

WESTERN PACIFIC
Mileposts

JULY AUGUST 1962



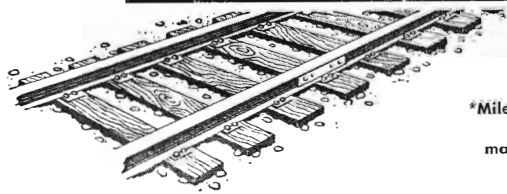
Mileposts

Volume XIV, No. 4

JULY-AUGUST, 1962

*Milepost No. 146

Department of Public Relations
WESTERN PACIFIC RAILROAD
 SACRAMENTO NORTHERN RY.
 TIDEWATER SOUTHERN RY.
 526 Mission Street
 San Francisco 5, California
 Lee "Flash" Sherwood, Editor



*Milepost No. 146: Elkhorn Road crosses main line in distance

IN THIS ISSUE

Page

<i>Boca & Loyalton Local, Extra 706, Leaves Feather River Lumber Company Plant at Loyalton with Wood Chip Cars.....</i>	<i>Front Cover</i>
WP Hauls a Product That Once Went Up in Smoke.....	3
How We're Doing	12
General Electric Making Six Months' Study of WP.....	13
Two Fall Tours Announced.....	14
A Pilot's Life is (Not) a Happy One.....	15
Rail Travel is Safest.....	15
Will Russia's Rail System Become Best in the World?.....	16
Another First for WP.....	18
Mileposts in Gold.....	20
WP Will Remember.....	22
In Memoriam	23
Caboosing	24
Sports	35
Railroad Lines	<i>Back Cover</i>

WP hauls a product that once went up in smoke

TEAMS of research specialists and scientists are today finding more and more use for materials that industries once considered as "waste." Scraps that formerly were discarded are now being used to provide opportunities for new businesses, new jobs, and new products for sale on a ready market.

One such product is wood chips. Until just a few years ago, this "waste" scrap wood was burned at the sawmills, and millions of board feet went up in smoke annually. Today, instead of becoming ashes, billions of these tiny 3/4" x 1/2" chips are annually being used to produce high-grade pulp from which many paper products are manufactured.

One of California's major users of wood chips is Fibreboard Paper Products Corporation, an important Western Pacific customer. Thousands of units (200 cubic feet to one unit) of chips are purchased by this firm each month to manufacture paperboard at its San Joaquin plant at Antioch, Calif. This has resulted in turning waste into additional business for Fibreboard, its customers and suppliers, the sawmills, and Western Pacific.



In addition to revenues and tonnage from wood chip hauls, Western Pacific also receives considerable other business from Fibreboard and its subsidiaries, whose multi-product plants are located throughout the west.

THE history of Fibreboard Paper Products Corporation began in 1870, when Peter Somerville built a small strawboard (paperboard made of straw pulp) mill on a stream near Saratoga, Calif. The mill was soon purchased from Somerville by Peter Cochrane Brown, a Scot cabinet-maker, and Robert Cram, a paper-maker, and they named it the Caledonia Mill. In 1880 Peter Brown moved the mill to Corralitos, near Santa Cruz, Calif., where water, wood for fuel, and straw were more plentiful. By 1902 these materials became scarce and the machinery was moved to Antioch and the firm was incorporated as the California Paper and Board Mill. The Brown interests in the Antioch mill were sold in 1912 to the Paraffine Company, Inc., predecessor of Pabco.

Other interests were acquired by Paraffine Company, Inc., and by 1917 the organization included paint, roof-

(Continued on Page 6)



In falling this big tree at Fibreboard's forest stand overlooking Lake Tahoe, two saw cuts about half way through tree were made on side away from direction of fall. Faller, left, power-saws from opposite side as his partner removes the wedge formed by first two saw cuts. "Timber down the hill!", rings through the forest . . .



and over she goes! With unbelievable accuracy these fallers drop a tree literally "on a dime."



Above: Fallers check condition of fallen tree and determine number of board feet in log.



Right: A buckler cuts "horn" from fallen tree to prepare log for loading on truck.



Cat operator maneuvers grapple holding log and deftly drops log in position on log truck dolly. Grapple can be operated similar to person's hand and fingers and a good operator is fascinating to watch.

Below: "Turn" of logs comes down skid trail to log landing, as cat grapple in left foreground scoops up log to be piled near log truck station.



Above: Log truck, loaded and secured, is on its way through Tahoe Forest to the mill.

WP hauls a product...

(Continued from Page 3)

ing and floor coverings, and board and paper divisions. Still further acquisitions and mergers during the following years took the future Fibreboard Paper Products Corporation into paperboard production, plate making for printed cartons, carton and container manufacture, and the collection of wastepaper.

FIBREBOARD's San Joaquin Pulp and Board Mill at Antioch was completed in 1949. Today, this plant produces 400 tons of paperboard and 200 tons of high quality linerboard every 24 hours.

In 1956, Pabco purchased Crown Zellerbach's 49% interest in Fibreboard Products, Inc., gained 100% ownership, and rechristened itself Fibreboard Paper Products Corporation. As a result an enterprise of packaging and building materials was created and, today, the firm has 31 plants, sales offices in many American cities, valuable mining properties in Nevada and Colorado, and extensive tree farms in California and Washington.

Finding a use for wood chips has brought new business to Western Pacific. To more adequately handle the wood chip hauls from several mills on its line, the railroad's mechanical department forces at Sacramento shops in 1958 constructed specially designed wood frames which were applied to the tops of 35 new gondola cars. These cars are 17 feet high from top of rail, 47'8" long, and 10'8" wide. The 62,800-lb. cars, numbered from 5001 to 5035, have a 140,000-lb. (5600 cubic feet)

capacity, and permit improved loading and unloading methods and the shipment of larger loads to Antioch from the mills.

ONE such mill is the Feather River Lumber Co. at Loyalton, another important Western Pacific customer. Feather River Lumber Co. purchased the Loyalton plant from the Clover Valley Lumber Company during 1956 and assumed control of the operation on January 1, 1957. The original sawmill was built on this site in 1906, and has been in operation ever since except for a few years during the 1930's.

Logging was done by railroad until the completion of the 1957 logging season at which time the railroad was abandoned and all logs are now handled by truck.

The sawmill has two 9-foot band mills, a 7-foot resaw, and a cutting capacity of approximately 19,500 feet per hour. The plant presently employs about 190 people and all departments operate year 'round. "Carloadings have nearly tripled since 1957," said V. S. Lindgren, resident manager, "and flatcar movement of lumber from Sloat, in the Feather River Canyon, to Loyalton will increase rail traffic by several hundred cars per year. Annual production is approximately 50 million feet."

The addition of log barking and chipping facilities in 1961, and three new dry kiln buildings is the beginning of a modernization program. In addition, this plant produces box shook for the produce industry, industrial cut stock, and finished mouldings, in

(Continued on Page 9)



Above: An electric-powered A-Frame lifts load of logs from logging truck into the log pond at Feather River Lumber Co.'s Loyalton mill.

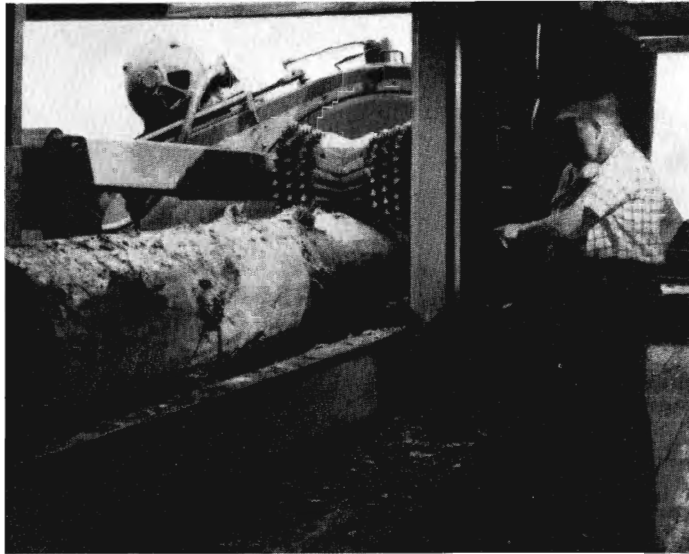
* * *

Below: Jack Soward, editor of Fibreboard's Shield, and Paul Shively, Fibreboard's chief forester, accompanied MILEPOSTS on this wood chip story for still photos and movies. At the left Jack gets an over-all shot of the Feather River Lumber Co. mill, as Paul shoots stills.



Above: Looking down from the debarker platform a Feather River Lumber Co. worker guides logs from the pond to the slip feeder which carries the logs to the debarker for removal of bark.



