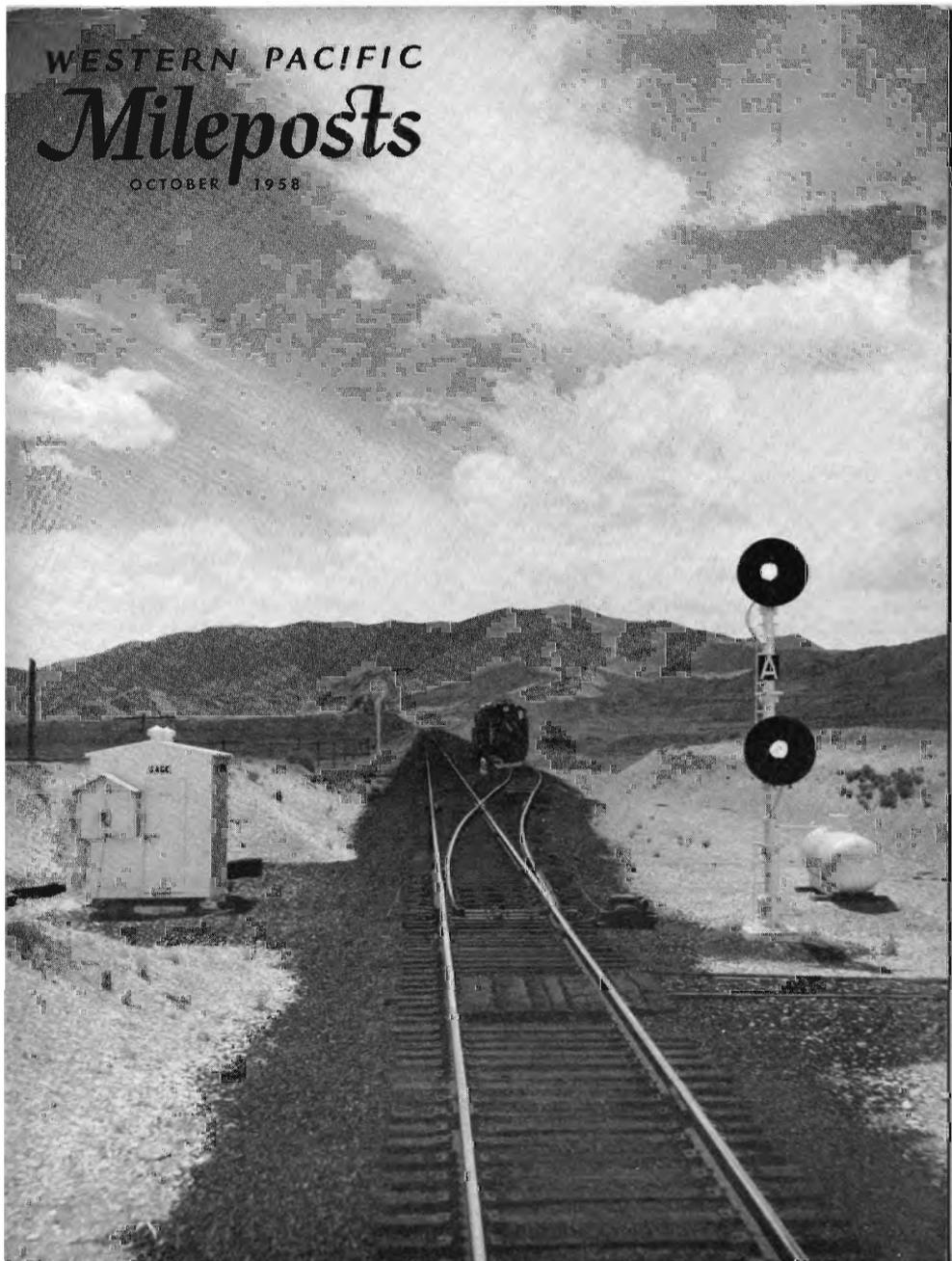


WESTERN PACIFIC  
*Mileposts*  
OCTOBER 1958



# Mileposts

WESTERN PACIFIC

Vol. X, No. 3

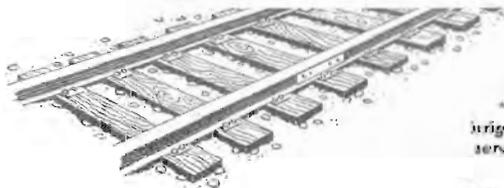
OCTOBER, 1958

\*Milepost No. 111

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. 111: irrigation ditch nearby serves dairy and farm community.



## Cariboo Country Special

CONGRATULATIONS from pleased passengers who were aboard the 1958 Cariboo Country Special have confirmed the success of the second Western Pacific rail tour to British Columbia, operated this year from August 23 to September 1.

All 145 passengers were unanimous in praise of the tour, and many expressed their desire to reserve space on the 1959 Cariboo Country Special. Of these, a few are indeed enthusiastic Cariboo travelers, for they would be taking the Special for the third time!

Due to this popular response and the many requests received, the Public Relations Department already has plans under way for the third annual train trip to British Columbia's Cariboo Country, to be operated along a similar route about the same time next year.

This year's tour of 4,100 miles was 600 miles longer than the 1957 tour and was extended from one week to 10 days. While the 1957 Special was the

first passenger train from the United States to operate through to Prince George over the Pacific Great Eastern Railway, the tour this year continued beyond Prince George on the Canadian National and was the first to operate from San Francisco to Prince Rupert.

Six railroads—Western Pacific, Great Northern, Oregon Trunk Railway, Spokane, Portland & Seattle, Pacific Great Eastern and Canadian National—carried the Cariboo train. The tour was scheduled so that the entire scenic route was covered by daylight either north or southbound. Large portions of the trip were miles from any highway.

Conducted as a "rail cruise," the tour was all-expense, including meals all the way in a Western Pacific diner. All accommodations were Pullman, and the train's consist included 13 cars to North Vancouver. Here, the PGE added one of its famous full-length open observation cars, which was replaced at Prince George by one of the Canadian National's vintage mountain-observation cars, especially refurbished by the CN for the Cariboo Special.

Passengers enjoyed refreshments in a lounge car next to the diner and were entertained with a radio and piano in another lounge at the rear end. Beyond Keddie, the train also carried an old open observation platform car.

Keeping the travelers posted on scenic highlights to watch for during the day and providing a variety of information and notes on other topics of interest, was the *Cariboo Country Courier*, a daily morning newssheet published by WP's Public Relations Department during the trip.

One of many high trestles seen during the tour was this one—Chasm, B. C.—on the Pacific Great Eastern Railway.



