


Southern Pacific
Bulletin
SEPTEMBER 1961

A sepia-toned photograph of a young child with light-colored hair, seen from the side and slightly from behind. The child is looking out of a train window. Their right hand is pressed flat against the glass, which is covered in numerous raindrops. Outside the window, several rectangular shapes, possibly windows of another building or train car, are visible through the rain. The child is wearing a light-colored shirt. The overall mood is nostalgic and contemplative.

FIRST TRAIN RIDE
(See page 6)

Someone's Depending on YOU . . .

The annual drive for contributions to various community funds is beginning this month. Each year, everyone who can afford to is asked to give as much as possible toward volunteer charitable organizations which perform valuable services in every community of the nation.

The power of each dollar you give, when properly and efficiently put to work by these agencies, is truly amazing.

For instance, if you give an amount equalling only *one hour's* pay per month for 12 months, your money will buy:

- 48 hot meals at a Salvation Army canteen, or
- groceries for one week for a destitute family of four, or
- 1 $\frac{1}{3}$ days of care and treatment of an emotionally disturbed child at an institution, or
- 7 days' meals and lodging for a homeless woman or child, or
- a month's "dues" at a neighborhood center for 96 boys and girls who would otherwise be unable to use its facilities, or
- a pair of eyeglasses for a needy child.

The list is endless—it covers the hundreds of vital services rendered every day of the year by such organizations as the Salvation Army, the Red Cross, community boys' clubs, family service agencies, medical research groups, and many others.

The work of these agencies is difficult and tedious—and expensive. Already over-worked staffs must handle more and more cases with limited budgets as our population continues to increase rapidly. Every year each agency must ask for just a little more than last.

This year is no exception. The agencies are depending again on your contributions, and they ask only that you give just a little more than last year, so that they can take care of more people who badly need help.

They're depending on you. When the solicitor comes around, won't you give just a little more than last year?



P. M. Chaimov, manager specialized operations, San Francisco, addresses group at the Claim Prevention clinic held at the Rice Hotel in Houston August 7 and 8.

SP Officials Map Out Program To Cut Down Freight Claim Loss

Last year freight loss and damage claims cost our railroad more than \$25,000 a day.

The total amounted to a staggering \$9,299,522 (enough to pay for 600 new hydra-cushion box cars) paid out during 1960 to settle system freight claims. In addition, the Cotton Belt's freight claim payments last year amounted to \$1,446,260.

Our freight claim payments have trended steadily upward since 1955, a whopping 60 per cent increase.

That was the somber picture painted at Houston on August 7-8 when 48 of our Executive, Operating, Traffic, Law, Purchasing, and Accounting department officers and

supervisors from Southern Pacific and Cotton Belt lines and their trucking subsidiaries met in a system-wide family lines meeting to formulate the most effective immediate and long-range program to stem these steadily rising costs.

On the subject-packed agenda were 47 varied problems, each affecting our company's interests. Out of the busy two days of discussions led by R. W. Humphrey, executive assistant, will come the program that will be the most effective in reducing freight loss and damage payments.

Among those participating were P. M. Chaimov, manager of special-

ized operations, who served as chairman of the meeting; Edmund Burke, general freight claim agent for SP; B. S. Sines, executive vice president; G. W. Kelly, general manager; and S. H. Milby, superintendent, specialized operations for the Texas and Louisiana Lines; and W. H. Hudson, vice president; R. P. Cosper, general solicitor; G. W. Heuermann, general traffic manager; and B. B. Garrett, general freight claim agent for the Cotton Belt.

The two-day meeting included a past, present and future look at the freight loss and damage problem. Subjects that commanded thorough discussions were the importance of careful handling of freight by road and switching crews; the needs for an expanded employe training program; problem of cotton fires; handling of high valued loads; necessity for full cooperation of all railroads in reducing loss and damage, and the importance of an effective publicity program to get the message to employes about the importance of careful handling of freight. This latter includes publishing of timely articles and photographs in the Damage Free Press, Bulletin and other company publications.

Burke, who handled a large portion of the first day agenda, discussed various features of freight claim rules and procedures as related to the loss and damage problem. That same day Sines and Hudson discussed high value loads, blocking of cars to reduce switching, handling of multi-level cars, and the cleaning of cars by consignees.

Information was exchanged con-

cerning the need for detailed and adequate inspections for use of Freight Claim officers in settling claims for use of operating officers in handling with shippers for improved loading practices.

Kelly led the discussions dealing with careful handling of freight shipments after Humphrey earlier had cited management's concern over the mounting claim payments.

Kelly prefaced his remarks with an explanation that because some 80 per cent of freight damage involves interline shipments, the problem of reducing this loss is only partially under our control. Southern Pacific has taken the lead, he said, both in research and in developing better loading methods and car handling. Our railroad has nearly 300 impact registers in service—more than any other railroad.

Special attention is also being given to the handling of shipments of automobiles in multi-level equipment. To the extent possible these cars are being placed in special locations in trains to insure maximum protection to loads.

Other subjects discussed included use of electronic data processing in the freight protection activity, the assistance given by the Traffic Department to shippers in development of safe loading practices, and good packaging.

The Houston meeting was the initial step toward effecting a substantial reduction in our system freight claim payout. The problem is complicated, national in scope, and one that will require continuous attention to the many important details that make for careful handling of freight.

R. E. Hallawell Dies In Stanford Hospital

Rex E. Hallawell, who retired as general manager in 1956 after nearly 42 years with Southern Pacific, died September 13 at Palo Alto-Stanford Hospital of a cerebral hemorrhage.

A native of San Francisco, he began his career with SP in 1914 after attending Oakland schools and the University of California.

From 1938 to 1940 he was manager of the Interurban Electric Railway which ran between San Francisco and the East Bay. In 1942 he was named SP's general superintendent of transportation, directing the company's part in moving troop and supply trains during the early days of World War II.

He rose to be assistant general manager in 1944 and served as general manager from 1948 until his retirement in 1956.

R. E. HALLAWELL



F. D. BUNSEN

Fred Bunsen Retires After Long SP Career

Frederick D. Bunsen, general freight and passenger agent at El Paso since 1947, has retired from service after 47 years with Southern Pacific, due to illness.

Named to succeed him was H. G. Oliver, who has been acting general freight and passenger agent, El Paso. (See May 1961 Bulletin.)