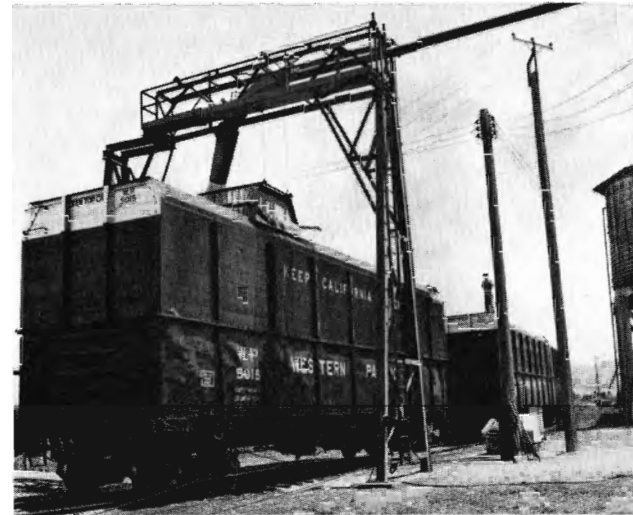


V. S. Lindgren, resident manager, Feather River Lumber Co. and his assistant, Al Powers, discuss barking job on a log passing through the Soderhamn debarker.

Below: This pony carriage cuts up a cant in short order as it races back and forth past stationary saw.



Below: Trimmings such as are being cut off in picture at left pass through slasher prior to chipping.



Chips are blown through large pipe and down into W P's specially designed wood chip cars. End of pipe just above car swings back and forth across car, as chip car is rolled back and forth on track by automatic car mover manufactured by Republic Electric Development Co. of Seattle, Washington. About seven hours are required to load car. Note "Keep California Green" lettering near top of wood chip car.

WP hauls a product...

(Continued from Page 6)

the transportation of which Western Pacific shares.

WESTERN PACIFIC's marketing field services also has an indirect connection with wood chips, as the result of its development of the uncased unit method of shipments for the canned goods industry. By this method, canned goods are stacked in layers on paperboard trays, and the entire unit is wire strapped to permit lifting by fork lift trucks without the aid of wooden pallets. This innovation has been highly successful in reducing material handling costs for integrated rail, water, and truck movements of food products for the canned goods industry.

It may be rather unique in the transportation field that wood chips, in

(Continued on Page 11)



Al Powers and V. S. Lindgren discuss quality of chips with W P's District Sales Manager Frank Rowe, Reno, who has Feather River Lumber Co. as one of his customers.



W P chip car being positioned in car turner by Trackmobile at Fibreboard's Antioch plant.



Fibreboard's San Joaquin Pulp & Board Mill at night. A newly added recovery boiler is at the right. Power house is in the center.

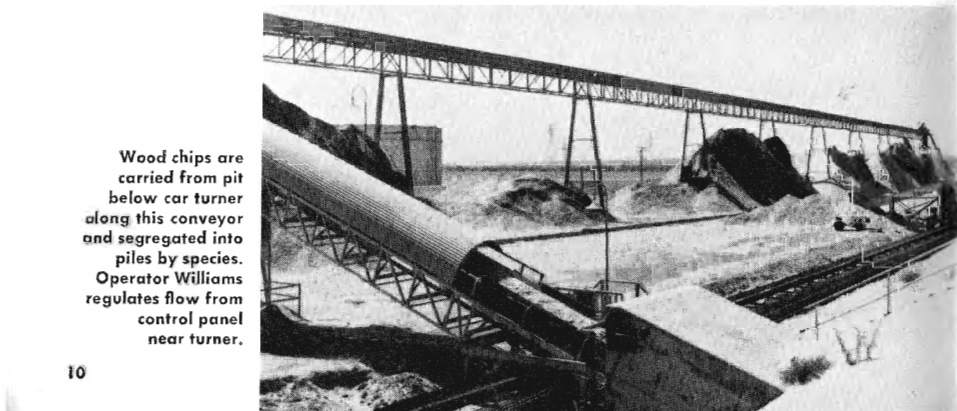
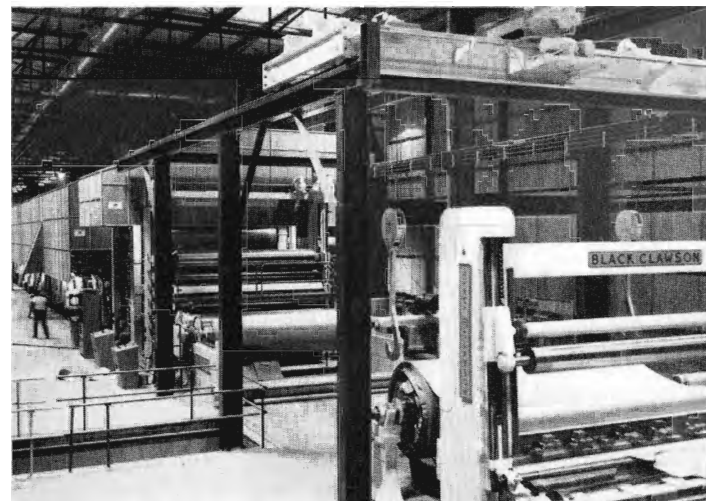


Ed Williams, right, Fibreboard control panel operator, discusses operation of car turner with Bill Linehan, W P sales representative, Stockton, during call at Fibreboard in Antioch.



Bill Linehan, left, discusses traffic planning at Fibreboard's Antioch plant with Leo Muir, seated, shipping foreman and traffic coordinator for San Joaquin Pulp & Board Mill.

After chips are pulped, they enter this machine at far left, pass number of steam dryers, are then pressed and leave other end wound into roll of linerboard. A 160-in. wide roll of kraft linerboard is shown on the winder. The roll is cut into three sections each weighing more than 3,000 pounds.



Wood chips are carried from pit below car turner along this conveyor and segregated into piles by species. Operator Williams regulates flow from control panel near turner.

WP hauls a product...

(Continued from Page 9)

one form or another, may be hauled more than one time on Western Pacific trains. The same wood chips that Western Pacific hauled from the mill may, after being processed into paperboard and linerboard, be routed via Western Pacific to one of Fibreboard's customers who, in turn, may ship via

Western Pacific canned goods stacked on paperboard trays manufactured from those same wood chips!

COVER PICTURE

On the front of the engine are Conductor G. A. Galbraith, left, and Brakeman R. L. Pruitt. Other members of the train and engine crew on the B&L Local leaving the Feather River Lumber Co. June 4 were Engineer N. L. Smith, Fireman L. D. McGarr, and Brakeman D. A. Lovdall.

How We're Doing

Freight traffic volume for May, 1962 was 7% greater than in May, 1961. Major increases were in carload forwarder traffic, automobiles, miscellaneous manufactured goods, ores and concentrates, and piggyback traffic. Decreases occurred in movements of steel breakdowns, fruit block perishables, sugar and vehicle parts. Steel breakdown decreases were primarily caused by inventory adjustments following settlement of the steel industry's labor troubles, and the decreased sugar movement was occasioned by a month-long strike against C&H.

* * *

Piggyback traffic continues its excellent growth pattern, with a 41.1% increase this year over the first five months of 1961.

* * *

The *California Zephyr* occupancy ratio was 64.3% in May, 1962 compared with 60.6% in May, 1961.

* * *

Net income for the first five months of 1962 increased 52.6% over the same

1961 period; gross sales were up 7.6%.

* * *

Western Pacific forces progressed construction on the Oroville Line Change 7% during May which then was approximately 16% complete.

* * *

Western Pacific has negotiated arrangements with Santa Fe and Southern Pacific for the joint use of certain facilities which are expected to save \$400,000 a year; further joint projects under study are expected to save an additional \$200,000 a year.

* * *

The annual meeting of shareholders on June 27 was represented in person or by proxy by 86.5% of the Company's outstanding shares of stock. All Western Pacific directors were re-elected.

* * *

At the directors meeting following the meeting of shareholders, all Western Pacific officers were re-elected, and the regular 25c-per-share dividend was declared, payable August 15 to shareholders of record August 1.

Latest report on tunnel fire

As MILEPOSTS went to press there were no further reports on the fire which destroyed the railroad's Tunnel "A" in San Francisco, other than what has already been reported by newspapers, radio and TV.

The fire, of still undetermined cause, was still smoldering inside the tunnel

on July 13. No one has been able to enter the tunnel since firemen were ordered out after battling the blaze for many hours following the first alarm shortly after noon on June 30.

At the present time freight for WP customers is being rerouted around the tunnel over SP and SFe lines.

General Electric making six-months' study of WP

A TEAM of Western Pacific and General Electric employees are conducting a six months' study of the railroad to determine the effectiveness of an integrated information system. Western Pacific employees working on the study are Thomas W. Rappsilber, assistant to general auditor-research, and Robert W. Bills, associate engineer. Other railroaders are expected to be assigned to the study as it is further developed.

General Electric asked the railroad, and it agreed, to allow its systems analysts and computer experts from Phoenix, Arizona, to develop information on the feasibility of utilizing

an over-all electronic information system in the railroad industry, and the design requirements of such a system. The study is not intended to find ways to convert the railroad's existing operating information and accounting systems to electronic data processing equipment. Instead, the study will endeavor to determine over-all operating and management information requirements. Based on those requirements, the design criteria for an entire or "total system" of information handling will be developed incorporating the latest communications and electronic data handling technology. A similar study was recently made by GE for a large bank. It was so successful that 65% of banking corporations have since converted to the system.