### CONTENTS

	Page
Cariboo Country Special .....	3
How We're Doing.....	5
New Address Card in Use.....	5
How Do YOU Handle Cars?.....	6
Whitman Opens New TV Series.....	7
Dear Editor: .....	8
Mileposts in Gold.....	10
Attention SN Railroaders.....	11
"The Last Ferry".....	12
Join the Party.....	12
"Smokey the Bear"—A True Story.....	13
In Memoriam .....	14
Caboosing .....	15
If Railroads Did Not Exist.....	23
Railroad Lines .....	24

COVER: After helping a long westbound freight upgrade from Wendover, Utah, to Spruce, Nevada, a diesel road-switcher waits during return trip to Wendover on a passing track at Sage, Nevada, for the westbound *Zephyrette*.

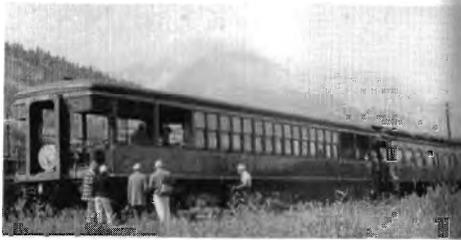
Besides the featured scenic attractions—California's Feather River Canyon, the Deschutes River Canyon and Columbia River Gorge in Oregon, Puget Sound in Washington, Howe Sound in southern British Columbia, and, particularly, the famed Cariboo Country—the "rail cruise" offered several special stopovers.

Highlighted was eight hours in Prince George on Saturday, August 27, where Cariboo train passengers participated in part of the local British Columbia Centennial Celebration. As guests of the centennial committee, members of the tour enjoyed the famous Royal Canadian Mounted Police Musical Ride and an open air pageant titled "Wilderness to Wonderland." Included were a Chinese Lion Dance and oriental fireworks, open-air barbecue and a Frontier Days Grand Ball.

Formal congratulations on the occasion of the Centennial Celebration were carried by the Cariboo Country Special from Mayor George Christopher of San Francisco. The official embossed letter was presented during the celebration to Her Worship, Mayor Carrie-Jane Grey of Prince George.

Before the train returned to Oakland a large majority of the passengers expressed their appreciation for the wonderful service they received from dining car and public relations personnel, which they claimed did so much to make the tour the success it was.

To Western Pacific, successful operation of such tours as the Cariboo Country Special is strong evidence that people still enjoy riding trains, provided their tickets buy them the considerate, efficient service and comfort which the railroads can give and for which the Cariboo trip was planned.



This Canadian National mountain-observation car was used between Prince George and Prince Rupert for better sight-seeing.



Royal Canadian Mounted Police perform their famous "Musical Ride" at an open-air pageant.

One of Pacific Great Eastern's famous full-length open observation cars was used between North Vancouver and Prince George.



## How We're Doing

Effective September 19, the California Terminal Lines (WP, SFe, SP and UP) inaugurated a new eastbound freight service from Los Angeles and the Bay Area to Chicago, establishing 5th morning delivery schedule. Service is designed to handle freight forwarder and other rail and piggyback traffic except, for the present, perishables.

\* \* \*

Beginning September 19, Western Pacific announced piggyback service in conjunction with Union Pacific and Rio Grande between northern California cities and points in Utah, Wyoming and eastern Oregon. Charges are competitive with highway trucks; service covers truckload quantities.

Average load of the *California Zephyr* during August, 1958, was 105 per cent of train's capacity, compared with 103 per cent in August, 1957.

\* \* \*

Compared with August, 1957, August, 1958, operating revenues down 12.07 per cent; operating expenses down 13.25 per cent; net operating revenue down 9.11 per cent.

\* \* \*

Elko depot-office remodeling will be completed this month.

\* \* \*

Full production at Ford's Milpitas plant resumed on September 22.

## New address card in use

If you are a new employee, or if you have recently moved or intend to move in the near future, you must complete a revised Employee Address Card (Form 2641-Rev.) now in use on the railroad.

By proper use of this form employees will be insured of prompt delivery of Annual Income Tax Statement (Form W-2), Railroad Retirement Form BA-6, MILEPOSTS, and other special mailings.

The cards will not be used for change of address to which an employee's U. S. Savings Bonds are being mailed. This must still be reported on the "Payroll Deduction Authorization for U. S. Bonds—Series E" form.

When the new card form has been

completed it shall be given to the employee's immediate supervisor. The information will be recorded by the supervisor who will then forward the card to the general accounting office in San Francisco.

The accounting office will submit the card to the Payroll Department, for preparation of a master address card, or for correcting the master address card already in file. The card will then be released to the Treasury Department who will revise the addressograph list for mailing purposes. A copy of the payroll master card will be sent to the department of origin.

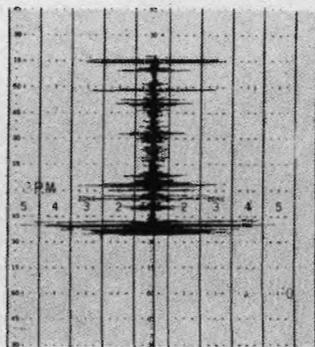
The form is stocked by the Stationery Storekeeper, and may be requisitioned as needed.

# How Do YOU Handle Cars?

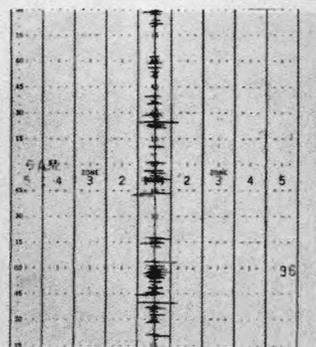
LIKE THIS

or

LIKE THIS



Overspeed impacts up to 10 miles per hour recorded on this carload of merchandise.



This car was properly handled. Recordings show impacts were less than 4 mph.

By William F. Paden, Freight Claim Agent

When freight car couplers lock together as firmly and gently as a handshake between old friends, no railroad customer need ever wonder how his freight inside a car is riding. Damage-free freight service — the kind that wins friends and influences shippers — gets a big lift from something as basically simple as this coupling. Firm and easy does the trick.

Many skills play a part in preventing damage to freight. We on the Western Pacific and family lines know them well, and apply them year 'round. Observance of "Careful Car Handling Month" in October each year helps to set the pace for a full 12 months of damage-free freight service.

We continue to be severely criticized by our patrons for not showing greater

results in the reduction of overspeed impacts, and we've been requested to continue and intensify programs for the prevention of rough handling, particularly with respect to increasing interest by local supervision.

Condition of cars is likewise very important in an effective damage prevention program, not only as concerns car interiors but also with respect to the draft gear.

It has been conservatively estimated that railroads paid more than 60 million dollars last year because of damage to freight as a result of rough handling cars. During the first six months of this year, the Western Pacific absorbed an expense of approximately \$261,000 due to rough handling, out of a total payout of \$379,000 for all causes.

