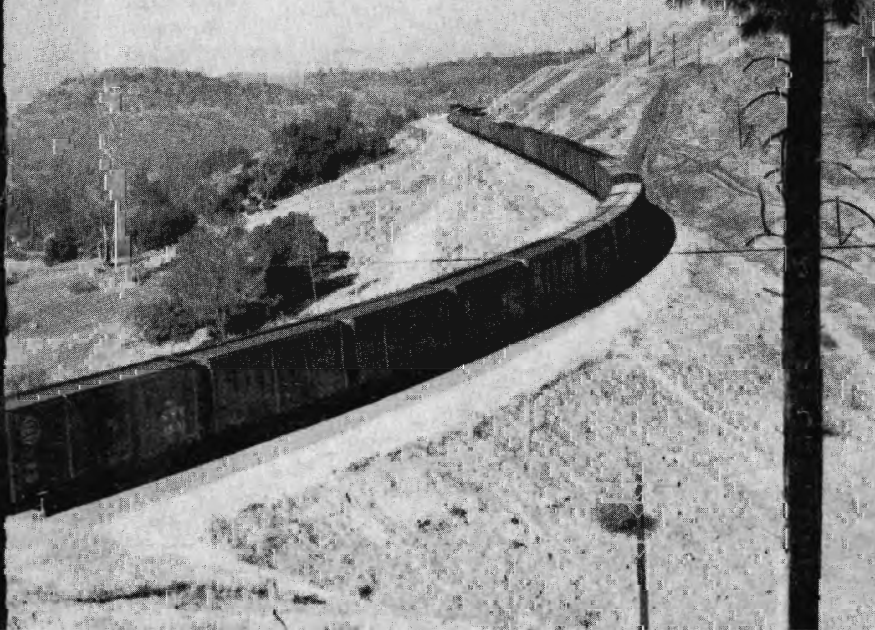


WESTERN PACIFIC
Mileposts

MARCH - APRIL 1964

*Last issue
received*



Mileposts

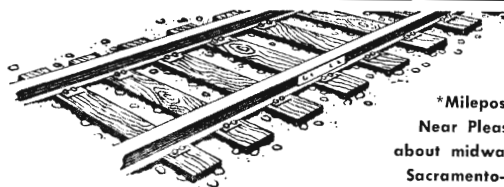
WESTERN PACIFIC

Volume XVI, No. 2

MARCH - APRIL, 1964

*Milepost No. 156

Public Relations Department
WESTERN PACIFIC RAILROAD
 SACRAMENTO NORTHERN RY.
 TIDEWATER SOUTHERN RY.
 526 Mission Street
 San Francisco, Calif. 94105
 Lee "Flash" Sherwood, Editor



*Milepost No. 156:
 Near Pleasant Grove
 about midway between
 Sacramento-Marysville.

IN THIS ISSUE

	Page
<i>Eastbound Freight Begins Sweep Around Horseshoe Curve Near Pentz</i>	Front Cover
The ONLY Way to Move Groceries	3
Harris Transportation Bill Killed	7
"Please Baby That Freight"	8
New Industry on WP Sparkles in Color	9
637,530 Pounds	10
More Cars to Aid Shippers	11
Promotions	12
WP Wins Award from Public Health Service	15
Dear Editor:	16
California Zephyr Birthday	18
Retirements	19
Mileposts in Gold	20
Protect Your Future and Share in America	21
Caboosing	22
In Memoriam	34
Railroad Lines	Back Cover