GE representatives indicated they had selected Western Pacific as the railroad to approach first with their offer because:

1. Even though WP is a relatively small railroad, its operations were diverse enough to be reasonably representative of larger railroads.
2. From the standpoint of study feasibility WP's size is more manageable than larger railroads.
3. WP's reputation for being a dynamic, progressive company, with an open-minded reception to new concepts and ideas, was such that they would be able to proceed more quickly and more effectively than they might with another railroad.



Picture of the south end of Tunnel "A" taken on July 2, two days following outbreak of fire. Portal is nearly filled with rock from slide.

Two Fall tours announced

BECAUSE of their success last year, the Western Pacific Travel Club has announced the repeat of two popular Fall tours.

The first, a combination rail and water tour, will leave San Francisco September 20 and return there October 9. The group will travel by *California Zephyr* to Chicago, then continue by train to spend two days each in Montreal and Quebec. The return trip to Chicago will be made by water through the St. Lawrence Seaway and on America's inland waterways. Seven days will be spent aboard the Dutch Oranje Steamship Lines' flagship *Prinses Margriet*, from which the beauty of the Great Lakes, Thousand Islands, and other scenic attractions are visible.

As an added feature, the tour will return to the Bay Area from Chicago via Great Northern's route through Glacier National Park and the Cascade Mountains to Seattle, stopping over to visit the "Century 21 Exposition" before returning home via the Shasta Route.

The popular "Autumn Color Holiday Tour" will leave San Francisco on September 22 and return there on September 30. The nine-day tour includes travel by *California Zephyr* to Glenwood Springs, Colo., and motor coach travel from there to spend six days in and around picturesque Aspen, Colo. Noted for its Fall colors at this time of year, the area is especially attractive for photographers. Sight-seeing excursions are included to historic sites such as Leadville, Red Stone Lodge, and Toklat.

The two all-expense tours are priced according to train and ship accommodations. Reduced prices are available for Western Pacific employees.

Reservations, rates, and additional information may be obtained from Frank Rauwolf, Western Pacific Travel Club, 526 Mission Street, San Francisco 5, Calif.

WP donates radios

Forty Bendix two-way radios, inoperable on WP due to F.C.C. regulations, were donated by WP to the California Civil Air Patrol. Taking delivery in photo below are Lt. Col. Robert E. Brooking, Southern California Area director of communications, front, and Col. Herbert Barnett, Commander of the California Wing, background. B. G. Rumsey, front, and R. H. Enger, rear, of WP's communications department, assisted with the delivery.



A Pilot's Life Is (Not) a Happy One

This little gem appeared in the May 1962 issue of *Traffic Management*. We quote:

A fifth grader in a California school is getting wide circulation on his composition on "Why I Want To Be An Airline Pilot." It came to the attention of a United Air Lines captain and was published in several aviation company publications.

"I want to be an airline pilot when I grow up . . . because it's a fun job and easy to do. That's why there are so many pilots flying around today.

"Pilots don't need much school; they just have to learn to read numbers so they can read instruments. I guess they should be able to read road maps so they can find their way if they get lost.

"Pilots should be brave so they won't be scared if it's foggy and

they can't see, or if a wing or a motor falls off they should stay calm so they'll know what to do. Pilots have to have good eyes to see through clouds and they can't be afraid of lightning or thunder because they're closer to them than we are.

"The salary pilots make is another thing I like. They make more money than they can spend. This is because most people think plane flying is dangerous except pilots don't because they know how easy it is.

"There isn't much I don't like, except girls like pilots and all the stewardesses want to marry the pilots so they always have to chase them away so they don't bother them.

"I hope I don't get air sick because I get car sick and if I get air sick I couldn't be a pilot and then I'd have to go to work."

Rail travel is safest

Figures compiled by the Association of American Railroads to compare last year's passenger fatality rates show that rail travel continues to be the safest form of transportation.

The domestic airline passenger death ratio was 0.38 per 100 million passenger-miles, nearly four times greater than the railroad ratio of 0.1.

Air-passenger fatalities last year were more than six times the railroad total—124 compared with 20. The lat-

ter figure included 14 passengers killed in "train service" (accidents usually due to traveler carelessness, such as attempting to board or leave moving trains).

Eighty passengers were killed in 1961 bus accidents for a fatality ratio of 0.15.

Accidents involving private cars and taxicabs killed 24,700 persons last year. This fatality ratio of 2.2 was 22 times the railroad ratio.

Will Russia's rail system become best in the world?

RUSSIA readily admits that today the United States has the most advanced rail system in the world. Russia claims second place. But, while the United States pours billions of dollars in handout subsidies into every conceivable form of transportation that competes with the railroads, Russia recognizes rail transport as the best method of transportation. Russia has a real incentive of overtaking and ultimately exceeding us and they have developed a plan for doing so.

The following story, received by the Association of American Railroads, was sent to Chief Engineer Frank R. Woolford and other members of the U. S. railroad delegation who visited behind the Iron Curtain in May and June, 1960.

"Prospects of Soviet Railway Transport Development in Period 1961-1980" was written by Arshavir Avetikyan, section chief, editorial office, *Zheleznodorozhny Transport Magazine*, Moscow, USSR. It reads as follows:

"On the country's giant railway conveyor, stretching for 125,000 km, steam locomotives are being changed to electric and diesel, work is in progress laying heavy-type rails on gravel bedding, and automatic blocking and signals are being introduced.

"Right now railway transport carries 80% of the freight and 72% of the passengers transported in the country. In the next 10 to 20 years railways will become the decisive means of transport. Whereas in 1961 the rail freight turnover will reach 1,570,000

million ton-kilometers, in the next 20 years it will increase approximately threefold due to the planned rate of growth of industry and agriculture.

Master Plan

"To handle such immense freight traffic successfully, the Soviet Union has worked out and adopted the master plan of electrification of railways. In keeping with this plan work was completed on the electrification of the world's largest and the heaviest traffic line between Moscow and Baikal with a length of about 5,500 km. Trains now cover this line three days faster than when it was serviced by steam locomotives.

"In the next decade electric locomotives will start running on railway lines with a total length of more than 45,000 km, and in the following decade the electrification of the main lines with heavy freight traffic will be completed. The rest of the lines will be serviced by diesel locomotives. On the whole, electric traction will handle up to 70% of the rail freight turnover by 1980, and diesel traction the remaining 30%.

"The electrification of railways, apart from doubling the traffic capacity of lines and considerably improving the major indices of their work, will also provide conditions for the integrated automation and mechanization of the transport processes, and will likewise open great prospects for supplying electric power to the agricultural areas adjoining railways.

(Continued on Page 17)

Russia's rail system...

(Continued from Page 16)

"THE new Program of the Communist Party provides for the expansion of construction of railways. In the next few years work will be completed on the construction of two of the country's largest trunklines, the South Siberian Line running to the area of Ufa and Taishet, and the Central Siberian Line. These will radically improve the transport communications of Siberia, Kazakhstan and the Urals, both within these areas and with the areas along the Volga and in the Central part of the European territory of the USSR.

"In 20 years railways with a total length of tens of thousands of kilometers will be built, first of all in the areas of the Urals, Siberia and the Far East, where the rates of development of productive forces are particularly high.

Double Tracks

"With the purpose of considerably increasing the speed of trains it is planned to build double-tracks on railways with heavy traffic, extensively to introduce automation in train traffic control along with the electric centralization of switch control. Radio relay systems of communication and complete automation of shunting operations will also be introduced.

"Electronic computing machines and controlling devices will occupy a firm place in the automation system for the control of the transportation process, and in accounting and engineering-computing operations.

"There will be a radical change in the rolling stock. Four-wheel cars will disappear. Besides the eight-wheel

cars, a substantial part of the rolling stock will be made up of 12- and 16-wheel all-metal freight cars fully equipped with roller bearings and electric-pneumatic brakes.

Increased Productivity

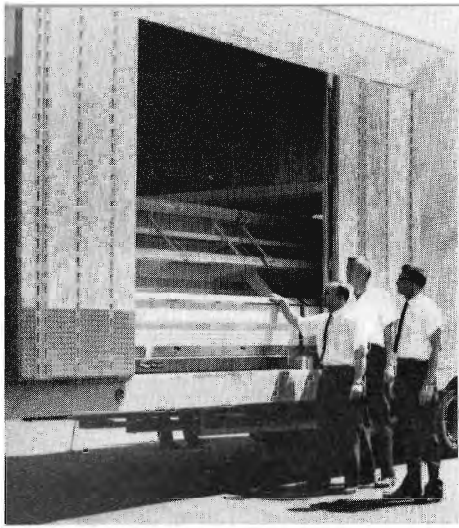
"Thanks to the wide-scale introduction of new machinery and the steady improvement of the methods of organization of operations on railways, to the development of the creative initiative and activity of the railwaymen, it has become possible to increase labor productivity in railway transport by 56% in the last six years.

"All this helps in the fullest possible way to meet the requirement of the national economy and of the population in all types of deliveries, and to make thereby a worthy contribution to the realization of the Soviet Union's main economic task, set by the 22nd Party Congress."