We are very pleased to report that a summary of our impact recorder tests made during the first six months of this year revealed six out of nine primary terminal yards on our railroad have shown a reduction in the number of overspeed impacts chargeable to that yard, as compared to the first six months of 1957. Yet, the over-all study revealed 46% of all cars involved in impact recorder tests were actually subjected to overspeed impacts, compared to 47% last year for the same six

months period. Therefore, we are just barely maintaining the same performance record systemwise.

Drastically needed economies can be quickly realized through improved handling of cars. Coupling at speeds of 4 mph or less, renewed interest by local on-the-ground supervision and by men in the yards who are performing this service, will bring this about.

The good will of our customers — who make our jobs possible—is riding in every car.

## Whitman opens new TV series

President F. B. Whitman was the first of eight top executives of leading Bay Area corporations to be interviewed on the debut of "Men Who Manage," a new television presentation. The telecast occurred on September 8.

This experimental venture represents the first time that business leaders of national firms headquartered in the Bay Area will participate in a program series over television. The weekly half-hour programs (KQED, 9:30 pm) telecast directly from the station's studios, are being presented by Stanford Research Institute in cooperation with the Bay Area's community-owned television station.

During the interview by Dr. Weldon E. Gibson, associate director of SRI, President Whitman discussed the WP in general and his optimistic viewpoint on passenger service.

In discussing the railroad industry, the president said: "A large proportion of management problems in the railroad industry stem from the fact that railroads are still regarded as a monopoly, and are so treated by various

state and federal regulatory bodies. Actually, due to the inroads of other forms of transportation, the railroads haven't been a monopoly for 25 years.

"Substantial progress toward a better regulatory climate for the railroads was made by passage of the Transportation Act of 1958. However, there is still much additional legislation to be enacted before the railroads are treated as they should be — just like any other business.

"There is an immense opportunity for managers with imagination and drive in the railroad industry. While sales techniques are rapidly being improved, they have not kept pace with the great progress that railroads have made recently in technological development. Dynamic management is working hard and diligently to correct this.

"Although the prime objective of management must always be to conduct operations at a profit, management should always strive to carry out the responsibility it has to be a real partner in the community."

## Employees praised

Once again Western Pacific has demonstrated its interest in fire prevention and, as usual, this interest is more than just lip service—Western Pacific is doing something! I refer to your story on page 11 of the July MILEPOSTS and the reference to your special agent John Sterner and his fire prevention idea. It has been our pleasure to work with both Mr. Sterner and E. L. McCann on many occasions and we have found them to be wonderful partners in this “Keep California Green” campaign.

People who see the stencilled words, “Keep California Green,” on WP woodchip gondola cars will certainly realize how the railroads feel about fire prevention and will also have a better understanding of the part private industry is playing in this campaign.

Thank you again for your help. We are pleased that we can always count on your organization for good assistance.

Wayne G. Hubbard  
Secretary-Manager  
Keep California Green, Inc.  
Sacramento, California.

\* \* \*

## Retired agent says “Hello”

After almost 23 years at many places in Nevada, including Wendover, Burmester, Winnemucca and Reno, I retired from the Hayward agency about six years ago October. I have spent most of my time since then in Southern California. Have also visited in Mississippi each year and spent a few weeks each summer in Reno. A heart condition there last summer sent me to Sacramento with my son and his family. My railroad life started on a new road in south Mississippi in No-



# Dear Editor:

vember, 1902. I have worked at so many stations in my time it is almost impossible to remember all of them on about 12 different railroads.

Thanking you for MILEPOSTS and with best wishes to all my WP friends.

M. V. Hickman  
2307 Daphne Avenue  
Sacramento 25, California

\* \* \*

## Interested in our service

I have recently received a copy of your July 1958 MILEPOSTS. The article appearing on pages eight and nine, entitled “Look Mr. Shipper—No Pallets,” is of special interest and I would like to have ten copies for other members of our company, if they are available.

W. G. McFadzean  
Archer-Daniels-Midland Co.  
Minneapolis, Minnesota

\* \* \*

## “Smokey the Bear” stamps

Possibly there are a good many stamp collectors among MILEPOSTS readers and some are aware of the four-cent Forest Conservation stamp that will be issued on October 27 — “Teddy’s” birthday! For those philatelists who intend to get First Day Covers of the new — and needed — stamp, I have a supply of the colorful “Smokey the Bear” stickers that would

make nice additions to a First Day envelope. I also have “Smokey” photos. Any collector liking to have the photo plus a few of the “Smokey” stickers need merely send me a return stamped envelope, and if a large-size envelope is sent I will include the official “Smokey” song sheet — words and music.

I’m not a stamp dealer nor do I send out any approvals; just a gesture to show how much I appreciate your little magazine that puffs into my mail box every month.

George E. Hora  
4350 West 25th Place  
Chicago 23, Illinois

MILEPOSTS appreciates Mr. Hora’s kind offer to its readers, and thanks him for his fine efforts in publicizing Forest Fire Prevention. (See story about “Smokey,” page 13.)

\* \* \*

## Passenger stand commended

Congratulations on your hard-hitting, straightforward article explaining your stand on retaining passenger business (July 1958 MILEPOSTS). This is a most timely subject, as even I know, and I’m sure your employees will be most interested in this article and encouraged by it.

Your management should be commended for speaking up.

William H. Jones, Editor  
STANDARD OILER  
Standard Oil Company  
of California  
San Francisco

\* \* \*

Congratulations on your article “Western Pacific has no intention of giving up its passenger business” in the July 1958 MILEPOSTS. At a time when many railroads are trying to abandon passenger service it is good news to hear that WP intends to continue operating passenger trains, both on regularly scheduled runs and excursions.

I have traveled approximately 7,000 miles on the WP in the last three years on the *California Zephyr* and special trains, including the 1957 Cariboo Country Special, and I have always received the best of service and excellent food.

I am looking forward to riding WP trains for many years to come.

Edward F. Graham  
1241 University Drive  
Menlo Park, California

\* \* \*

We are thoroughly enjoying this trip. It is a much appreciated relaxation after the last few hectic days we had getting ready to leave. The service on the train is excellent. I have been over this route many times but it is the first time for my wife.

Dr. David Faville  
Graduate School of Business  
Stanford University

Dr. Faville wrote his letter aboard the *California Zephyr* en route east on his way to a teaching assignment in Switzerland.