Bunsen began his career as a yard clerk at El Paso in 1914 and by 1917 had worked his way up to chief yard clerk. He served with the U.S. Army during World War I in France and Germany from late in 1917 to 1920. After the war he rejoined SP and by 1926 was made city freight agent at El Paso, holding that position until he was made chief clerk, Traffic Department, in 1945. A year later he was promoted to assistant general freight agent.

First Train Ride . . .

Bert Brandt, well-known commercial photographer from Houston, and his wife, Liz, have traveled widely, and they firmly believe that "the most exhilarating experience one can have in travel is to make a trip on a deluxe train." The Brandts wanted their daughters, Betsy, age 5½, and Trisha, age 3, to share this experience with them, and as Bert says, "... certainly the best way you can travel from Houston is on Southern Pacific. Hence our decision to take them on the Sunset to New Orleans."

Come with us now into a child's world as the little girls take their first train ride. As their father (who took these photographs) points out, "... There's nothing in this world quite like it."





As train speeds through Louisiana, Trisha is enthralled with passing scene as Betsy reads "Hansel and Gretel." They felt so secure, they were more relaxed on the train than they usually are at home.

Conductor L. Bushnell, who has been with SP for 38 years, shows Betsy her railroad ticket. Betsy's comment: "Is it play money, and will it buy a dolly?"





Betsy breakfasts in the dining car shortly after leaving Houston on a Sunday morning and is fascinated by the passing panorama through picture window. She had just finished her second bowl of fresh California strawberries and cream, and a few moments before had said to the dining car waiter: "I want more strawberries. I want to pick them off a strawberry tree. Is that a real flower in the vase?"

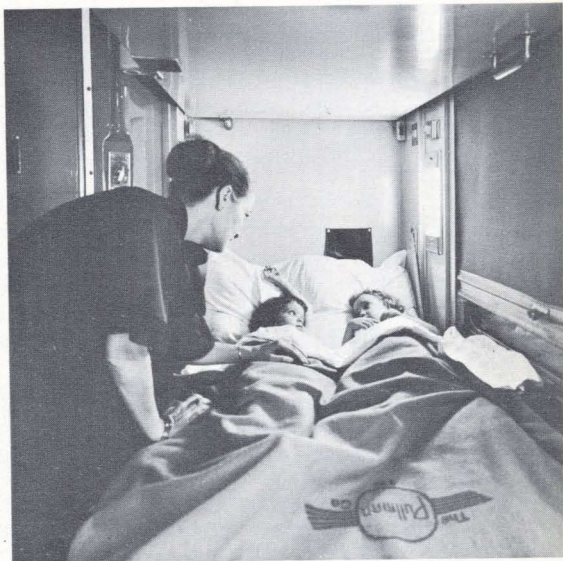
"What's your name?" Trisha, holding notepad behind her back, asks passenger Carolyn Burnett of Houston, who was on her way to Lake Charles. Then Trisha tried to write name on pad, but since she can't write, the result was "scribble-scrabble."





Arriving at New Orleans station, Betsy, Trisha and their mother admire spacious modern waiting room. Betsy asked, "Mummy, do they have comic books here?"

In Pullman sleeper on the way home to Houston from New Orleans, Liz Brandt tries to coax the girls to dreamland. Betsy says, "I'll go to sleep, if you will, Trish." Trish replies: "All right."



WP Hearings Reconvene With Wide Support for SP

After a 60-day recess, ICC hearings in the Western Pacific control case resume in San Francisco October 2 for two weeks of additional direct testimony and cross-examination of railroad witnesses.

ICC Examiner Paul Albus will then move the hearings to Los Angeles for three days beginning October 16, to Salt Lake City October 19-20, Seattle October 23-24, and Portland October 25-27. Final sessions will take place in San Francisco beginning October 30.

Public interest and support for SP's plan was demonstrated during the initial hearings by more than 100 public and shipper witnesses who testified on our behalf. These people were representative of hundreds of chambers of commerce, city councils, county boards of supervisors, labor unions and business firms throughout the West which have supported SP's program.

The shippers who testified earlier saw in the SP proposal a means to increase efficiency of the railroad services they receive and the chance to keep railroads in competition with trucks for their business.

Opening SP's testimony, SP officers had pointed out that since SP and WP lines run generally parallel and serve many common points, substantial cost reductions and improvements in service would be made possible under our proposal.

Later, representatives of 19 labor organizations supporting the SP program told Examiner Albus that any Santa Fe takeover of WP would only divert traffic (and jobs) from Western Pacific and SP lines to those of the AT&SF, and could not increase total rail business.

High officers of the Union Pacific and Denver & Rio Grande Western railroads also testified strongly in support of SP's plan to increase over-all rail business. Santa Fe's interest, in developing the "Santa Fe all the way" route, they said, would inevitably lead to diversion of traffic away from WP, SP and their connections. Other major railroads will later offer testimony either for SP or opposing Santa Fe.

Transportation experts from several universities and Stanford Research Institute offered detailed studies which confirmed SP's viewpoint that other modes of transportation, especially trucks, provide keen competition for the railroads and are taking big bites out of rail business.

Greater efficiency, the experts said, is imperative if railroads are to modernize their services and hold rates down—steps necessary to reverse the trend of business away from the rails.

Modernization Program has Begun at Sacramento Yards

A multi-phase project has begun at Sacramento Yards to further improve service to shippers and receivers and permit Southern Pacific to handle regular trains, out-size loads and local switching operations more quickly and easily.

The project will include modernization of a downtown team track for the use of local shippers and receivers, installation of a modern freight-car washing and cleaning facility, extension of existing switching tracks, relocation of main-line tracks through the yards to permit handling wider loads and construction of a new yardmaster's tower. The entire project is slated for completion shortly after the end of the year.

The team track, located so shippers and receivers without spur tracks can conveniently load and unload freight cars, will be constructed and modernized at the site of the present 7th Street Team Track, part of which is presently being used for car cleaning.

The new facility will consist of two tracks, capable of handling more than 24 freight cars, and will also contain access driveways and sufficient space between the tracks to accommodate modern highway equipment.

The new freight car washing and cleaning facility to be located within a paved area inside the yard, will handle up to 80 cars daily.

Existing trackage in the 12th

Street switching yard will be lengthened an average of 1,000 feet to increase yard capacity and speed switching operations. To accomplish this, existing icing platforms of Pacific Fruit Express will be removed. Icing will be handled through the modern icing plant at Roseville.