Woolford's Comments

In commenting on the article Mr. Woolford said: "My insight into the Soviet plan from the short visit behind the Iron Curtain verifies the statements made in Avetikyan's article to the extent of Russia's dependence on rail transportation, their expenditures in that direction vs. any extensive expenditures for other forms of transportation. There is some exaggeration, as expected, but not all as I am positive the Russians are striving to outdo us."

Tax Foundation, Inc., reports that 2,906 bearing units were declared surplus by the U.S. Navy and 1,799 of them were sold for \$1,812.98, about \$1 each. Meanwhile, the Navy bought 225 new identical units, paying \$20,556.25, or an average of over \$90 each.



Owner Gus Karras, Major Store Equipment Co., Modesto, Frank Lindee, WP's district sales manager, Modesto, and Jack Burkhard, assistant to sales manager-TOFC, inspect first shipment in newly designed van. Below, Gus Karras looks for damage to highly fragile refrigerator display cases. The double-decked load required no blankets or crates, and no damage occurred.

Another WP "first"

Western Pacific now has in trans-continental service, for the first time on any railroad, six new-type piggy-back trailers called "super-cubes." Designed by WP, the 40-ft.-long trailers are 13'6" high, have a 22½-ton (3100 cu. ft.) capacity, and feature a full width 92"-wide rear door and two 9-ft. wide side doors opposite each other. The interior is equipped with vertical belt rails which accept "DF" (damage-free) cross members. An intermediate deck may be installed.

The first load, delivered without damage by Tidewater Southern, was a shipment of uncrated, highly fragile, porcelain-stainless steel refrigerator display cases.

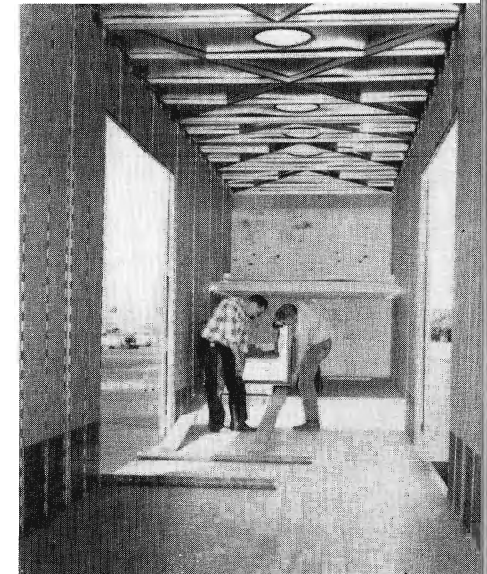
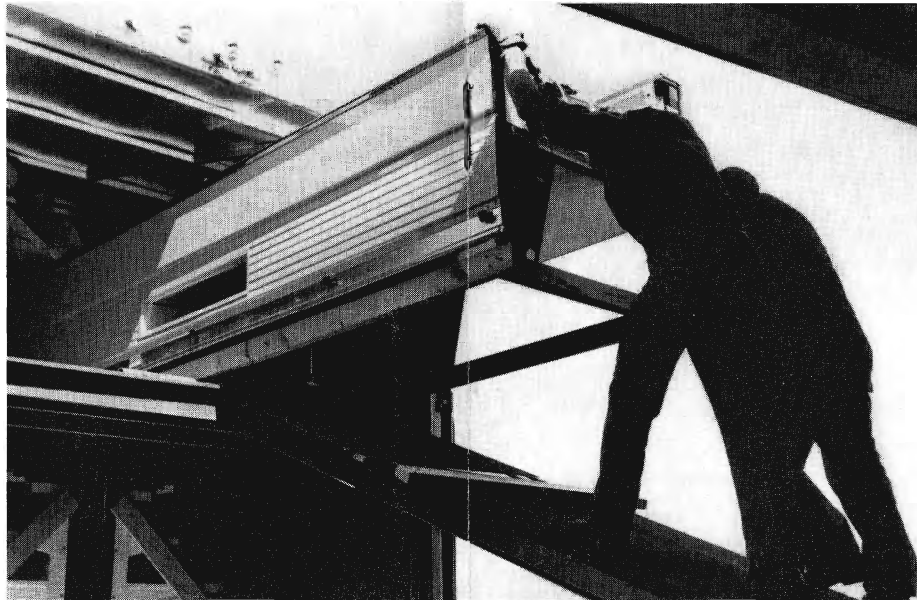
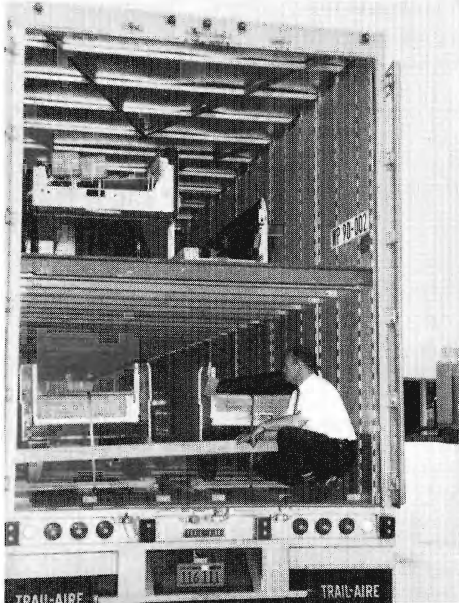


Above is over-all view of tractor and trailer. Tom Lamaster, Lodi Truck Service, hauled first load Stockton to Modesto for Tidewater Southern.

* * *

The eleven 12-ft. and one 8-ft. cases weighed 1800 to 2000 pounds each. The units were moved from van on rollers, then skidded down portable ramp with which each trailer is equipped.

Interior view, below, shows belt rails, cross members, skylights in the roof, and double 9-ft.-wide side doors for ease in unloading. There was still no trace of damage to the fragile porcelain-stainless steel refrigerator show cases as this last unit was unloaded from van.



MILEPOSTS



IN GOLD

MILEPOSTS congratulates the following railroaders who are eligible for Service Pin Awards during the months of July and August, 1962:

45-YEAR PINS		
Fred J. Seale	Locomotive Engineer	Western Division
William J. Smith	Chief Adjuster, Freight Claims	San Francisco
40-YEAR PINS		
F. K. Byrne	Yard Clerk	Wendover, Utah
Charles B. Christiansen	Marine Engineer	Oakland
Ernest S. Moyes	Clerk	Stockton
35-YEAR PINS		
Arthur Burnip	Machinist	Sacramento
Lawrence Contri	Power Coordinator	Sacramento
John E. Corvin	Valuation Clerk	San Francisco
R. H. Erickson	Conductor	Western Division
Charles E. Forseth	Division Engineer	Sacramento
Rancola Granados	Hostler Helper	Elko
J. D. Hardy	Locomotive Engineer	Western Division
Clyde E. Hart	Locomotive Engineer	Eastern Division
Orval F. Hays	Conductor	Eastern Division
E. D. McKinley	Locomotive Engineer	Western Division
J. P. Moran	Marine Deck Officer	Oakland
J. Sullivan	Marine Engineer	Oakland
30-YEAR PINS		
David H. Copenhagen	Sales Manager—Metropolitan Region	San Francisco
Oliver W. Evans	Telegrapher	Winnemucca
Frank M. Leyva	Section Foreman	Eastern Division
25-YEAR PINS		
Kenneth H. Beard	Locomotive Engineer	Western Division
Herbert C. Bentz	Clerk	Sacramento
Marshall E. Boyd	Director Freight Pricing—Transcontinental	San Francisco
Harry M. Brown	Locomotive Engineer	Western Division
William Chess	Switchman	Oakland
Marvin L. Columbia	Locomotive Engineer	Western Division
L. B. Curtiss	Carman	Oakland
Edgar F. DeMotte	Asst. Auditor Disbursements	San Francisco
Harvey Gantt	Waiter	Dining Car Dept.
E. M. Hale	Locomotive Engineer	Western Division
B. B. Harding	Clerk	Western Division
John Jessiman	Section Foreman	Little Valley
Charles H. Mathews	Locomotive Engineer	Western Division
Milton E. McCann	Conductor	Western Division
George McDearnid	Asst. to Director of Pricing	San Francisco
C. Niceler	Hostler Helper	Stockton
W. Niceler	Laborer	Stockton
Joseph C. Parker	Conductor	Eastern Division
Leo Redant	Machinist	Elko
Glass C. Rogers	Conductor	Eastern Division
Leonard J. Tadson	Locomotive Engineer	Western Division
Robert W. Turner	Locomotive Engineer	Western Division
William A. Tussey	Asst. to Gen. Mgr.—Labor Relations	San Francisco

(Continued on Page 21)

Maybe if so much wasn't deducted for social security (railroad retirement), unemployment insurance and other benefits, we wouldn't need

social security (railroad retirement), unemployment insurance and other benefits.