# MILEPOSTS



# IN GOLD

MILEPOSTS congratulates the following railroaders who will receive Service Pin Awards during the month of October, 1958:

### 45-YEAR PIN

Harold E. Randall.....Locomotive Engineer.....Western Division

### 40-YEAR PINS

Mary N. Evans.....Telegrapher.....Eastern Division  
 Austin N. Lambert.....Locomotive Engineer.....Eastern Division  
 George W. Naylor.....Chief Dispatcher.....Eastern Division  
 Raymond N. Withrow.....Chief Clerk, Freight Office.....Sacramento  
 William R. Woodall.....Locomotive Engineer.....Eastern Division

### 35-YEAR PINS

Harold R. Hargrove.....Locomotive Engineer.....Eastern Division  
 Rollo F. Howell.....Locomotive Engineer.....Eastern Division  
 Peter J. Menicucci.....Locomotive Engineer.....Eastern Division  
 Malcolm W. Roper.....Vice President—Traffic.....San Francisco  
 Frank Smith.....Locomotive Engineer.....Eastern Division

### 30-YEAR PINS

Cecil L. Myers.....Roundhouse Foreman.....Mechanical Dept.  
 Forrest V. Work.....Yard Clerk.....Western Division

### 25-YEAR PINS

Peter Citron.....General Agent.....San Francisco  
 Ray H. Collins.....Conductor.....Western Division  
 Maurice W. Hammond.....Acting Trainmaster.....Salt Lake City  
 Arthur E. Pereira.....Boilermaker.....Mechanical Dept.

### 20-YEAR PINS

Wilson W. Rockwell.....Brakeman.....Eastern Division  
 Melvin H. Swasey.....Marine Foreman.....Western Division  
 Theodore C. Wood.....Locomotive Engineer.....Western Division

### 15-YEAR PINS

Harold E. Aul.....CTC Maintainer.....Signal Dept.  
 Douglas Brown.....Fireman.....Western Division  
 Orville R. Burris.....Switchman.....Western Division  
 Joseph L. Clinton.....Yardmaster.....Western Division  
 James C. Cotter.....Asst. to Supt. Communications.....Communications Dept.  
 Don B. Crosby.....Brakeman.....Eastern Division  
 Richard A. Dore.....Telegrapher.....Eastern Division  
 Florence S. Duncan.....Clerk.....Eastern Division  
 Joseph A. Garfield.....Carman.....Mechanical Dept.  
 Roy S. Hyatt.....Switchman.....Mechanical Dept.  
 Lou Keith.....Laborer.....Mechanical Dept.  
 Patrick H. Largan.....Brakeman.....Eastern Division  
 Robert A. Mauchette.....Brakeman.....Eastern Division  
 Marge Moore.....Payroll Clerk—Traffic.....San Francisco  
 Elvin S. Mullins.....Carman.....Mechanical Dept.  
 Everett C. Mullins.....Carman.....Mechanical Dept.  
 Frank A. Nosler.....Carman Helper.....Mechanical Dept.  
 Carl L. Nuzman.....Brakeman.....Eastern Division  
 Bernice E. Park.....Clerk.....Western Division  
 Norman L. Pilatti.....Fireman.....Western Division  
 Willie Roller.....Boilermaker Helper.....Mechanical Dept.  
 Ralph Saxton.....Brakeman.....Eastern Division  
 John Taranto.....Carman.....Mechanical Dept.

### 10-YEAR PINS

Joe Armendariz.....Laborer.....	Mechanical Dept.
James C. Bliss.....CTC Maintainer.....	Signal Dept.
William Brown.....Fireman.....	Western Division
Georgia M. Chindahl.....Bill and Receiving Clerk.....	Purchase & Stores Dept.
Frank H. Circioni.....Car Inspector.....	Mechanical Dept.
Cecil M. Crawford.....Switchman.....	Western Division
Lambert Davis.....Engine Watchman.....	Mechanical Dept.
William E. Foote.....Special Agent—Claim Adjuster.....	Special Agent's Office
Thomas B. Griffin.....Brakeman.....	Western Division (†)
Herman L. Hardin.....Car Inspector.....	Mechanical Dept.
John W. Hendricks.....Lead Signalman.....	Signal Dept.
Humphrey A. Jones.....Fireman.....	Western Division
Lyman C. Landreth.....Engine Inspector.....	Engineering Dept.
Leo E. Pope.....Division Analyst—Traffic.....	San Francisco
Bernard A. Robarge.....CTC Maintainer.....	Signal Dept. (*)
Jesse C. Shoemaker.....Brakeman.....	Western Division
Frances Skinner.....General Secretary—Passenger Traffic.....	San Francisco
Jean Susan Smith.....Stenographer-Clerk.....	Mechanical Dept. (†)
Frederic B. Whitman.....President.....	San Francisco
Charles H. Wright.....Switchman.....	Western Division

(\*) Received pin in August, but was not previously reported.

(†) Received pin in September, but was not previously reported.

## Attention SN railroaders

For several years the annual Sacramento Northern retirement party has been a success, because a few SN railroaders have gone all out to make it so.

The annual party is primarily to pay honor to those who have retired from the railroad during the year — a little appreciation for their many years of service. It also offers an opportunity for a family get-together, and a chance to let off a little steam and have a good time.

Putting on such a party is a lot of work when only a few have to do it all. It can be much easier, and no hardship on anyone, if more volunteers will offer to lend a hand.

If there is going to be a party this year, several things have to be decided immediately. A new master of ceremonies will be needed, as Bill Nelson, who did such a wonderful job in past years, is unable to continue. Other decisions are the most appropriate date and place the party can be held for the mutual benefit of the majority who will attend.

Milton Ziehn, who has in the past been one of those most responsible for its success, is unable to devote as much time to the affair as he has in the past. He is most anxious that these parties be continued and he will give as much time as he can toward making this possible, but he needs assistance.

Whether these parties are to be continued or not depends entirely upon your cooperation. Contact Milton Ziehn today.



## "The Last Ferry"

By Arthur Millier, Los Angeles Times

"Passing of the last ferryboat from San Francisco Bay gave me a very personal pang, for throughout 1921 I was a proud and happy crewman on the trimmest and fastest of them all, the *Edward T. Jeffery*.

"She differed from all others on the bay in color, being painted maroon, and from most in having two stacks. My proudest moment came when, singlehanded, I fired and water-tended her from the Ferry Building to Alameda.

"The *Jeffery*, named after a Western Pacific Railroad president, plied between San Francisco and the road's terminus across the bay and seldom made more than four trips a day. Hence her deck hands spent most of their time mopping with 'sujimouji' (suds to landlubbers) and polishing brass. A trim ship. Since I was 'swing man' (relief man) I doubled as deck hand, cabin watchman (with a blue coat), grease monkey in the engine room and water tender in the fire room.

"My first day in the engine room the chief told me to shut down the water pump. I closed the exhaust valve and left the steam on. But I learned. A week later I was put aboard the Western Pacific tug, the *Virgil G. Bogue* (named after a chief engineer), alone, for 24 hours. She was tied up and my job was to be watchman and keep enough steam up to prevent her sinking, for she leaked.

"I was so green I didn't know a pump from an injector; but I could draw. I got a steam fitter, who was making repairs, to show me each operation needed to put water in the boiler,

run the oil burners and pump the bilge. I made a drawing of each valve in sequence and did just what it said. The *Bogue* stayed afloat.