Switching operations will be supervised from the new yardmaster's tower to be located in the switching area of the yard. Thirty-two feet high, the tower will overlook the entire yard and will be equipped with a loudspeaker system and two-way radio communications between the tower, switching crews and switch-yard forces.





San Francisco's favorite "White Collar Girl" is Dalene Wangsgard, a secretary at PMT. She is shown with Gustave Liden, assistant equipment manager for PMT.

PMT Secretary Wins 'White Collar' Title

Thirty-three of San Francisco's prettiest office workers competed recently at the seventh annual Union Square fashion show for the title of "White Collar Girl." Winner of the 9 to 5 brigade was Dalene Wangsgard, 22, Pacific Motor Trucking Company secretary, a pert five-foot-five blonde whose charm and grace prompted some 5,500 citizens to cast votes for her.

Her prize? A complete fall wardrobe, donated by San Francisco Fashion Industries.

Dalene, who is single, shares an apartment on Hyde Street with two other girls. She likes to go dancing, and bowls once a week with the SP Bowling League ("but my average is only 145," she smiles).

The No. 1 White Collar Girl has been with PMT three years.

Daughter of SP Woman Featured in the POST

If you look on page 30 of the August 26 issue of the *Saturday Evening Post* you'll see a lovely face that is familiar to many folks in Phoenix. The girl who posed for the illustration is Joan Elquest, 16-year-old daughter of Betty Elquest, secretary in the Tax and Right of Way Department in Phoenix.

She was chosen for the assignment by noted illustrator R. G. Harris, who discovered her at the Flair School of Modeling, where she has been studying. (The boy in the illustration is Mr. Harris' son.)

Joan, a blue-eyed ash blonde beauty, begins her senior year at West High School this month to continue her journalism studies.

Henry Nelson's Daughter Named Beauty Queen

Ann Nelson, with the help of Theodore Roosevelt, was chosen "Miss Mountain View" in a beauty contest held in that California city last month.

Ann is the daughter of Henry A. Nelson, chief clerk in the Voucher Approval Bureau, Accounting Department, San Francisco.

Her recitation of a speech by Roosevelt before the turn of the century gave her the edge over three other finalists. Roosevelt's talk was a fiery attack on the "soft life."

Ann delivered it with an intensity that startled the five judges who had been mainly comparing points of beauty. A blonde with blue eyes, she is five feet six and one-half inches tall and weighs 123 pounds and measures 36-24-36.



'MISS MOUNTAIN VIEW'

—Palo Alto Times photo

Pease of PMT-sponsored Company Named JA President of the Year

A 17-year-old candlestick maker was named Junior Achievement President of the Year last month at a youth conference in Columbus, Ohio.

He is Burke Pease, the son of a Presidio Army chaplain.

During the last school year, Pease was president of a Junior Achievement Company called Wick-n-Wax Unlimited, which manufactured and sold candles under the sponsorship of the Pacific Motor Trucking Company, San Francisco.

Like all Junior Achievement firms, the student-staffed company was a miniature big business—sell-

ing stock, floating loans, paying dividends.

Wick-n-Wax prospered under Pease's presidency to the extent that the company paid a five-cent dividend on each 50-cent share of stock—a return of 10 per cent.

Earlier this year Pease was named JA President of the Year of San Francisco—which entitled him to the trip to Columbus for the 18th annual National Junior Achievers Conference.

In winning the national title from among a total of 4300 company presidents, Pease received a \$1,000 scholarship award.

Can Freight Revenues Support Unprofitable Passenger Service?

(Editor's note: We think the following article is an important one. It originally appeared in the August issue of the Missouri Pacific Lines "News Reel", a publication issued monthly by the Missouri Pacific Railroad, St. Louis, Missouri. Much of what is written in the article, you will see, applies to Southern Pacific, and all other railroads, as well as to the Missouri Pacific. It is reprinted with permission.)

In recent weeks, two news stories, with nation-wide circulation running into the millions, mournfully deplored the discontinuance of passenger trains by American railroads. An NBC-TV broadcast devoted an hour to the commuter problem in a program entitled, "Railroads: End of the Line," and Look Magazine lamented the discontinuance of the last passenger train over the Lehigh Valley in a feature story entitled, "Death of a Railroad."

These dramatic headlines emphasize the fact that the American people have never fully understood the primary purpose for the building of railroads, which was the transportation of freight. This misconception is not difficult to understand since most people form their opinions on what they see, feel and use. The principal contact the public has with railroads is as travelers and it is only natural for them to arrive at the erroneous conclusion that the main business of railroading is the transportation of passengers.

Railroading is a Dynamic Industry

So, while railroaders deplore these doleful headlines about the future of the industry, they cannot agree with them because railroading, from the standpoint of its primary objective—the transportation of freight—is still a dynamic, forward-moving industry.

As is the case with all American industry, the opportunity to make a profit was the force that motivated the early railroad builders to risk their capital in stretching steel rails into the wilderness. They realized that the big profit would come from the transportation of freight. From a revenue standpoint, the passenger business was always of secondary importance but it was a service they felt obligated to provide, since the public needed and patronized it. Viewed in the light of modern-day retail merchandising, it was a sort of profitable sideline and it continued so until the arrival of the private automobile in the '20's and the airlines in more recent years.

There are some who contend that freight business can support unprofitable passenger trains. These people argue that the railroads should provide this service to sell more freight transportation in the same way that a department store provides "loss leaders" (offering unprofitable merchandise for the purpose of luring customers into the store for the sale of profitable goods). A little reflection will disclose that the vast majority of train riders are not prospects for freight service.

There was a time when passenger train losses could be absorbed by freight revenues but, with the decline in freight volume, this is no longer possible. For example, a comparison shows that Missouri Pacific freight revenue in 1956 totalled \$265½ million, whereas in 1960 it had dropped to \$256¼ million. In the first five months of this year, the net income of the American railroads dropped to \$17 million from \$195 million in 1960 and \$234 million in 1959.

New Haven Railroad Bankrupt

This situation is forcibly illustrated by the financial plight of the New Haven Railroad, much in the limelight in recent months, which reached a climax early in July when the road became bankrupt. Basing its attitude on news stories, the public would attribute the New Haven's troubles to declining passenger business. But an examination of its annual reports shows that in 1960, compared with 1957, passenger revenue was virtually unchanged but its freight revenue dropped \$20½ million, or 22.6 per cent.