—Changing Times

20-YEAR PINS

Pete Alberro	Carman	Elko
Patsy Alimonti	Electrician Helper	Stockton
Kenneth L. Bedsaul	Brakeman	Western Division
Eugene M. Brockett	Carman	Sacramento
Harold R. Carles	Fireman	Western Division
Charles Debiolles	Switchman	Western Division
John S. Ede	Conductor	Western Division
Fred B. Elwell	Fireman	Western Division
Lawrence M. Hays	Conductor	Eastern Division
Robert A. Keck	Clerk	Western Division
Joseph J. Mariante	Clerk	Western Division
John L. Murphy	Chief Clerk to Supt.	Elko
Evan L. Nielson	Dispatcher	Elko
DeRoy N. Picklesimer	Conductor	Eastern Division
Daniel C. Pitts	Carman	Portola
Edward F. Reynolds	Brakeman	Western Division
Dennis B. Rickman	Clerk	Western Division
Claude H. Strahan	Brakeman	Western Division
Albert F. Tusnen	Switchman	Western Division
Doris West	Clerk—Marketing Divn.	Los Angeles
Robert L. Wirthlin	Conductor	Eastern Division

15-YEAR PINS

Milton J. Aydlotte	Carman	Oakland
Thomas M. Baldwin	Division Clerk—Marketing Divn.	San Francisco
Walter Bastedo	Overcharge Claim Investigator	San Francisco
Gorman S. Coen	Chief Clerk—Marketing Divn.	San Jose
Katherine Fiscoe	Abstract Code & Refrigeration Clerk	San Francisco
John L. Geist	Dispatcher	Elko
Charles K. Gordon	Signal Maintainer	Signal Dept.
John H. Harper	Hostler Helper	Oakland
Albert D. Hughes	CTC Maintainer	Signal Dept.
Matt Hull	Section Laborer	Portola
Elwood T. Knarr	Section Stockman	Oroville
William H. Langston	Fireman	Western Division
Eugene T. Lavelle	Switchman	Eastern Division
Florencio L. Maestas	Carman	Stockton
Frederick D. Messinger	Switchman	Eastern Division
George M. Nevius	Electrician Helper	Oroville
Willard J. Phelps	Carman	Oakland
Gather A. Price	Extra Gang Laborer	Western Division
Robert H. Swecker	Switchman	Portola
David Thomson, Jr.	Signal Draftsman	San Francisco
Clifford E. Warner	Assistant General Auditor	San Francisco

10-YEAR PINS

Alva L. Allen	Conductor	Eastern Division
Dr. W. S. Bross, Jr.	Physician	Portola
Dr. C. W. Brown	Physician	Portola
D. A. Cook	Switchman	Sacramento
L. G. DeFrates	Switchman	Oakland
J. J. Guareno, Jr.	Off-Track Crane Operator	Sacramento
Dewey E. Holton	Communications Maintainer	San Francisco
T. D. Kangas	Switchman	Oroville
Gilbert S. Landell	Conductor	Eastern Division
Joseph R. Marks	Asst. Rate Quotation Clerk	San Francisco
W. F. Mart	Switchman	Stockton
John J. McNally, Jr.	Relief Clerk	Oakland
Jack S. Papazian	Revising Clerk, Sr.	San Francisco
Richard R. Reynolds	Public Relations Representative	San Francisco
R. N. San Miguel	Switchman	Sacramento
G. M. Serrano	Laborer	Western Division
H. A. Siler	Conductor	Western Division
W. N. Stubblefield	Clerk	Keddie
Ronald F. Thorpe	Brakeman	Eastern Division
S. S. Tighe	Telegrapher	San Francisco
C. C. Wimberly	Switchman	Oakland

The government is about to increase the price of postage stamps. Has this been cleared with U. S. Steel?—Changing Times

The soundest protection for railroad jobs, as well as railroad solvency, is more business.

—The Houston Press

WP Will Remember

"When a man has devoted a career to an industry, he has truly paid that industry the greatest compliment possible."

In behalf of all employees of Western Pacific and its affiliated companies, MILEPOSTS extends sincerest best wishes for happiness to the following railroaders whose applications for annuity have been received:

Charles M. Bell, chair car porter, Oakland, 18 years.

William Benz, machinist, Sacramento, 26 years.

Leland M. Brown, chief clerk over-charge claim department, San Francisco, 39 years.

Merrill J. Butler, car yard industry clerk, San Francisco, 40 years.

Frank R. Delaney, yard clerk, Oroville, 16½ years.

David P. Edwards, car inspector, Oroville, 17 years.

Paul B. Harris, sales representative, San Francisco, 37 years.

Anton Jovick, telegrapher (communications), San Francisco, 15 years.

Edward G. Kaufman, machinist inspector, Stockton, 16½ years.

Elmer H. Lindquist, senior sales representative, Oakland, 35 years.

Arthur H. Lund, sales manager-Central Region, Chicago.

Harry Main, Jr., locomotive engineer, Stockton, 34 years.

Jose J. Mata, section laborer, Palisade, Nev., 18 years.

Hattie M. McMullen, roundhouse laborer, Oroville, 16½ years.

Ann E. Osdoba, passenger information and reservation clerk, San Francisco, 21 years.

Maurice A. Paulson, telegrapher, Sacramento, 15 years.

L. R. Pember, district passenger sales manager, Oakland, 19 years.

Harry F. Perrine, chief clerk-signal department, San Francisco, 36 years.

Vernon N. Richins, extra gang foreman, Eastern Division, 31 years.

Shelton L. Sorenson, locomotive engineer, Salt Lake City, 18 years.

John L. Strawn, machinist, Sacramento, 21 years.

Robert A. West, car distributor, Elko, 14 years.



"Vacationers and others entering our forests now should be particularly careful with any kind of fire," reminds District Special Agent-Claim Agent E. L. McCann, Oroville. "Mac" should know, since for the past 12 years he has been chairman of the Railroad Fire Prevention Committee which works closely with the forestry departments. Another WP contribution to the cause is the "Keep California Green" lettering on our wood chip cars (see page 9), largely the idea of John Sterner, DSA-CA, at Stockton.

MILEPOSTS

In Memoriam



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

Arshag Avakian, retired pitman, March 6.

Roy D. Baxter, retired track laborer, April 15.

Joseph Bilandzic, retired mechanical helper, May 2.

Thomas P. Brown, retired publicity manager, June 1.

Daniel W. Copeland, agent, May 7.

Herbert Daykin, retired fireman, April 9.

Benjamin Huerta, retired roundhouse laborer, March 6.

William M. Jennings, retired brakeman, April 13.

William Mariluch, retired machinist helper, May 12.

Coy C. Miller, retired dispatcher, May 12.

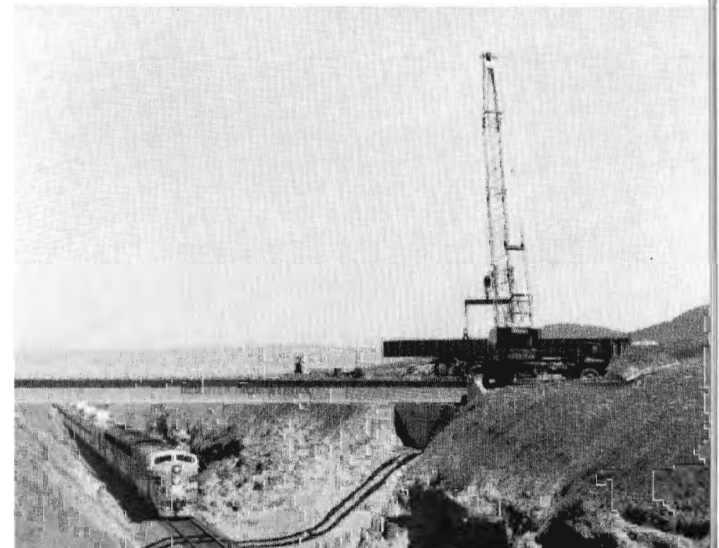
Joseph W. Rombach, retired carman, April, 1962.

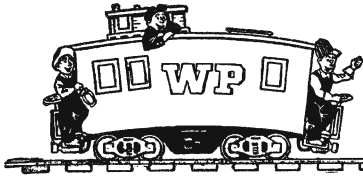
Charles M. Service, retired brakeman, April 22.

Burton G. Wetzler, retired signalman, June 5.

Charles Woods, Jr., engine watchman, June 1.

This picture of steel being placed at new highway overpass, Milepost 201.4, was taken on May 1 by Road Foreman Norman F. Roberts as a westbound California Zephyr passed by.





Caboosing

STOCKTON

Elaine Obenshain

Judith Caroline Ross, daughter of Clerk and Mrs. HARVEY L. ROSS, established an enviable record in graduating with honors from Edison Senior High School in Stockton on June 15. Judy, a Life Member of the California Scholarship Federation, was presented the following awards, honors and scholarships during commencement exercises:

Best actress—Drama Festival, Sacramento State Lenea Festival.

Most Valuable Student—California Savings and Loan Association.

Salutatorian.

Hazelton Medal.

Civitan Award for Outstanding Citizen.

Bank of America Achievement Award in the field of Liberal Arts.

Outstanding Speech Student—N.F.L. Award.

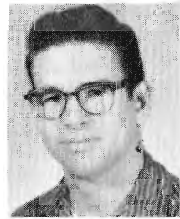
Highest Award in N.F.L. Degree of Distinction, and Double Ruby Key Award.

President of Senior Class, 1961-1962. State Speech Finalist, 1961-1962.

Carl O. Baker Citizenship Award.

University of Pacific Speech Scholarship.