"One morning we deck hands wheeled heavy boxes of iced fish from the *Jeffery* and manhandled them into the eastbound train. By the time we manned our stations to receive the passengers bound for San Francisco we reeked of salt, sweat and fish.

"I was posted by the door they entered when who should greet me but my high-school sweetheart, dressed to the teeth and glittering with diamonds. I wanted to sink through the deck. I smelled of fish. She smelled of violets."

## Join the party

Those who act fast will be able to attend this year's Annual Fall Dance, to be held at Roberts-at-the-Beach in San Francisco on October 25.

Since accommodations are limited to 150 persons, it is suggested that tickets be obtained as soon as possible. Cost for the big annual affair has been reduced this year to \$10 per couple. Table reservations are not necessary.

Refreshments will be available from 7:30 p. m. A delicious buffet dinner, provided by Harold Wyman and the dining car department staff, will be served from nine until 10:30. Dancing will begin at nine.

Once again, music for dancing will be furnished by Howard Frederic and his popular band, well liked by WP railroaders on past occasions. Vocalist Julie Mason, a television personality



## "Smokey the Bear" A true story

You've seen many pictures of "Smokey the Bear," and read his many pleas asking for your support in forest fire prevention. Ever wonder who the little fellow really is? Is he real, or a fictitious character? Here's the true story.

One very dry spring day on the Lincoln National Forest in New Mexico, somebody was careless with a match, cigarette, or campfire. It took just one second of carelessness to start a terrible forest fire. Hundreds of fire fighters battled it. The flames were hard to control. Twenty-four fire fighters nearly lost their lives when a *strong* wind suddenly swept the forest fire toward them. They ran to a rock slide and lay face down, keeping their faces covered with wet handkerchiefs. The fire raged all around them — smoke choked them — the heat was unbearable.

Finally the fire passed and the smoke cleared. The only living thing those twenty-four brave men saw was a badly burned little bear cub clinging to a blackened tree. "Smokey" was that bear cub. The men took him to a ranger station, and Forest Service rangers, veterinarians, and men from the New Mexico Game and Fish Department tended his burns. Then they gave him a name—"Smokey." He was put on a plane and flown to the National Zoological Park, Washington, D. C. where he became the living symbol of forest fire prevention. He still lives there and he would like to have you visit him.

(See George Hora's letter to the editor, page 9.)

featured on the Don Sherwood Show, will be featured with the band.

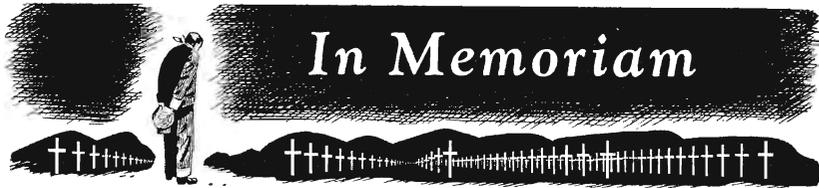
The location is easily reached by car, bus and streetcar to the foot of Taraval Street on the Great Highway, just a few blocks from famous Fleishhacker Zoo.

Reservations are being handled by Frank Rauwolf, personnel department, San Francisco.

\* \* \*  
Romance lasted longer in the old days because the bride looked the same after washing her face.  
\* \* \*

In Houston, they're telling of a Texas tycoon whose car suddenly went out of control and smashed up a dozen other automobiles before he could stop it. Luckily, it happened in his own garage.  
\* \* \*

Parking meter: Where you can stop on a dime.



## 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 death has been reported:

*Harold T. Bashford*, locomotive engineer, July 26.

*Oran R. Best*, signal draftsman, August 15.

*Fremont J. Bohannon*, locomotive engineer, August 27.

*Sam Brownstone*, retired C. C. T. brakeman, date not known.

*Stanley N. Compton*, locomotive engineer, July 13.

*Hardy Crabtree*, retired Sacramento Northern section laborer, June 1.

*Fred W. Dentner*, retired switchman, July 29.

*Richard T. Duggar*, retired C. C. T. freight conductor, July 21.

*Ray M. Gossett*, retired switchman, July 19.

*Jose Hernandez*, retired laborer, July 16.

*Theodore E. Ickes*, retired A. B. L. fireman, date not known.

*Russell M. Martin*, brakeman, August 8.

*Glenn H. McCormick*, yard clerk, September 3.

*Norman A. McPherson*, retired general supervisor, structures and work equipment, August 12.

*George Mesch*, chief clerk, August 31.

*Max Munson*, clerk, August 21.

*Oscar J. Nelson*, retired hostler, July 24.

*Frank X. Steiner*, clerk, August 22.

*Harold E. Sullivan*, retired conductor, August 29.

*Jesse R. Van Zant*, retired telegrapher, July 18.

*John E. Wesner*, retired telegrapher, July 17.

### New A.A.R. public relations head

John Handly Wright was elected vice president in charge of the Public Relations Department of the Association of American Railroads on July 25, succeeding Robert S. Henry who retired after 37 years with the railroad industry.

Mr. Henry will continue to serve A.A.R. as a special consultant.

Mr. Wright, for the past five years has been Midwest partner of Selva & Lee and executive vice president in charge of the public relations firm's Chicago operations. He entered public relations work in 1929 and once worked for Associated Press in New York City and for the wire service in Florida, North Carolina and Washington, D. C.

He served as president of the Public Relations Society of America, of which organization he is a charter member. He is co-author of the book "Public Relations in Management," now used widely as a college textbook.



## Caboosing

BETTY HILL, roadmaster's clerk, is now collecting news about Oakland employees. Betty first worked in the superintendent's office in Sacramento in 1944. She transferred to the Oakland roadmaster's office in 1953, and then in 1954 to the signal department in general office. She returned to Oakland in June of this year. Betty is married and has a son and a daughter.

JIM HANSEN, chief clerk, is now correspondent at New York City. Jim first worked in the operating department Western Division, back in June, 1951. He served as relief clerk in the Stockton passenger office for a short while and then became clerk in the St. Louis traffic department in November 1951. He began his present position on March 16 of this year. Jim is married and has a daughter, Valerie.

Betty succeeds JOHN LELAND at Oakland, and Jim succeeds ALAN HUDSON

New York's Alan "Daddy" Hudson; Jim Hansen.



at New York. Additional duties have made it difficult for John and Alan to continue as correspondents. Alan was one of MILEPOSTS' original correspondents, but he is probably more famous for his wonderful family — seven daughters, ages, 14, 12, 11, 10, 8, 7 and 4, and two sons, ages 6 and 5!

### OAKLAND

#### Betty Hill

Late summer vacationers were Ed CHURCHILL and J. E. CAMPBELL. Ed, carman and chairman of the Carmen's local, spent his time off in Chicago where he attended the Carmen's Convention. General supervisor of MW&S welding, J. E. Campbell, with his family, spent two weeks in Washington, Victoria and Vancouver, B. C.