Railroaders are witnessing today in the transportation of freight what they saw back in the '20's when the private automobile started to take away the passenger business. Already two-thirds of intercity freight is being hauled by carriers exempt from government regulation, over ways provided by the taxpayers. Not only the railroads but other for-hire carriers—even those who are the beneficiaries of government bounty—are also finding their business slipping away from them.

The big problem facing the railroad industry is not only to hold the line on its declining passenger business but, more importantly, how to hold the line on its deteriorating freight business. The volume of intercity freight is growing but the railroads each year are hauling less of it because the government is providing more and more highway and waterway facilities while failing to relax the restrictions on railroads so they can effectively compete with private trucks and barges.

Some apostles of the free enterprise system are among the strongest advocates for the spending of taxpayers' money for airports, waterways and highways. This paradoxical situation is not difficult to understand. So long as Congress is willing to appropriate funds to those who clamor the loudest, communities would be foolish indeed if they didn't make a plea for a share of them. But local communities should have at least the foresight to see what effect this kind of action will have on existing industries.

(Continued on next page)

Right now, civic and business interests in Arkansas and Texas are agitating for the navigation development of the Arkansas and Verdigris rivers from the Mississippi to Tulsa, Okla., and the Trinity River from the Gulf to Dallas and Fort Worth. It is hoped these interests who are trying to get a share of the taxpayers' money realize what completion of these waterway projects will do to the passenger and freight business of the Missouri Pacific and other railroads, who are among the biggest contributors to the economy of their states as taxpayers, employers of labor and purchasers of fuel, material and supplies.

While the railroads wait for Congress and the State Legislatures to provide the equitable treatment that will enable them to effectively compete for the transportation business of America, they continue to strive to furnish travelers and shippers the best possible service at the lowest possible cost.

The Missouri Pacific continues the unusual innovations it established to win travelers back to the railroad and through improvement in freight cars, extension of piggyback service and reliable freight train performance offers shippers a service second to none in the U. S.



GROUND-BREAKING CEREMONIES for a new half million dollar key point terminal for REA Express were held Friday afternoon, Aug. 4, at the construction site, Seventh and Maritime Streets, Oakland. Claude E. Peterson, vice president-system passenger traffic-public relations, who is a member of the REA Board of Directors, turned the first shovel of earth. The new terminal will handle some 600,000 pieces of express monthly, serving the entire East Bay. From left to right with the architect's drawing of the new building are J. A. Papa, REA vice president; Peterson; W. C. Brunberg, vice president, Western Pacific railroad; and L. C. Krames, assistant general freight agent, Atchison, Topeka and Santa Fe Railway.

TIME Magazine Features Mr. Russell on its Cover

The railroad industry, Southern Pacific and President D. J. Russell were given singular recognition recently by TIME, a national news magazine. A portrait of Mr. Russell was featured on the August 11 cover of the weekly publication, and an extensive article titled "Healthy Among the Sick" delved into some of the industry's regulatory and traffic problems.

Highlighting SP as "most successful of all" Western railroads, TIME labeled the company "aggressively modern" in its management and operating philosophy. The article traced reasons for SP's good health in an industry otherwise beset with serious problems, and told of the diversity of the company's activities under Mr. Russell's guidance.

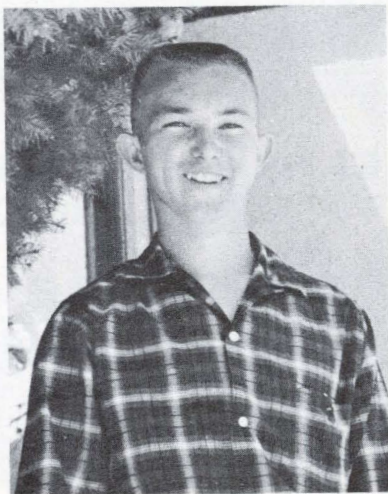
The story covered more than five pages. It included photographs of a piggyback train on the San Luis Obispo curve, the electronic mail sorter in Oakland, Mr. Russell with his family and checking over the daily performance report with other SP officers.

One chart in the extensive article pointed out the rail industry's dwindling share of intercity freight traffic, despite what TIME called "such vast capacity that today they could still carry all the nation's freight—and then some." Another chart detailed passenger revenues and operating expenses over the past 20 years. A map of the biggest rail systems in the U.S. also showed

TIME's readers the assets and miles of track operated by each of the ten leading railroads.

In the article, TIME states: "Railroader Russell firmly holds these beliefs about his business: the railroads are the backbone of the nation's transportation system; they will always be needed to carry the goods that feed and shelter and protect Americans; they can indeed compete profitably—if Washington will only let them compete."

AMBASSADOR OF GOOD WILL is Paul Burton, son of S. B. Burton, superintendent of Shasta Division, who has been serving in Germany as an American Field Service exchange student. Paul was selected because of his high scholastic standing and because he represents a typical youth of America. His letters home have been published weekly in the Dunsmuir News.



The *Sports* Page



CITY VOLLEYBALL CHAMPIONS of the San Francisco industrial division are these worthies of the Southern Pacific Club who defeated the Grace Lines team on August 15 to garner first place. Shown are (kneeling, l-r) F. Ellinger, coach; George Scoffield, Lou Lotti, Ray Torres and Riley Kelly. (Standing) Moe Molinari, Joe Carlomagno, Gene Ellinger, Bob Bushner and Herb Vargas. Not present when picture was taken were Jack Shea, E. C. Castellanos and George Bracamonte.

El Paso SP Club Invites *You* To Attend Big Golf Tournament

All of you with golfing blood in your veins — take heed.

A tournament with an international flavor is scheduled for Saturday and Sunday, October 28-29, at the Juarez Country Club Golf Course in Juarez, Chihuahua, Republic of Mexico, and at the Ascarate Municipal Golf Course in El Paso, Texas, U.S.A.

Sponsored by the SP Club of El Paso, this system-wide invitational golf tournament for employees of SP and its subsidiaries, promises to be the biggest ever planned. More than 400 golfers are expected.

A reception committee will meet all trains coming into the El Paso

Union Passenger Station, and free transportation will be provided from downtown El Paso to and from the golf courses and the El Paso Country Club. Following the first day's play, a reception will be held at the Juarez Country Club for all contestants, their wives and guests. An Awards Banquet (there will be 30 trophies) will be held Sunday evening at the El Paso Country Club.

The golf widows will not be neglected during the tournament. There will be a special luncheon, fashion show, Gray Line tour to Carlsbad Caverns, local guided tours, and approved baby sitters, all to be furnished at a nominal cost.