Jim Gage, son of Clerk and Mrs. B. N. GAGE, a sophomore at Fresno State College, is the first agricultural student from the Lodi area to have been accepted for training as a Peace Corps Volunteer. He departed June 14 for three months' training at Cornell University. He will then be sent to the Peace Corps Training Center in Puerto Rico and after about a three-week period will be granted a 10-day leave. His first two-year duty will be in Peru.



Jim Gage

Engineer and Mrs. J. A. GRUBBS became grandparents for the first time on May 10 when Jeannette Clare was born at Bitburg (Germany) Air Base Hospital to A/1 and Mrs. Richard Grubbs. They will be first introduced to their granddaughter when the new family returns to the United States in September. Little Jeannette is the 13th great-grandchild of Mrs. Eva Grubbs, mother of Engineers J. A. and R. L. GRUBBS.

On May 29 Switchman and Mrs. D. W. OBENSHAIN became the proud parents of Steven Wayne, an 8 lb. 14 oz. youngster. He is the half-brother of Diana and Jim Obenshain.

We are happy to see back on the job after surgery Clerks E. S. DAVIS and

Engineer Harry Main, Jr., made his last run on May 31. With Harry in this picture taken at Stockton yard are, from left, P. E. Rutherford, terminal trainmaster, Fireman R. C. Lemon, Engineer Main, Road Foreman J. C. Lusar, and Switchmen A. H. Nourse and G. J. Shine. Also in the crew but not in picture was Switchman C. W. Lawless.



V. G. PRENTISS and Brakeman R. C. CLARK and E. R. OBENSHAIN. We also wish recoveries soon for Yardmaster G. M. HENYAN and Conductor J. N. STARR.

Congratulations to Engineer HARRY MAIN, JR., who retired May 31 with 33 years' and 10 months' service. Also, to Machinist E. G. KAUFMAN who retired the same day with 16 years' and 6 months' service.



Lyle Cooper

L/Cpl. Lyle G. Cooper, son of Switchman and Mrs. S. W. COOPER, departed June 11 from San Diego for the Hawaiian Islands where he will be stationed with the Helicopter Division Air Facilities, U.S.M.C.

The man in the moon isn't half so interesting as the gal in the sun!—The Sugar Beet

* * *

U. S. railroads paid out over \$120 million in loss and damage claims in one year.

Our deepest sympathy to Conductor W. M. THOMPSON, whose mother passed away in June.

KEDDIE

Elsie Hagen

Our graduates this year were Judith Heckela, Marilyn Stubblefield West, Charlis Mathews, and John Barry, daughters and son of Engineer WILLIAM HECKELA, Conductor BILL STUBBLEFIELD, Engineer CHARLES MATHEWS, and Roadmaster CHET BARRY.

Mrs. Frances Krause, wife of Conductor JOHN KRAUSE, was installed as District Deputy President of District 64, Quincy Rebekah Lodge 192. Mrs. Krause is also Cancer Chairman of the Veterans of Foreign Wars, and attended the V.F.W. Convention in Bak-ersfield.

Conductor ALDEN THOMAS' son, Stanley, was married to Marian Grace DiStefano. Marian is the daughter of Mr. and Mrs. DiStefano of East Hampton, Conn., where they were married in St. Patrick's Church during May.

Stanley was a WP brakeman before entering the U. S. Army. His service is now completed and he will return to WP.

Conductor ALDEN THOMAS' other son, Richard, is in the Marine Corps and has been transferred from San Diego to Hawaii to await further orders.

We're glad to see Engineer JAMES BOYNTON back at work after having been a patient in Plumas District Hospital.

Retired Roundhouse Foreman FRANK BENNYHOFF had the pleasure of a visit on Father's Day with his son, Dr. James A. Bennyhoff of Berkeley. Dr. Bennyhoff will spend the summer near Mexico City on an archaeological survey.

WAYNE DAKIN is working on the scaling crew while DARRELL STAHL is on vacation.

ROBERT CHAPMAN, who retired a few years ago as division lineman, and is now living in Vancouver, B. C., was recently visiting with his friends in Keddie.

WINNEMUCCA

Ruth G. Smith

Retired Fireman "PETE" MENICUCCI has returned home after a long stay at the Veterans Hospital in Reno.

Engineer and Mrs. CALVIN "PAT" HAWKINS are the parents of a daughter, Tawnya Marie, born May 17 at Humboldt General Hospital. The new arrival has four half-brothers.

Joaquin Elizondo, father of Welder-Helper DANNY ELIZONDO, died June 19 at Humboldt Hospital. He is survived by three sons and six grandchildren.

NEW YORK CITY

James B. Hansen

The reaction to our new office (Room 305, 516 Fifth Avenue, phone TN 7-7420) has been overwhelming. After six weeks of exposure to such nice clean and COOL environment, everybody has been working hard.

We have several new employees since our last report. JOHN CASSIDY is handling dockets and tracing, and CAROL CADIES has replaced JOANNE EKLUND on the teletype machine. Joanne bid in the "DF" position and at last count was scoring very high in placing WP special equipment with our customers.

PAT MCKERNAN, secretary to KEN RANK, Eastern regional sales manager, has been busy with her hobby of photography. She obtained some fine color interior pictures of our new office.

Your correspondent finds the weekends pleasant these days, having renewed his private pilot's license. By dodging the thunder storms so prevalent in the East, wonderful vistas of New Jersey's green lands are beautiful from 5,000 feet.

WENDOVER-SALT LAKE CITY

J. B. Price

Esther Witt

Sincere sympathy is extended to Conductor and Mrs. ORVIL HAYS, in the death of his brother, Ira E. Hays, in Pocatello, Idaho. Death occurred on June 12. He was a retired Union Pacific employee.

The annual Associated Men Students Awards Banquet was held in the University of Utah Union's Panorama Room on May 23. Recipients of full tuition Academic Deans' Meritorious Scholarships, for superior scholarship,

were awarded to, among others, Jerry Parker, son of Conductor and Mrs. JOSEPH C. PARKER, to the College of Pharmacy.

Engineer and Mrs. HAROLD O. SMITH announced the marriage of their son, Harold O. Smith, to Miss Linda Lewis, daughter of Mr. and Mrs. Reed D. Lewis. Elder Gordon B. Hinckley officiated at the wedding ceremony on June 8 in the Salt Lake Latter Day Saints Temple. The couple honeymooned on the West Coast and will live in Salt Lake City.

Miss E. Dolores Aiello and N. Paul Clark were married on May 5 in the Cathedral of Madeleine. Engineer and



Mr. and Mrs. Bernard T. Price, Jr.

the Century 21 Exposition at Seattle, the couple has settled in Salt Lake City.

Conductor and Mrs. BERNARD T. PRICE are announcing the marriage of their son, Bernard T. Price, Jr., to Miss Bonnie Thacker, daughter of Mr. and Mrs. E. W. Thacker of Tailorsville, Utah.

A farewell testimonial was given on June 10 in honor of Elder Calder M. Hammond, son of Trainmaster and Mrs. MAURICE W. HAMMOND, prior to his departure for the Swedish Mission. Addresses were given by E. M. Harvey Neubert and Frank Allen, which were followed by remarks from Bishop Ray Moore. Response was given by Elder Calder Hammond and his father, Maurice.

We hope that 1963 vacation proves better for Roadmaster M. L. KIZER and Motor Car Maintainer LIND HUTCHINSON than it did in 1962. Both were con-



Mrs. N. Paul Clark

Mrs. RALPH AIELLO are the parents of the bride. Mrs. Meta Clark Long is the mother of the groom. The couple was honored at dinner at the home of the bride's parents following the wedding ceremony. An evening reception was also given by the bride's parents at Carpenter's Hall. Following a honeymoon to the Pacific Coast, including



Calder Hammond

fined to St. Mark's Hospital in Salt Lake City, Les for infection and high fever, and Lind for spinal surgery. Both are well on the road to recovery and we wish them good health soon.

Old friends recently visiting in Wendover have included Retired Engineer and Mrs. GEORGE A. LORENZ; Retired Carman LEON HENDERSON; Retired Conductor and Mrs. RAY THOMAS; and Retired Engineer and Mrs. STEVE FAHEY. All look well and report enjoying their retirement to the fullest.

Mrs. BONNIE TILBURY resigned from her position as "beanery queen" to accompany her husband and family to Fort Lewis, Washington, where George is serving Army duty. Previous to his 30-day leave George had been stationed in Alaska during which time the family resided in Wendover.

Miss Corrine Anderson, daughter of Water Service Maintainer and Mrs. VARIAN ANDERSON, and Miss Karen Paige, daughter of Waitress BETTY LANGE, were selected by the American Legion Auxiliary to represent Wendover at Girls State in Logan from June 24 to June 30.

SACRAMENTO STORE

Irene E. Burton

OSCAR ULRICH worked in Portola while Storekeeper B. J. MORRISON was on vacation.

The National Association of Railway Business Women's Sacramento Valley Chapter No. 27 presented their welfare project, Multiple Sclerosis, with a check for \$347 as part of the proceeds from a fashion show held in the Spring.