HAROLD METTET, car foreman, is the father of a new baby, the fourth child and also fourth daughter in the Mettet family. Another new father is FLOYD HILLYER, assistant chief yard clerk, whose infant son was born September 3.

GLEN McCORMICK, assistant chief yard clerk, was killed September 3 in an automobile accident. The tragedy occurred as he was on his way home from work.

E. P. "PAT" DILLON, ex-Oakland clerk, is now teaching high school in Eureka, specializing in Latin and social sciences. "Pat" also has charge of the audio-visual department.

## NEW YORK

James B. Hansen

Welcomed to the New York office recently is CLARENCE W. BEADLING, JR., who joined us as traffic representative. Clarence formerly was chief clerk for W. M. WORKMAN at Pittsburgh.

The office said goodby on July 25 to E. R. GREVE who has joined the Rubber Shippers Association as assistant general manager.

ROSE A. FILORIMO, secretary, enjoyed her vacation this summer in Puerto Rico and St. Thomas of the Virgin Islands.

Spending his vacation week getting to know his new son, born the first week of August, was RICHARD TRACY, ticket clerk.

## ELKO

John L. Murphy

The Elko Depot is taking on a very modern look now since the removal of the second story. Several of the new offices are now occupied, but the dispatchers' end of the building is still undergoing major rebuilding.

Back on the job and fully recovered after his recent illness is LOREN AMES, chief clerk to Superintendent J. F. LYNCH.

Sympathy is extended to Telegrapher EVA B. THOMPSON whose father died recently at Auburn, Calif.

Car Foreman J. R. SCHOENFELD retired on August 31 after working for Western continuously since September, 1922. He had been car foreman in Elko since October, 1949.

Interviewed by Roundhouse Clerk J. B. CLARK, Mr. Schoenfeld said his first railroad experience was working for the Oregon Short Line in Salt Lake City. Starting as a car repairman, he then served this line as an air brake



Engineer O. J. Hill arriving in Elko on July 26 on his last run at the head end of the California Zephyr. His seniority date is August 24, 1918. Promoted on May 18, 1924.



Engineer Frank H. Long made his last run on the Zephyrette July 26, 1958—Elko to Gerlach. Frank hired out on November 9, 1918, and he was promoted on July 2, 1924.

inspector until a shopmen's strike in July, 1922, put him out of work. When Mr. Schoenfeld resumed work two months later it was as car repairman for Western Pacific at Wendover. In 1926 WP transferred him to Winnemucca as car inspector, a position Mr. Schoenfeld held until he was made car foreman in Elko.

## SACRAMENTO STORE

Irene Burton

We are glad to see JIM LEE back to work again after his automobile accident. Jim escaped with serious injuries when his car was totally demolished recently after being struck by another car that had run a red light.

Mr. and Mrs. DON TILLIS are receiving congratulations on the birth of their little daughter Janice Lee. Congratulations are also due GEORGIA CHINDAHL, the proud grandmother.

Visiting relatives in North Platte, Nebr., recently were Mrs. DALE ROBINSON and her two daughters, Patricia Ann and Rozanna.

JOSE CHAVEZ, JR., left September 11 for duty in Korea after spending a furlough here with his family. Jose, an Airman 2nd Class, has been stationed at Edwards Field, Calif.

## KEDDIE

Elsie Hagen

Engineer JOHNNY F. SHANNON, injured in an automobile accident some weeks ago, is now convalescing at Industrial Hospital in Quincy. His injury will require a cast for several months, and we know that messages from his friends would shorten the long hospital days.

Recent visitors in Keddie were JAMES BURROWS and his family from Stockton. They stopped off here to visit their many friends while visiting Mrs. Burrows' family at Cromberg.

Also vacationing on Labor Day weekend here were Mr. and Mrs. Cy BATES of Sacramento. While here the Bates had to rush their oldest son Robbie to the Greenville Hospital for an emergency appendectomy. Robbie is now fully recovered.

Roadmaster CHET BARRY stopped off at San Jose with his family to visit his daughter Hazel and see his youngest granddaughter for the first time. The Barrys continued up the coast for a fishing vacation.

Pamela Bancroft, granddaughter of your correspondent, is now fully recovered after a recent tonsillectomy.

Our deepest sympathy goes to the family of Engineer FREMONT JAMES BOHANNON who died on August 27 at the age of 38. He is survived by his wife Pearl, two sons and a daughter, his mother and sister.

Mr. and Mrs. RAY BECKLEY are moving to East St. Louis, Mo. The Beckleys have been living in Keddie since his retirement several years ago, and Mr. Beckley has been doing some mining at Belden. They will return to mine in the summers.

## SACRAMENTO NORTHERN

Milton Ziehn

HERB SPECHT, former SN storekeeper at Oakland, reports that he, retired SN Engineer GEORGE HADEMAN, and Tom Springer, a SN fan for 30 years, had a long "gabfest" with ERNEST "KNOBBY" KNOBLOCK, retired SN conductor. "Knobby" is now 88, in good health, and lives at 2208 Park Street, Concord. Tom Springer has a fine collection of SN material.

## WENDOVER

Esther A. Witt

Latest newlyweds in Wendover are Otto Lee Anderson, son of Water Service Maintainer and Mrs. VARION ANDERSON, and the former Connie Gabbott. The wedding was held August 15 in the Salt Lake City LDS Temple, following a wedding breakfast given

by the groom's parents. Best wishes to the couple who will live in Orem, Utah.

Sympathy is extended to Yard Clerk and Mrs. VICTOR C. LOPEZ whose home has been saddened by the sudden death of Mr. Lopez' brother.

FRED C. REITH, track supervisor, was in Wendover for two weeks while Roadmaster and Mrs. M. L. KIZER and their children vacationed in California. This was Fred's first visit here since 1946.

Making rapid progress in his recovery from an eye infection is retired Boilermaker JAMES A. MANAHAN. He is recuperating at home at this writing.

## SALT LAKE CITY

J. B. Price

Best wishes for retirement years are extended to Engineers HARRY H. FULLER and JAMES K. PARKINSON, both of whom ended their Western Pacific service the last of August.

Harry hired out as a fireman on August 19, 1919, and was promoted to engineer on July 4, 1924. Jim joined Western Pacific on August 4, 1917, and was promoted on May 5, 1924. While the Fullers plan to travel before settling down, probably in the Pacific Northwest, the Parkinsons have purchased a new home in Salt Lake City and will reside there permanently.

## WINNEMUCCA

Ruth G. Smith

Western Pacific people in Winnemucca are talking about a number of weddings and births that have highlighted this summer.

Among the newlyweds are Brake-man GERALD J. MULLINIX and the former Marie Watt, who exchanged vows recently in Virginia City.