For entry forms, hotel information and brochures, please write to John Ferrell, secretary, SP Golf Club, 711 SP Bldg., El Paso. Deadline for registration is Monday, October 16.

Hurry, hurry, hurry . . .

WINNERS of the 1960-61 Sacramento City Bowling Tournament (B Division) was the SP Club of Sacramento bowling team, whose members are shown holding the magnificent trophies presented to them. They are (l-r) Elmer Schultz, blacksmith, captain; Harry Sutton, blacksmith; Bill Burgess, machinist; Harvey Costen, blacksmith; Fred Griggs, draftsman, and Bulletin photographer.





NEW MODERN PMT TERMINAL at Anaheim (California), with 25 truck or trailer spots on three sides of an all-weather freight dock, is centrally located for serving all Orange County shippers. Here representatives of Pacific Motor Trucking Company and Southern Pacific work closely as a team, especially in the popular piggyback freight service, where coordinated rail and truck movements are involved.

R. Ersepke Dies At General Hospital

Rudolph Ersepke, master mechanic of the Western Division since 1944, has passed away at the SP General Hospital in San Francisco.

He joined SP as a machinist apprentice at Bayshore in 1918, remaining there until 1936 when he was sent east as an inspector at the Lima Locomotive Works. He returned to the Bayshore Shops in 1937 and in 1941 was made foreman of general machine shop. In 1942 he rose to be assistant master mechanic at Los Angeles and a year later was transferred to West Oakland with the same title.

Sultan Succeeds

L. H. Sultan, former mechanical production planner, Sacramento General Shops, was named to succeed Ersepke at West Oakland as master mechanic.

Succeeding Sultan at Sacramento is W. W. Atkinson, former assistant master mechanic, Portland Divi-

sion, with headquarters at Eugene.

Named to succeed Atkinson was W. J. Kramer, former general foreman at Bakersfield.

Specially Designed Gondola Cars Coming

Southern Pacific has ordered 40 specially designed gondola cars of 86-ton capacity for handling wet copper concentrates.

The cars, to be built by Baldwin-Lima-Hamilton Corporation, were designed at SP's request because the concentrates solidify in transit and make unloading extremely difficult when shipments move in ordinary gondola equipment.

The sides of the BLH car slope outward slightly at the bottom and are specially painted on the interior. These features with the car's full bottom-drop doors, over nine feet wide and 21 feet long, will facilitate fast unloading.

LETTERS FROM SP PATRONS

Below are reproduced excerpts from just a few of the many letters received in recent weeks from passengers pleased with Southern Pacific.

"... My wife and I have traveled from Chicago to Tucson and back on the *Golden State* some twenty-five or thirty times ... Your staff has been both efficient and helpful. May I commend them for their general courtesy and good will which means so much to passengers on a long trip ..."

Grandparents

"... For a lady traveling alone it is most gratifying to have such courteous help and service ..."

Cascade Passenger

"... The service I received in your San Francisco Ticket Office was a pleasant preliminary to a most interesting and encouraging experience. Without a single exception, every Southern Pacific employe, and every Pullman company employe on your train, reflected a sincere interest in my welfare as a passenger or customer of the railroad. ... Your train was clean, your roadbed was certainly unusually smooth, and we arrived in Chicago precisely on time, which was particularly gratifying since we had only 15 minutes to change stations. I hope this can be forwarded to the people who are in overall control of your operations, since it is obvious that a high degree of attention has been paid to customer satisfaction ... Thank you for a pleasant trip East. I hope I have the opportunity to be a Southern Pacific patron again—and soon ..."

General Sales Manager

"... Enroute: I am enjoying trip aboard the *City of San Francisco* to the utmost. Your meals, equipment and service leave nothing to be desired ..."

Minister

"... We love your wonderful *Coast Daylight* and all the courteous help. Thank you for a most pleasant trip ..."

Family of Six

SP Engineer Writes Book For Children

Most children know that a train whistle is a warning to stop, look, and listen. But not many of them understand the way engines talk in whistle language.

To help youngsters between the ages of 8 and ten know more about whistle messages, David R. Burleigh, locomotive engineer on the Los Angeles Division, has written a book titled *How Engines Talk*.

In this simple, attractive book,

with illustrations by Ben Abril, the young reader takes a trip with Diesel Engine Number 312 as it leaves the roundhouse, couples onto a train of freight cars, and makes a run to a distant city. The book contains much information about railroads and railroad workers, as well as the meaning of different train whistles.

It is published by the Follett Publishing Company of Chicago.

Recent



GEORGE E. FELLAUUM, shown with his proud wife, has retired as yardmaster, Sacramento Division, after 42 years with SP.



RAYMOND E. WARDLEIGH, locomotive engineer, Ogden, has retired after 43 years with Southern Pacific.

FLOYD D. COLLUP, locomotive engineer, Tucson Division, retired after a railroading career that spanned 44 years, 35 of them with Southern Pacific.



J. E. ROBINSON, locomotive engineer, Western Division, is enjoying his retirement from the company after working more than 48 years for SP.

Retirees



JOHN J. (MAC) MCCARTHY, car distributor, Western District, with headquarters in Oakland, has retired after 35 years' service.



SHOWN in locomotive cab on last day before retiring from service after 44 years with Southern Pacific is Engineer John C. Medcraft of the Salt Lake Division. A large crowd of relatives and friends met him at the conclusion of his run.



ENGINEER I. W. MCCLINTOCK, right, Sacramento Division, has retired after 45 years with SP. Shown congratulating him is R. D. Spence, Division superintendent.

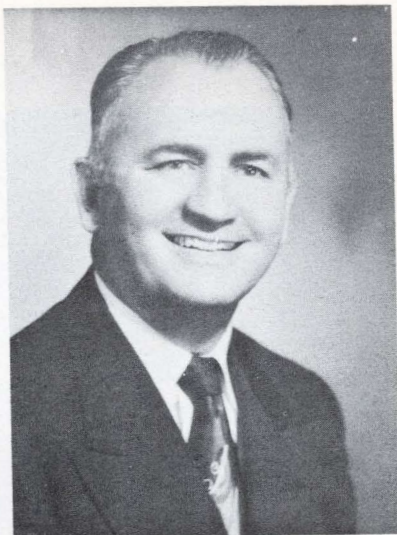
EDMUND BROOKE, head rate and revising clerk, Stockton, California, has retired after 53 years with SP, spending his entire career at Stockton. At his retirement party, his many friends presented him with a treasure chest of silver.