IRENE E. BURTON, stock and report clerk, was installed as vice president of the Sacramento Valley Chapter

N.A.R.B.W. at their annual meeting held in June. Delores Rizo, SP, was installed as president.

LEE WILLIS, personal record and payroll clerk, and husband, Mickey, helped their daughter, Carol Lee, celebrate her 15th birthday during a week at Disneyland.

Pauline Ensele, 14-year-old daughter of Stock Control Clerk EDGAR E. ENSELE, was chosen for the third year to perform at the annual Piano Festival, held in Sacramento Memorial Auditorium each year in May. There were 975 pianists of various ages and with some performing a duet, as many as 200 played at one time on the 112 pianos.



Pauline Ensele

PORTOLA

Louise Wilks

Condolences to the family of Mrs. Edna E. Taylor, who passed away recently. Mrs. Taylor was the mother of Conductors ARTHUR W. and WILLIE EARL TAYLOR, and Mrs. J. J. McNally. Mrs. Taylor was the widow of JAMES W. TAYLOR, boiler inspector, who retired in 1941.

Switchman LEE BARNES and Miss Belva Hood, daughter of Conductor ALVIN MILES, were married at the First Methodist Church in Reno. A reception following the ceremony was held at Trader Dick's in Sparks.

Fireman L. W. FALKENSTEIN and Miss Diana Bedient, daughter of Switchman W. R. BEDIENT, were married at the Park Wedding Chapel in Reno. A reception was held in the



Mr. and Mrs. L. W. Falkenstein

garden of the bride's parents. The couple honeymooned at Rosarito Beach, Baja California.

Retired Conductor and Mrs. F. E. MILLER, now living in Knoxville, Tenn., visited old friends here recently. Floyd looks and acts as though he will be around for a long time.

Honor students at Portola High School graduation this year included Todd Dodds, son of Conductor and



Marlene Wright, daughter of Track Supervisor and Mrs. George L. Wright, was one of the winners in the VFW Essay Contest at Herlong High School. Marlene is a sophomore and member of the California Scholastic Federation Honor Society.

Mrs. VIC DODDS; Helen Holsclaw, daughter of Conductor HAROLD HOLSCLAW; and Karen Pittman, daughter of Trainman J. R. PITTMAN.

Yardmaster and Mrs. HANK PARRISH attended graduation ceremonies at the University of California, Berkeley, where their son, Richard, received his B.A. degree.

Gary Blair received the Price Getting Award for outstanding bandsman of the year during graduation ceremonies at the University of California, Davis, attended by his parents, Engineer and Mrs. J. D. BLAIR.

CHICAGO

Gene Hamilton

ARTHUR H. LUND closed out a 33-year career with Western Pacific on June 30 as sales manager-Central Region. He was born in Oakland on June 17, 1897, and after graduating from Heald's Business College he became a bookkeeper for a small slaughterhouse. "The job wasn't too bad," Art recalls, "until they assigned me to collecting delinquent accounts from the Chinese butchers who bought up all the cheap carcasses, and then played hide and seek with the seller. Chasing these fellows up and down the Barbary Coast was 'for the birds,' so I turned to railroading." This lasted for about six months before he went to work for a Sacramento river boat company. When World War I came along he enlisted in the Army. "But to my dismay, I was discharged without ever seeing the enemy," said Art. He returned to San Francisco in 1920 to work for the KCS-GN-WP and Burlington, and WP on September 1, 1923, as city freight agent at Oakland. He left the railroad on January 20, 1925 to accept



Warren Brown, assistant vice-president-marketing, left, and George Wenig, district sales manager, right, toast Sales Manager-Central Region Arthur H. Lund on retirement at a recent dinner.

another position but returned to WP in 1930 as city freight agent at San Francisco. During the following years, Art spent 12 years in Spokane, Wash., and about eight years in Seattle as general agent before becoming assistant traffic manager at Chicago in 1950. He was appointed traffic manager (now sales manager)-Central Region on July 1, 1953.

For the time being Art and his wife, Ina, are living with their daughter, Lois Jeffords, and three grandchildren in San Carlos, California, while looking for a home of their own in the Bay Area.

OAKLAND

John V. Leland

We learned from IRMA PIVER, district car foreman's office, that ALVIN H. LARSON, car inspector at Oakland mole, married Mrs. Lorna Browne, of North Sacramento, on June 1 at Carson City, Nevada. They left later in the month for Wisconsin to visit and celebrate a family reunion in honor of Alvin's mother's 90th birthday.

Irma also reports that CHARLES Woods, Jr., laborer and engine watchman at 25th Street yard in San Francisco, passed away at University of California Hospital in San Francisco on June 1 following cardiac surgery. He is survived by his widow, Olivia, and three children.

Clerk DENNIS B. RICKMAN was married May 19 in Las Vegas. Dennis and his bride, Dorothy, included the Grand Canyon on their honeymoon tour.

Best wishes on their retirement to two marketing division railroaders. ELMER LINDQUIST, senior sales representative, completed 35 years with Western Pacific for which he was honored at luncheon attended by many railroad friends and shippers at Edgewater Inn on May 29, two days before his retirement. On June 20 a retirement dinner was given and attended by a large group of co-employees and friends at the Chandelier for RAY PEMBER, district passenger sales manager. Ray retired June 29 with 19 years' Western Pacific service.

JOHN KAFFUN, who recently returned to the district sales manager's office after several months on a special assignment, will succeed ELMER LINDQUIST as senior sales representative.

H. E. "BUD" BALDWIN, assistant agent at 3rd and Washington station, will succeed RAY PEMBER as district passenger sales manager.

SACRAMENTO SHOPS

Marcella G. Schultze

The W.P.A.C. held its annual retired members' party meeting on May 7, serving a ham dinner with all the trimmings. Nineteen retirees enjoyed exchanging experiences and seeing each other again, some for the first time since the meeting in 1961.

In line with President John F. Kennedy's physical fitness program, the Marine Corps conducted physical fitness tests for high school boys in the Sacramento Area.

The marines used the same tough standards required of their own recruits in boot camp. Chuck Fosha, son of Machinist Foreman and Mrs. W. E. FOSHA, received a Certificate of Fitness after completing the 300-yard run. Chuck graduated from Hiram Johnson High School in June.

A striped bass, 44 inches long and weighing 41 pounds, was caught in the Sacramento River by Blacksmith C. C. BENNETT after a half-hour struggle.

Cliff caught the bass with a spinning outfit with a 15-pound test line, No. 5 catfish hook, and using clam for bait. Imagine Cliff's surprise at this catch

—considering he was fishing for catfish!

Machinists W. BENZ and J. L. STRAWN received billfolds with money from their many WP friends upon their retirements May 31. Bill had been a machinist at the Shops since 1936; and Johnnie since 1941. However, Johnnie did serve his apprenticeship here from 1917 to 1922, leaving as a machinist in 1924 to return again in 1941. Both men plan to take life easy—mixed with a little fishing!

ELKO

John L. Murphy

GUY M. BLAIR, retired agent, died June 14 at the age of 79. He had been hospitalized since June 1. Guy first worked for the railroad on August 12, 1911, as cashier at Winnemucca. He came to Elko as agent on August 18, 1915, and retired from that position on February 29, 1948. He was a prominent leader of the Masonic Order having

Retirees attending W.P.A.C.'s dinner meeting were, standing left to right: H. Brinson, F. Bieser, O. J. Zinniel, M. D. Cacic, F. Omnes, J. V. DePangher, J. Jelasich, H. P. Weathersby, W. J. Nicholas, J. D. Coughlin, F. Rohrer, F. Nosler, E. L. Tomlinson. Seated, left to right: T. Alerich, A. W. Howard, E. E. Gleason, H. W. Pettengell, A. J. Santos, and J. D. Fippin.



Bennett's 41-lber.



held all the principal offices. He was a past high priest of the Royal Arch Chapter 11 and past commander of the Elko Commandery, No. 5, a member of the Knights Templar, Kerak Temple of the Shrine, member of the Elko Shrine Club and a trustee of Elko lodge for many years. On April 16, 1960, he was honored for his 50 and more years of association with Masonic lodges with a party featuring "This Is Your Life." Blair was active in creating a city band in which he played trombone and encouraged band activities at Elko High School. Guy was one of the originators of softball in Elko, and a follower of high school sports. He was also weatherman for a number of years before the U. S. Weather Bureau was established in Elko.

He is survived by a son, Robert, of Orinda, Calif., two daughters, Mrs. Phyllis Sawyer and Mrs. Betty Guisti of Elko; a brother, Robert, of Whittier, Calif., a sister, Mrs. Fannie Webb of Anaheim, Calif., and 10 grandchildren. His wife, Elsie, died on May 3, 1950.

STEVE HERNANDEZ, yard clerk, recently completed his year as State Commander of the Veterans of Foreign Wars and presided at meetings during the recent 28th annual convention held here in June. Steve first worked for WP in 1942 as a call boy. He entered the Armed Forces shortly thereafter and returned to the railroad in 1945.

SAN FRANCISCO

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

G. R. "DICK" GREEN, assistant transportation engineer, research and planning, announced the arrival of a daughter, Margaret Ann, on June 6.

Training for baby sitting are two sons, Jon, 13, and Charles, 7.