In an August wedding, Miss Jac-

quelyn Stonestreet, daughter of Conductor and Mrs. G. W. STONESTREET, was married to Edward Allen Murashie of Winnemucca. The ceremony was performed at St. Paul's Catholic Church in Winnemucca.

Married at St. Patrick's Catholic Church in Salt Lake City on August 9 were Miss Carmela Chiodo and Joe J. DiGrazia. The bridegroom is the son of Mrs. DiGrazia and deceased Carman JOHN DIGRAZIA.

Also on August 9, Fireman SAMUEL A. SEALS and Edythe Beard were married in Mooresboro, N. C. Fireman Seals is in the U. S. Army and stationed at Ft. Belvoir, Va. The young couple will live in Winnemucca following Sammie's discharge next January. He is the son of Brakeman S. F. SEALS.

Congratulations to the newlyweds named above and to the new parents and grandparents below.

Parents of a new baby daughter born August 1 at Humboldt General Hospital are Mr. and Mrs. James Vanderhoff. Engineer JOHN SMITH and Roundhouse Clerk RUTH C. SMITH are grandparents.

A son was born August 2 in Winnemucca to Assistant Signal Supervisor and Mrs. ELFRED WALL. The little boy is the first child in the family and is grandson of Fireman and Mrs. F. M. GOLLIHER.

Mr. and Mrs. Richard A. Banks of Seattle are parents of a son born August 15 in Winnemucca. Mrs. Banks is the former Beverly Duck, daughter of Agent and Mrs. CECIL C. DUCK.

Engineer ADOLPH LOSER recently bid in the job as engineer on the Budd car from Elko to Gerlach. Mrs. Loser has moved to Sacramento to establish their permanent home.

## SACRAMENTO SHOPS

Marcella G. Schultze

Receiving best wishes on their retirement July 31 were Blacksmith BILL STOWELL and Carman CLARENCE KIEL. Bill, after 41 years' service, plans to do some fishing with his young grandson, and Clarence, with 16 years at Western Pacific behind him, may take a trip to Minnesota, his home state.

Co-workers presented Bill with an electric drill and Clarence with a Skil-saw. The two were honored at the July mass safety meeting.

A bouquet to our WPAC baseball team for their sportsmanship and good humor. The team has borne up well under a lot of razzing after finishing with a perfect record of "No games won!" Machinist GEORGE NYE managed the team which forfeited no games. Because of their wonderful display of sportsmanship we think his boys made fine "good-will ambassadors" for Western Pacific.

FRANK J. PELZMAN, B.R.C. of A. vice-general chairman, was delegate of Oak Park Lodge No. 1344 to the B.R.C. of A. Quadrennial International Convention September 8-18 in Kansas City, Mo. Prior to the convention's opening,

Frank attended the WP and D&RGW Joint Protective Board meetings, also held in Kansas City.

Best wishes to Carman KARL W. WEIBEL and Maryon Kidwell, who were married in Carson City on August 16.

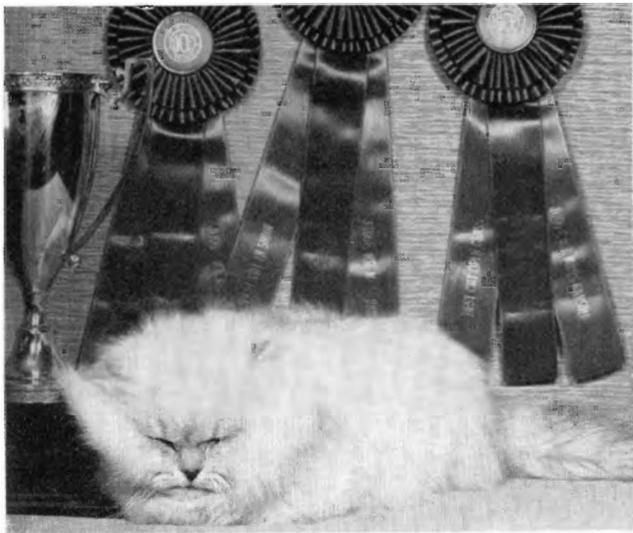
Chuck Fosha, son of Machinist Foreman W. E. FOSHA, played center field on the Oak Park All-Star Pony League team which won the Sacramento Area Championship. The boys followed this



Chuck Fosha



Bill Stowell and Clarence Kiel (on steps) receive congratulations on their retirement. Starting at head of line: Machinist J. F. Fouche, Carman D. L. Gonsalves, Carman F. J. Pelzman, Machinist G. J. Widrig, and Sheet Metal Worker G. W. Breedlove.



"Charmente of Purr-Mew" added another "Best Cat in Show" awards to his record at Oakland in March. The quadruple champion silver male Persian is an All-American winner and was many times "Best Cat in Show." Now eight, he is retiring from shows, and his owner, Machinist Robert R. Hare, retired from WP in September. Bob has other champion silvers, many of them "Charmente's" sons and daughters, and he has just acquired a new male kitten, "Beverly Serano Paul Bunyan," to succeed "Charmente."

triumph with five games in the District Championship play-offs at San Rafael, winning three out of the five to qualify for the runner-up trophy.

## STOCKTON

Elaine Obenshain

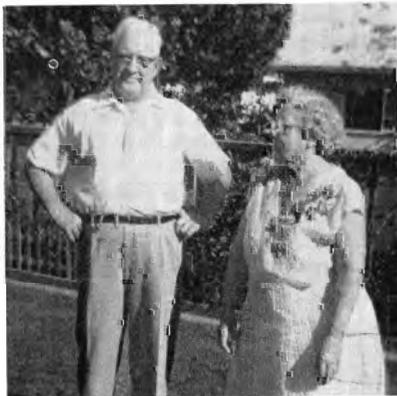
Winners of the first annual Father-Son Golf Tournament at the Tracy Golf and Country Club were Engineer R. W. "WILEY" RANDALL and son, Randy. They posted a low net score of 55 over the 18 holes.

Our deepest sympathy to the family of JOHN W. HOUSER, retired roundhouse foreman, who died on August 1.

Condolences are also extended to the family of retired Conductor HAROLD E. SULLIVAN, who died on August 29. His brother, Leigh, who came to Stockton to attend the funeral, expired August 30 from a heart attack.

New parents are Brakeman and Mrs.

J. W. Wood. Their small son, named Bryan James, was born on August 20, missing his father's birthday on August 19 by a few hours.



50 years for Tom and Mrs. Barry

Oroville Telegrapher and Mrs. THOMAS L. BARRY celebrated their 50th



Bridge and Building Gang No. 2, working on trestle at Milepost 118, stopped for this picture just before going to lunch. Back row from left are Stanley Helton, Ray Robertson, Ed Kelly. Kneeling are Toby Herrera and Albert Plaas. Foreman H. N. Panchot was at another location. Combined, this gang has nearly 30 years' service.

wedding anniversary at the Stockton home of their daughter and son-in-law, Engineer and Mrs. J. P. RICE. The party was held Sunday, August 10, some time before the actual anniversary date, October 29. The celebration was scheduled early so that relatives from Nebraska could be present.