T. E. Martin Appointed T&NO Purchasing Agent

T. E. Martin has been appointed purchasing agent for SP lines in Texas and Louisiana, with headquarters at Houston. His new assignment is in addition to his other duties as purchasing agent and manager of stores for the Cotton Belt Lines, headquarters in Pine Bluff, Ark.

During World War II he was a mechanical officer with the U.S. Railway Mission in Mexico, serving with a group of technicians who provided the National Railways of Mexico with assistance in maintenance of equipment and train handling.



T. E. MARTIN

GOLF CHAMPIONS. Winners of the three flights in the spring golf tournament sponsored by the Southern Pacific Golf Club of Houston are shown here with C. A. Umbach (right), club president, who made the trophy presentations. Shown (l-r) are E. Benjamin, winner of the first flight; N. O. Huebner, championship flight winner; and G. Layfield, second flight winner. Some 78 officers and employees participated in the tournament.



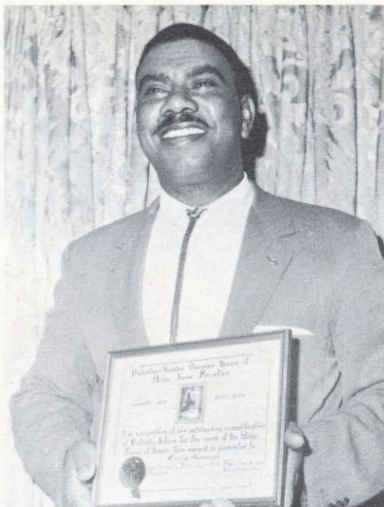
C. Broussard Named Holy Name Man of Year

Charles Broussard, blacksmith at Houston General Shops and prominent Catholic layman, has been named "Holy Name Man of the Year" of the Galveston-Houston Diocesan Union of Holy Name Societies.

Broussard, who has been with SP since 1936, was honored "in recognition of outstanding exemplification of Catholic Action for the cause of the holy name of Jesus."

His work for the church that resulted in this year's citation has included active participation in the Mother of Mercy Parish during which he has served as altar boy, usher, chairman of the parish Holy Name Society on seven different occasions, as corresponding secretary of the district union in 1953, first vice president in 1955, and last year was co-chairman of the Christ The King celebration in Houston. He is a member of the Galveston-Houston Diocesan Council of Catholic Men and is a special representative of the National Council of Peter Claver.

In addition to his church work Broussard has found time to participate actively in local and community affairs.



BROUSSARD WITH PLAQUE



T. B. HOLLEY, left, received congratulations from B. M. Stephens, assistant to executive vice president, when he retired as general office building superintendent at Houston on July 31 after 36 years with SP. Holley started his career as a boilermaker at Ennis and served as roundhouse foreman at Dallas, Jacksonville and Beaumont prior to coming to Houston in 1953.



ROBERT HOOPER, clerk in Miscellaneous Accounts, Houston, has been presented a President's trophy by members of the Norhill Little League for his work in raising funds necessary for league operation. The trophy is the first to be presented by league members. Hooper became interested in the league six years ago when his son, Bobby, started playing with the Pee wee team. Hooper served as a team manager prior to election to the league presidency last year.

* * *

FOUR YEARS AGO when the Rev. C. Hong Sit and his wife moved to Houston to organize a Chinese mission they needed financial backing and people to help organize the new church.

Funds needed to purchase land and acquire a church building were furnished principally by Chinese residents who understood the need for the mission. The equally important hours of work needed to organize the new church were furnished by J. A. Ritchie, retired locomotive engineer, and his wife.

In the early days of the mission,

members did not have a place to hold their services and the Ritchies arranged for them to meet Sunday afternoons at a non-denominational church where they had been active. Mrs. Ritchie assisted with the Sunday school activities and Ritchie cheerfully accepted janitorial chores.

Today, Reverend Sit is pastor of the Grace Chapel of Chinese New Testament Fellowship—and he and Mrs. Sit credit much of their success to the Ritchies.

Recently, when the Ritchies celebrated their 50th wedding anniversary, Rev. Sit and members of his congregation honored them at a church supper. "We can never repay the Ritchies for the work they have done," Rev. Sit said. "But to show our appreciation we had a huge wedding cake prepared, and everyone active in the mission wished them continued years of health and happiness."

The Ritchies think they were well repaid for their efforts. "It was one of the nicest things that ever happened to us," they said.

urselfes

ON HAND to wish Retired Engineer J. A. Ritchie and Mrs. Ritchie continued good health and happiness on their Golden Wedding anniversary were these members of the Chinese Mission at Houston which the Ritchies helped to organize.



September, 1961

VISITORS in the home of V. H. Barber, Jr., of Fort Worth are often startled to hear the sounds of an SP diesel locomotive horn filling the room, and then are relieved to find that it is just one of Barber's recordings.

Barber, president of Trinity Valley Railfans, Inc., could keep his sound effects going for hours. He has been recording railroad sounds for several years and has traveled extensively to make his collection one of the most complete in the country.

The Barber home is located near SP tracks, which makes Barber happy; it makes it easier for him to record the whistle sounds and the "music" of the fast moving freights plying between Fort Worth and Ennis.

When a train passes, Laura, Barber's 4-year-old daughter, runs out to wave to the SP engine crews and they always wave back. Then she waits for the caboose and the greetings are repeated.

* * *

C. B. WALLACE, Pullman conductor of New Orleans, found a wallet containing \$1,000 aboard the Sunset and had it returned to the gentleman who had lost it, Warrant Officer Sinn Hoor of the Royal Cambodian Air Force, who had been enroute from Cambodia to Lackland Airforce Base at San Antonio. Officer Hoor was grateful.

* * *

J. E. WEATHERLY of Victoria, son of Assistant General Manager J. E. Weatherly, Houston, has been elected to a two-year term as member of the Victoria City Council.



V. H. BARBER, JR., president of the Trinity Valley Railfans, Inc., of Fort Worth, stands by an original watercolor done by noted railroad painter Otto Kuhler. Barber's tape recordings bring to life the sound of trains.

J. B. BELL, Jr., manager of the Featherlite Company of Converse, Texas, which processes clay products used in manufacturing building stone, had some nice things to say about SP recently. In a letter to Superintendent J. W. Kraemer, he said, "We have finished our best month of rail shipments and wish to take this occasion to say we appreciate the service provided by your company. We particularly appreciate the assistance given us by Assistant Superintendent R. W. Hickman and TF&PA R. H. Cottingham of San Antonio, and Agent Philip Antes of Converse. It is a pleasure to do service with your railroad."

