs. BERNARD T. PRICE, and was followed by a short honeymoon in Chi-

(Continued on Page 25)



Ruth and Bruce Welsh



Paul Jenner sez:

"Don't Be HALF Safe!"

A WISE railroader doesn't have to fall flat on his face to find out that ice and snow are slippery. A guy lying in bed with a cracked skull doesn't like to be reminded that he could have avoided his painful injury. He already learned from experience.

Winter is just around the corner. With it come many hazards which may have been forgotten during the year. Frost, rain, sleet, snow and ice will be prevalent soon along most of our railroad and, since the major causes for personal injuries during winter months are slipping and falling, our slogan will be "Watch Your Step."

CABOOSING . . .

(Continued from Page 24)

cago. They will live in Salt Lake City.

Retired Engineer ROSS BIRDSALL passed away in a Salt Lake hospital on September 30 after a long illness. Our sincere sympathy is extended to the Birdsall family.

Conductor JAMES W. "WOODY" DANIELS, who went home from the hospital on September 25 after what was thought to be a recovery from an injury, returned to the hospital for surgery on October 12.

MARJORIE DAVIS, secretary to H. R. COULAM, sales manager Intermountain Region, has returned to her duties.

A careful railroader constantly watches for slippery underfoot conditions when walking, climbing steps or ladders, getting on and off standing or moving equipment. He is careful, too, when grasping grab irons on engines and cars, and when handling mechanical tools. He wears proper clothing.

A careful railroader who drives to and from work uses extra caution, too. He never takes curves too fast, nor brakes too heavily, and he shifts to a lower gear when going up or down a hill. He always has his car sufficiently under control to prevent skidding when encountering ice which can't be seen on the road. He keeps his windshield clean and his car in good condition.

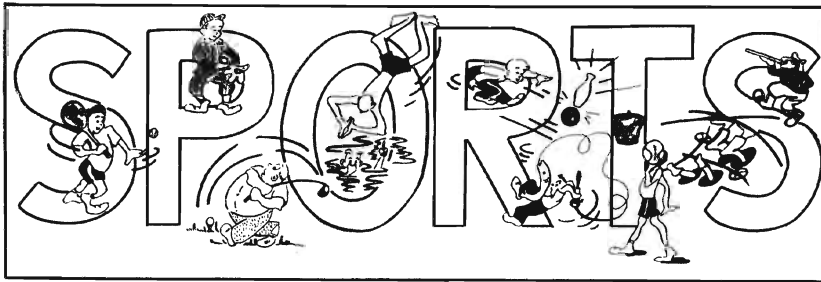
A wise railroader who uses them is now checking his furnace or oil stove to be sure they will be in good working condition when needed most. He keeps his porches, steps, and walkways free of ice and snow.

Winter months are dangerous. Take a sure step in the right direction. Be safety wise—and winterize.

The driver backed his dump truck too far over a fill and the weight of the load lifted the front end off the ground several feet.

"What are you going to do now?" asked the foreman.

"The driver contemplated his situation, then replied, "Think I'll grease it. I'll never have a better chance!"



Tennis Tournament

The eighth annual tennis tournament, played on San Francisco's Golden Gate Park courts on September 26 was won by Jim Michael, assistant secretary-treasurer, and Cliff Warner, assistant general auditor. Their victory was a 6-4, 6-1 win over Dick Bridges, labor relations assistant, and his guest partner, Gary Girard.

Earlier in the all-doubles tournament, the champs defeated Bill Brew, auditor of miscellaneous accounts, and guest partner, Bob Callister, and in the first round, Bill's assistant, Tom Page, and his guest, Lynn Austin.

Bridges and Girard scored their first two wins over Paymaster Bob Ahlgrim and Hans Lenchow, motive power department, Sacramento, and Gardner

Rogers, assistant engineer, and guest, Bob May.

First round losers were placed in the Consolation Flight. Winners of that flight were Tom Page and Lynn Austin, defeating Rogers and May, 6-3, 6-3. Other Consolation Flight teams were Ray Miller and Jeffery Fong, and Catherine and Ming Wong, who met defeat in the second round.

Each round consisted of a minimum of 11 games with the winner having to win by a margin of two. The finals consisted of the best two out of three sets.

Top Flight and Consolation Flight winners received trophies. The losers of each round received the game balls.

Golf tournament this month

By popular demand there will be a second golf tournament this year for our railroad divot diggers and their friends. The date is November 21; the place is Indian Valley Golf Club at Novato. Tee-off time will begin at 9:30 a. m.

The one-and-one-half-year-old course has a par of 71, and is a little over 6,000 yards in length. According to Tom Rappsilber, assistant to general auditor-research, who knows the course, the fairways are a little hilly but are in fine condition, the good-sized greens are mostly level, and the average golfer will have use for about every club in his bag. A few holes can be troublesome for the golfer who sprays his wood shots, but all in all Tom believes most golfers will find the course of considerable interest. One unusual feature is an elevator to carry golfers to the 13th tee, aptly named "Cardiac Hill." There is a new clubhouse with bar, restaurant, and pro shop.

To reach Indian Valley Golf Club, turn left off Highway 101 on South Novato Boulevard at the stop signal

opposite the turnoff to the Black Point Cutoff. Continue on South Novato Boulevard for about three miles to the course.

Entry fee is \$4, which includes green fees and entry in the blind-partner sweepstakes. The "sweeps" were popular with players at Milpitas' Spring Valley course in May. Blind bogey handicaps will apply.

Entry blanks have been distributed, and should be turned in to Frank Rauwolf, personnel department.



"It's the first time he's ever caddied!"

Where do you buy your groceries?

Where do you buy your groceries? From the fellow who acts as though it pains him to serve you, or from the grocer who greets you with a smile and seems to enjoy having you come in?

Naturally, the man who gets the business—whether he sells groceries or transportation—is the man who takes a warm, and friendly, interest in his customer and his customer's well-being.

It's pretty hard for a customer to smile away the irritation he feels when he opens the door of a car that's been rough handled and finds the shipment he's been waiting for in a badly damaged condition.

Railroads have but one thing to sell—transportation. How well it prospers

depends on the amount of transportation it sells. That, in turn, depends almost entirely on the performance that we railroad employees produce.

Here's the way one shipper puts it: "We stay in business by public acceptance. Relate what you are doing to public acceptance. Is there public acceptance of broken parts and pieces? Can public acceptance continue through faulty manufacture, or packaging, or transportation of the merchandise? I don't think so. And so to stay in business, public acceptance must be the essence of all the things you do. I think we can progress further than we have, but only if we can progress as we establish confidence in people."

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RAILROAD LINES



Pullman, Inc. extends its service to include leasing of special types of freight cars through new subsidiary, Transport Leasing Co.

. . .

Cotton Belt; New York, Susquehanna and Western; and Union Pacific received E. H. Harriman Memorial Award gold medals for achieving best over-all safety records in 1958.

. . .

An \$800-million monorail rapid-transit system offered city of Los Angeles by Swedish multi-millionaire Axel Wenner-Gren in return for franchise rights and use of city's freeways for the structures.

. . .

Highest tax assessment (\$7,224,000) for any single unit in Washington, D. C., is the capital's Union Station.

. . .

Rio Grande has begun construction of 700-mile, 21-station microwave system from Pueblo and Denver to Ogden.

. . .

"Air space" inside New York City's Grand Central Terminal rented by company which plans to suspend shoe store from ceiling, enclosed in glass and cradled by steel girders.

. . .

Seaboard begins piggyback service this month.

. . .

Beginning October 26, Illinois Central added dome cars to City of Miami for fall and winter travel season between Chicago and Miami.