Conductor and Mrs. S. W. WILLIAMS reported a "wonderful trip" on the Cariboo Country Special which returned August 31. Both are looking forward to a repeat trip next year.

## SAN FRANCISCO

George Bowers, Doug Bruce, Rita Connolly, Elizabeth Fagan, Lawrence Gerring, Carl Rath

Editor LEE "FLASH" SHERWOOD and his wife, Hazel, became grandparents on September 27 for the first—and second—time. Daughter, Nancy, presented her husband, Ralph Bullis, with twins—a boy and a girl.

Eighth and Brannan freight house employees were saddened by the death, on August 22, of FRANK X. STEINER, industry clerk, at St. Joseph's Hospital.

Personnel typist "SAM" RAZO now really enjoys driving home from work. He has a new home for his car having just added a garage to his home. It's "Sam's" pride and joy and those who have seen it say he did a fine job.

MURIEL DOWNS, formerly steno-clerk in the labor relations department, has replaced JEANNETTE SUMMERFIELD who returned to school, as secretary to GRANT S. ALLEN, superintendent of transportation.

T. P. "TUX" WADSWORTH, assistant freight traffic manager, upon completing his term as president of the American Society of Traffic and Transportation, was on August 21 elected chairman of the board of governors. "Tux" was the first founder member in the West to become a certified member, and was the first certified member on the WP.

MELBA DAVIS, freight traffic stenographer, returned to her desk after a three months' leave of absence.

BOB HELRIEGEL, general secretary freight traffic, is back at work follow-

ing three weeks' absence because of an illness and an operation.

REG DUNKLEY, formerly traffic representative in the foreign freight department, is now a rate analyst. JOHN DULLEA, formerly rate analyst, is now traffic representative in the general agent's office, San Francisco.

HELEN BEHN announced the birth of a baby boy on August 27 but no further details have been received.

STEVEN CORVEN, who retired about two years ago, visited the auditor of revenues department recently. During a recent trip to Canada Steve visited with VERNA SMITH and her family. Verna formerly worked for JOHN SANDSTROM.

At the last meeting of the S. F. Women's Traffic Club, about 75 members heard Sylvia Roberts of the Patricia Stevens Finishing and Career School talk about "Charm." LELA PAUL, personnel assistant, was program chairman.



Distinguished passengers aboard the *California Zephyr* last month were Jean-Louis Vigier (light suit), president of the Municipal Council of Paris, and his wife. They were met by Oakland's Mayor Clifford E. Rishell (right) and Robert Luc, French consul general, San Francisco.

The "Aloha" sign was out for Western Pacific Railroad Employees' tour party upon arrival at Honolulu. Employees and their wives in the picture are: back row, fourth from left, Mrs. Ethel Roberts; third and second from right, Mrs. and Mr. W. W. Rockwell. Center, fifth from left, former employee Josephine Koester; seventh from

left, Mrs. J. C. McCallan; above "Pacific" in the sign are Jean McCulloch and Marian Nesbit; behind the sign in front are Arthur Lloyd, R. L. McQuarrie, J. C. McCallan. Holding the sign are Danny Duvachelle and Cici Ke, members of the MacKenzie Travel Organization, who arranged tours for the group in the Islands.



## *If railroads did not exist— the U. S. would have to invent them*

Suppose that everybody in the United States were to learn for the first time about a marvelous method of transportation called a railroad.

The idea would be sensational.

High-speed tractors running on steel rails laid on privately owned rights-of-way, with minimum curves and grades, would be capable of pulling long processions of trailers full of merchandise. Imagine!

Trains of trailers would be kept rolling day in and day out until they reached their destinations. They would be shuttled into and out of vast marshaling yards, where the trailers would be grouped in the right combinations. Of all things!

Everything connected with the procedure, moreover, would be subject to taxation. It would be expected to pay for itself. What a switch that would be!

The high-speed tractors on their twin ribbons of steel could even haul human beings, in addition to freight. If necessary, the human beings could be bedded down and hauled from one place to another in special cars with comfortable seats and all the comforts of home.

It would be an absolutely revolutionary idea—railroading. Provided it had just been invented, that is.

All the progressives and the folks who try to lend a helping hand to get new ideas off the ground would be 100 per cent for it.

All the politicians and administrators would be 100 per cent for it.

As for the militarists and hard-headed security planners, they would be 150 per cent for it, because it would represent a mode of transportation more dependable for a long-haul movement of heavy cargo than anything ever dreamed of heretofore.

The whole country would welcome the useful stranger with open arms and be alert for opportunities to give it a boost.

Cities and counties would tumble over one another to build things for it and to make free land available for its terminals.

Politicians would get into higher mathematics to subsidize it with financial gimmicks.

Nothing would be too good for the railroads if the idea of transporting things on steel rails were brand new...

All railroads want is a chance to be as good as they know how to be if they are unshackled—set free from regulations that were designed to curb them when they were new and threatening to abuse a monopoly in high-speed, straight-line transportation.

Railroads should be born again.

That is what would have to happen if they went out of existence.

If they did not exist, the United States would have to invent them...

—From a recent editorial in the  
*Canton (Ohio) Repository*

## WESTERN PACIFIC MILEPOSTS

526 Mission St., San Francisco 5, Calif.

Return Postage Guaranteed

Sec. 34.66, P. L. & R.  
U. S. POSTAGE

**PAID**

San Francisco, Calif.  
Permit No. 5371

MR. ALAN ASKE  
181 SO. LINCOLN ST.  
ROSEVILLE, CALIF.

Form 3547 Requested

## RAILROAD LINES



Missouri Pacific constructing 25-mile new railroad in southeast Missouri to serve new iron ore development in Washington County.

Chicago & North Western puts two new "bi-level" car streamliners in service this month.

Seaboard Air Line Railroad, without losing a single day's work, moved two general offices from Norfolk and Portsmouth, Va., 97 miles to new single roof in Richmond, involving 700 employees, four million pounds.

Missouri Pacific abandons plan for merger with Texas & Pacific.

Anticipating upturn in coal shipments, Louisville & Nashville recalled 200 workers to accelerate car repair and improvement program.

Wabash announces wholesome \$1 meal on every train except jointly operated (with UP) "City of St. Louis."

A merger plan may be submitted to New York Central and Pennsylvania stockholders by end of year.

Association of American Railroads has urged St. Lawrence Seaway Development Corp. to create realistic tolls for the Seaway based on practical and not theoretical considerations so as to make Seaway self-liquidating.