JOHN FINDLEY, son of S. A. Findley, terminal trainmaster-agent at Corsicana, has received an appointment from Congressman Olin E. Teague to the U.S. Air Force Academy. John, an outstanding member of the Ennis (Tex.) High School senior class, was last year's delegate to the UN Pilgrimage to New York. He was president of the Ennis High School band and vice president of both the student council and senior class.



JOHN FINDLEY

LARRY LESKEVJAN, 18, Jefferson Davis High School senior, and son of Freight Carman Louis Leskevjan, Houston, has been appointed to the United States Military Academy. Larry has served as commander of Company B, ROTC; vice president of the student council, president of the Christian Students Union, editor of the high school yearbook, and member of the Davis American Legion Club.



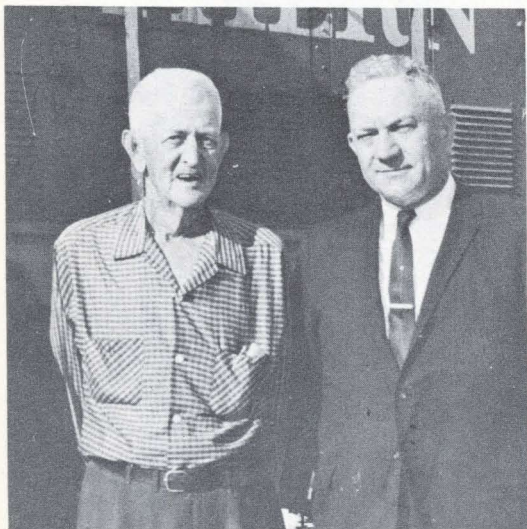
IVAN WELLS AND WIFE

WHEN IVAN WELLS of Lake Charles, La., isn't busy with his duties as district freight and passenger agent in that city he finds time to work in his rose garden and to take an active part in the Southwest Louisiana Men's Rose Club. President of the club, he had an important part, along with members of the Calcasieu Council of Federated Garden Clubs, in staging the highly successful rose show, "Romance of Roses" at the McNeese State College gymnasium. "The Wells' rose garden with its numerous varieties of roses, red petunias and white sweet alyssum, is one of Lake Charles' showplaces," wrote Georgia Moritz in a recent issue of the *Lake Charles American Press*.

SUPPORT CRUSADE DRIVES

Recent

ELLIS J. BREAUX, left, was presented with a king-sized cigar by **Foreman A. B. Jeaffrey** when he retired as machinist at Lafayette after nearly 39 years of service.



S. J. DOMEK, left, shown with **L. McDonald**, superintendent of terminals, New Orleans, has retired as locomotive engineer after nearly 40 years with Southern Pacific.

E. E. CALLEN, below left, yard engineer at Lafayette, has retired after more than 34 years' service with SP. On hand to congratulate him on his last day at work was Superintendent **E. P. Evans** of Lafayette.

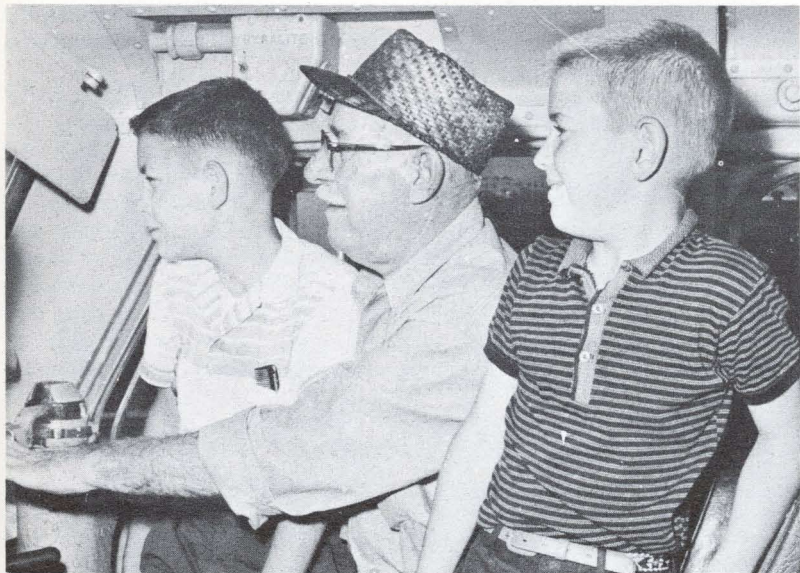


Retirees

HEARNE WATTS has retired as machinist at Ennis after more than 46 years of service. He is a charter member of the Greater Dallas Independent Locksmiths Association, and a member of the Associated Locksmiths of America.



A FINAL RUN as locomotive engineer on the Sunset ended a 48-year railroading career for John D. Durkes, shown here in the engine cab with his two grandchildren, John Manning, left, and Whitney Burras, who met him on arrival of the streamliner at New Orleans.





MORE THAN 400 ATTENDED 10TH ANNUAL SA&AP ROUNDUP AT YOAKUM

Annual SA&AP Roundup Enjoyed by Hundreds

To the fading ranks of hardy pioneers whose predecessors built and operated the San Antonio & Aransas Pass Railway, there will always be an SA&AP — if only in their hearts.

Today, the original SA&AP properties are an important part of Southern Pacific. But its headquarters, shops and employes, once the nucleus of the Yoakum community, are gone.

To keep memories of the SA&AP alive, pensioners and former employes of the railroad, many now with SP, staged their first roundup at Yoakum in 1951 to renew old friendships. Since then these get-togethers have continued to mount in interest until this year when the roundup attracted more than 400 pensioners, employes now with SP, members of their families and invited guests. The affair was held at National Hall at Yoakum.

Oldest pensioners attending the San Antonio & Aransas Pass Railway, were (l-r) Charles F. Johnson, 91, of Palestine, A. M. Ragsdale, 94, and R. L. Bodkin, 92, both from San Antonio.





TWO-HUNDRED TEN YEARS of SP service were rounded out when Purchasing Agent E. V. Purdy and four members of the Purchases-Stores Department retired at Houston. Shown (l-r) are A. J. Norwood, general foreman, 48 years; J. E. Eplen, traveling storekeeper, 42 years; Purdy, 39 years; J. R. Toomer, tie and timber agent, 41 years; and M. W. McMillan, material control supervisor. They were guests at a dinner given by fellow employees and are shown holding specially prepared books that contained the signatures of their department.