DORA PROPHET, secretary to GRANT ALLEN, superintendent of transportation, found the monorail and the space-needle the most interesting attractions among many at the "Century 21 Exposition" at Seattle.

CHARLES K. FAYE, assistant vice president-western sales, was re-elected for a three-year term as a director of the San Francisco Zoo.

WILLIAM B. HUTCHISON, treasury department accountant, left Western Pacific on July 6. He first came to work for the railroad on December 4, 1950. In addition to his other duties, Bill has been largely responsible for supervising the efficient handling of MILEPOSTS' mailings and keeping address changes up to date, a sizable task each issue. Bill's plans for the immediate future are to devote full time to his partnership in Fred's Bait & Tackle Shop at 3324 26th Street, San Francisco, where Western Pacific fishermen are most welcome.

ANN OSDOBA, passenger reservation clerk, retired June 15 after 21 years of service. Before joining the passenger department, Ann worked in the freight office and signal department at San Francisco and in the sales office at Los Angeles.

ANTON JOVICK, a native of Croatia (now Yugoslavia), retired as telegrapher on June 15 after 15 years with Western Pacific. Interested in drawing since the early 1920's, Anton has since 1950 attended many San Francisco adult life classes, and for the past six years has studied under Professor Ugo Adriano Graziotti and one year with Arthur Palmer, San Francisco portrait painters. He is presently continuing



Ann Osdoba, passenger reservation clerk, holds cage with Budgie given her by passenger department co-workers. Manager Robert Gonsalves, holds plaque of 21 silver dollars made by Irene Mavridis, representing Ann's 21 years with the railroad, which was also given Ann on June 15.

his studies under Professor Graziotti, plans a showing of his work, and eventually will draw commercially. He and his wife, Agnes, have six children and, up to the moment, 10 grandchildren.

THOMAS P. BROWN, retired publicity manager, died on June 1 at the age of 83. Tom retired from the railroad on July 1, 1948, after 20 years with Western Pacific. Tom's father, LeRoy Brown, was the first president of the University of Nevada. Tom became principal of a small Nevada school before he went into newspaper work as

a reporter on many of the Nation's leading papers and later entered the publicity field. He was a World War I veteran and a Captain in the Reserve Officers Corps for nearly 20 years. He was author of the widely read historical pamphlet "California Place Names" and the father of Thomas P. Brown, Jr., leading amateur tennis champion, who now is an attorney. Other survivors are his widow, Hilda, and three grandchildren.

Twenty-four of his shipper friends, and 11 marketing division co-workers



On June 15, the day he retired from WP with 15 years service, Anton Jovick brought a collection of his drawings to the office to show his many friends. Shown displaying two of the drawings are Carl Rath, manager-wire chief, and Artist Jovick and his wife.



Peter Citron, district sales manager, San Francisco, left, presents Retirement Certificate for 37 years to Sales Representative Paul Harris.

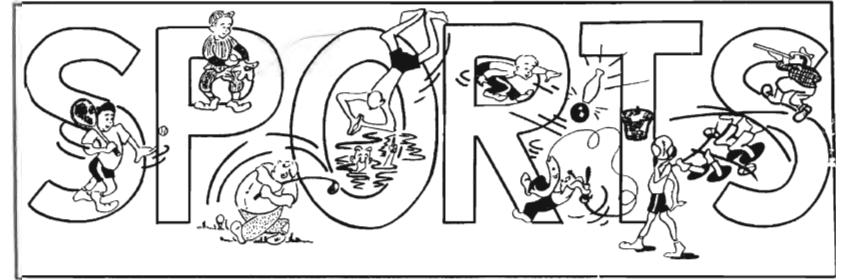
attended a retirement luncheon on June 21 at the Commercial Club in San Francisco, honoring PAUL B. HARRIS, sales representative. Paul retired June 29 after 37 years' service with Western Pacific. He plans to spend a few months visiting on the East Coast and will make further plans after his return which Paul says will include "learning how to loaf gracefully."

HARRY F. PERRINE retired June 29 as chief clerk for the signal department, completing 36 years' service with the railroad. Harry was first a storekeeper's clerk at Sacramento on January 25, 1926. He became a statistical clerk for the mechanical department at Sacramento on January 1, 1928, and roundhouse clerk at Oakland in October 1931. He held the position of chief clerk since February 4, 1938. Harry and his wife left July 5 for a two months' visit with their married daughter in Toledo, Ohio, and a visit to New York. Harry said: "I guess I'm not going to be able to retire completely because "the Mrs." is probably going to talk me into helping her with a luncheon counter she operates across from an Oakland high school."

LELAND M. BROWN closed his desk in the overcharge claim department for the last time on June 29, ending 39 years of service with WP. Before Lee came to WP on September 4, 1923, he previously worked four years for the Morgan City, Louisiana & Texas Railroad at New Orleans and one year at Tucson, for the Arizona & Eastern. "In addition to Lee's outstanding service record with WP," said his boss, NICK SCHOEPLIN, "he contributed much to the company's athletic program. When the freight accounting department was at 8th and Brannan Streets, Lee was a champion horseshoe player. He later was a star on the railroad's championship baseball team, and in recent years was one of the better bowlers on WP teams." Nick also recalls that Lee was a pretty good poker player. Lee married PEARL JENNINGS, who retired last year after many years in the accounting department, and they both plan an enjoyable retirement.



Gordon Switzer, general supervisor-roadway equipment, recently received his 35-year service pin from Chief Engineer Frank R. Woolford. Others in picture are from left, E. A. Thompson, assistant to signal engineer, A. W. Carlson, engineer of bridges and structures, Division Engineer Charles Forsyth, Sacramento, and B. L. McNeill, Jr., signal engineer.



New golf champ

Switchman Al Difeo found Kiote Hills Golf and Country Club to his liking in the annual WP Golf Tournament on June 23. Al toured the 6,591-yard layout in four-over-par 76 to tie with guest Dick Graham for low gross honors. He picked up a one-stroke handicap, good enough for second low net, then with guest partner M. Sykes, copped the \$20 first prize in the Calcutta sweepstakes with a team net of 154.

Sharing low gross honors with Al's 76 was Dick Graham, a Milwaukee railroader who has been a consistent winner in WP tournaments. A. D. Ward, a WP redcap, took third low gross with a 78, and two guests, M. Sykes and F. Wright tied with 81's, one stroke better than Jim Pearce's 82 to hold up honors for the engineering department.

Graham picked up four handicap strokes to take low net with a 72. Ed O'Neil, accounting department, placed third with a 76, one more than Difeo's 75. Only two strokes separated the next four low netters, Ward 77, guest Russ Shuman 78, and 79's for Sykes and Wright.

Second place in the Calcutta and \$15

went to Redcap C. Oldwine and guest Graham for their 160. O'Neil and Emily Lindee, wife of Modesto District Sales Manager Frank Lindee, netted a 162 for a \$10 win for third. \$10 each went to the teams of Engineer Bob Joy and Pearce with 164, and Ward and guest Stan Arnold with 165. District Sales Manager Gene Macomber and guest Shuman finished sixth with 169 and collected \$7 for their team efforts.

Frank Wright collected \$15 for placing his tee shot 12 feet from the pin in the hole-in-one contest on the 165-yard, par-3 seventh. Cheyrlle Reed dropped her tee shot 13 feet from the hole for \$10; Graham collected \$5 for his 13'3" placement; and Engineer Bill Conant put his shot 13'9" from the pin for \$2.50.

Eight women golfers turned out for the tournament. Emily Lindee shot a fine 90 to win low gross, and took low net with an 86. Ethyl Plummer took second low gross with 109, followed by Cheyrlle Reed, 110, Betty Conant, 111, and Mabel Vincent, 113. Reed, Conant and Vincent tied for second low net with 91's, and Plummer placed fifth with a 95.

WESTERN PACIFIC MILEPOSTS

526 Mission St., San Francisco 5, Calif.

Return Requested

549 30 2593
J. W. HENDERSON
1328 DE SALO DR.
PACIFICA, CAL.

Bulk Rate
U.S. POSTAGE

PAID

San Francisco, Calif.
Permit No. 5371

RAILROAD LINES



At the time of its 60th Anniversary on June 15 New York Central's "Twentieth Century Limited" had passed the 62 million-mile-mark and carried more than 6 million passengers between New York and Chicago.

. . .

Illinois Central's "Panama Limited" on its 20th Anniversary in May had traveled 14½ million miles and carried 1½ million passengers between Chicago and New Orleans.

. . .

Soo Line will plant nearly half a million trees in midwestern states at the rate of 1,000 seedlings an hour with help of tree planter.

. . .

On June 1 Santa Fe began regular containerized handling of mail between Chicago-Kansas City and San Francisco Bay Area.

. . .

A new freight put in service by Pennsylvania Railroad in conjunction with L&HR and New Haven for bringing perishables from West and Southwest to New England markets has been named "Astronaut."

. . .

Each of Canadian National's 60,000 box cars will carry a bright yellow disk on each side with letters "A" to "D" to indicate car's grade to aid method of car distribution and service to shippers.

. . .

Tax accruals of Class I railways in 1961 were \$991 million.