TRIPLE RETIREMENT at Victoria, Texas, recently brought 88 years of Southern Pacific service to a close. Roundhouse Foreman H. A. Studer, Sr., left, is shown with retirees (l-r) Charles Booker, machinist helper, 34 years; Joe W. Bartosh, machinist, 36 years and L. T. Albrecht, car inspector, 18 years. W. L. Hutchinson, assistant master car repairman, gave the trio letters of appreciation from Executive Vice President B. S. Sines.

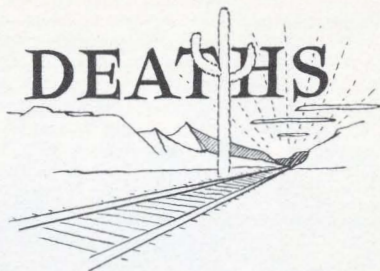




TOM WALLACE, machinist at Houston, has retired after more than 40 years with Southern Pacific.



Paul E. Apple, conductor, Dallas-Austin Division; **Learoy Banks**, laborer, San Antonio; **E. J. Boston**, extra gang laborer, Houston Division; **Ed E. Brank**, carman, Dallas-Austin Division; **James E. Cleveland**, fireman; **John W. Courtney**, switchman; **Charles E. Duren**, engineer, all Houston Division; **Juan Gonzales**, crossing watchman, Dallas-Austin Division; **Benjamin H. Grant**, clerk, El Paso; **Walter Howard**, extra gang laborer, Dallas-Austin Division; **Henry J. Lutz**, assistant warehouse foreman, San Antonio; **Artie H. Mason**, assistant head clerk, Miscellaneous Accounts, Houston; **Frank V. Pavlicek**, MP&C clerk, Victoria-Houston Division; **Victor W. Pennell**, clerk, Rosenberg; **Senor Rosales**, section laborer, Houston Division; **Grayson W. Seamands**, brakeman, San Antonio Division; **Charles Orval Story**, agent-telegrapher, Clint; **Joseph D. Sullivan**, switchman, Lufkin; **William P. Traylor**, towerman-signal operator, Houston; **Ben Wilson**, laborer, San Antonio.



Active Employees: **Robert Joseph Brewer**, brakeman, San Antonio Division; **Ponciano N. Cortes**, blacksmith; **Joe B. Havard**, machinist; **Robert R. Kelly**, electrician; **Ernest A. Schulenburg**, signal repairman; all of Houston General Shops; **Paul O. Gedhardt**, mechanical foreman, Corpus Christi; **Manuel Ramos**, stevedore, El Paso.

Retired Employees: **Gus F. A. Burger**, sheet metal worker; **William Johnson**, carman; both Houston General Shops; **John L. Hinkle**, conductor, Dallas-Austin; **John D. Ledet**, freight carman, Lafayette Division; **Jose Silva**, sheet metal worker helper, El Paso; **Warren F. Smith**, B&B carpenter, Dallas-Austin Division.

MOSE PERRY has retired as mail porter at Houston after more than 40 years with the company.



FIRST KICK-OFF LUNCHEON of the 1961 fund raising drive was held at the Lamplighter restaurant in Sunnyvale, California, for team captains of the Coast Division, representing both the United Crusade and the Santa Clara County United Fund. Guest speakers at the event included C. A. Fegly, vice president & general manager, Pittsburgh-Des Moines Steel, and Richard McCarthy, west coast representative, Brotherhood of Railway Clerks. Chairman of the Santa Clara County United Fund campaign is R. J. Laws, engineer. Chairman of the Coast Division United Crusade is George Watgnon, asst. term. agent. Master of ceremonies at the luncheon was F. G. Clisham, chief clerk.



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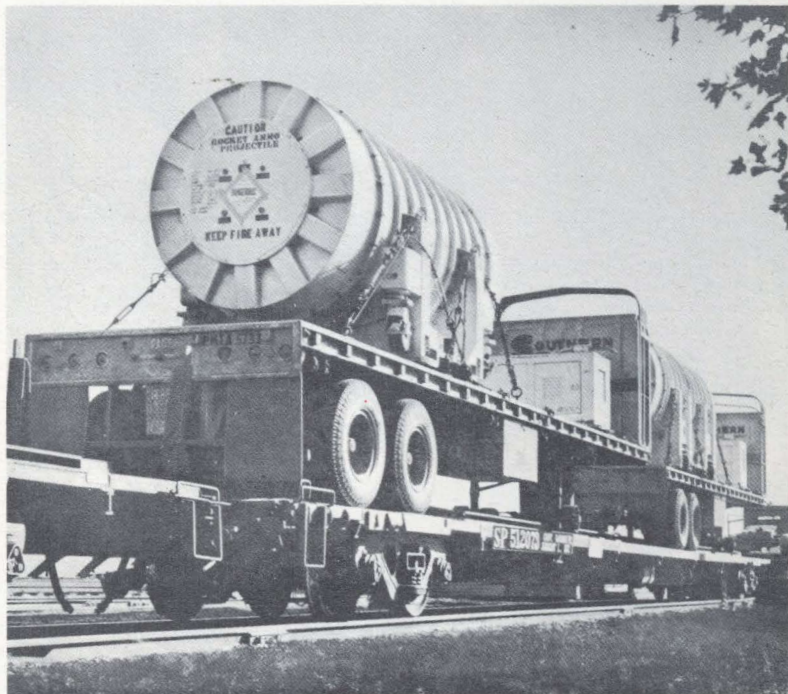
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Western, Florence McClure, Oakland

September, 1961

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Safe conduct for the Polaris—by S.P. Piggyback

The trip a Polaris missile takes to a military base is a crucial one. Thanks to the ingenuity of Southern Pacific freight specialists, components of these large ballistic missiles are making this overland trip safely.

Working closely with the U.S. Navy and with manufacturers' representatives, S.P. developed a system for moving the Polaris with maximum protection, using standard Piggyback equipment. Missile

component containers of various sizes are mounted either on flatbed trailers or in refrigerator vans, which are then placed on S.P. Piggyback flat cars for rail movement. The delicate components of the Polaris enjoy a safe, temperature-controlled and impact-free ride.

This is another example of how teamwork and Southern Pacific freight-handling skills helped solve a critical shipping problem.



Southern Pacific

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