The ONLY way to move groceries

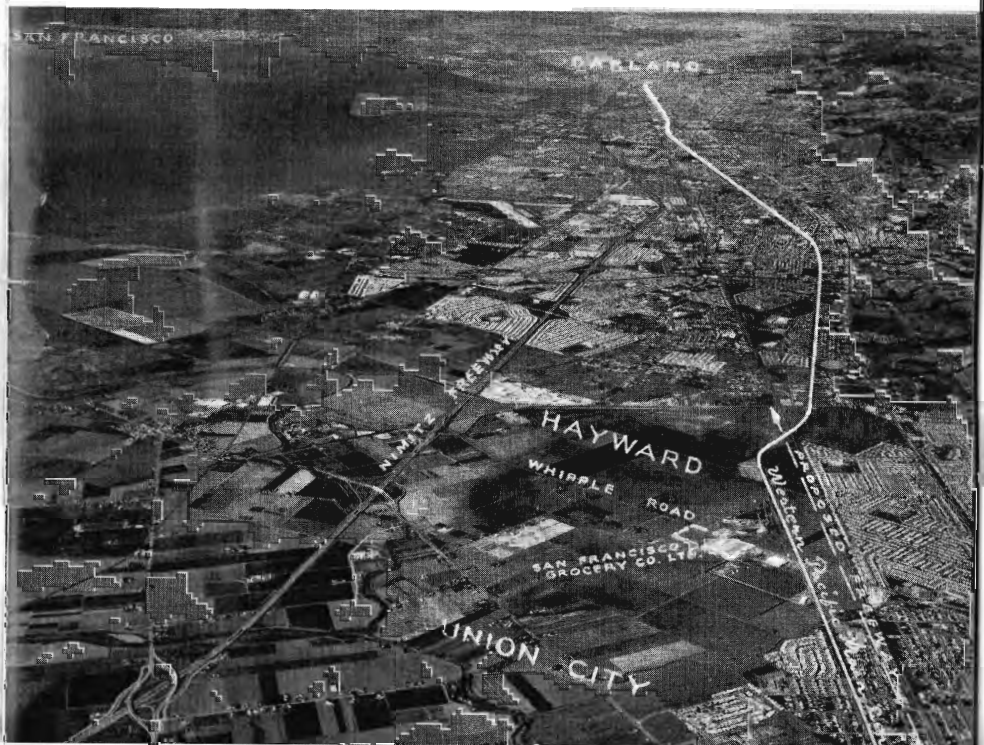
SINCE June of 1963 Western Pacific has been serving one of the most modern, automated, mass grocery distribution warehouses in the country. The firm, the San Francisco Grocery Company, Ltd., is located on 20 acres of land at 1200 Whipple Road, Union City, in the heart of the railroad's 450-acre industrial park just south of Hayward, California.

The location for the grocery company's warehouse and office, occupying about five acres of the site, is an ideal one as it offers room for expansion

for a company that has had growing pains ever since it was founded in 1900 as the San Francisco Grocers Exchange. Prior to its present location, the firm had moved to larger quarters on four previous occasions.

(Continued on Page 4)

San Francisco Grocery Company's location is just below Whipple Road, dividing Hayward on the north and Union City on the south, as shown in the aerial photograph below. A spur from WP's main line enters rear of SFG's property.



The ONLY way . . .

(Continued from Page 3)

The choice location was also selected by the firm because of its proximity to Western Pacific's main line (served by spur track), the Nimitz Freeway, and another proposed freeway to parallel WP's main line. This means diversified first-class transportation facilities to handle the firm's wide-spread and expanding distribution needs.

Moving groceries in and out of the warehouse is only one phase of the grocery company's distribution method's. The other phase involves a unique, automated, and efficient method for movement within the warehouse itself. This may best be seen from the strategically located mezzanine office of Robert Wunner, director of warehouse operations, which oversees the entire warehouse operation.

Row upon row of neatly stacked merchandise, clearly marked, fills the

vast warehouse area rising within two feet of the 21-foot high ceiling. The more than 6,000 different items stocked are efficiently arranged and identified for maximum receiving and shipping coordination. The warehouse is well illuminated for day or night operations as the biggest percentage of orders are filled at night (about 65%). Stocking shelves and maintenance work is done only on the day shift.

The warehouse is equipped with 968 feet of Towveyor tracks on which Towveyor carts, spaced at 15-foot intervals, move at a speed of 100 feet per minute to convey merchandise to the shipping area. In addition there is a fleet of 37 battery operated towing tractors and fork lifts to facilitate merchandise movement in this vast operation.

(Continued on Page 5)

Director of Warehouse Operations Robert Wunner's office, in upper left-hand corner of photo below, is strategically located to oversee the entire warehouse operation. Telephones are located every 75 feet throughout the warehouse, and messages and shipping information are conveyed over a public address system.



MILEPOSTS



The ONLY way . . .

(Continued from Page 4)

The management is justly proud of its new delicatessen service, which could only have been made possible by the move to the new, larger quarters. The refrigerated delicatessen room consists of 137,500 cubic feet. Air curtains at the doors keep the heat out and the cold air in this magnificent ice box. The complete order of refrigerated items of a single market member is placed in a large movable chest known as an AV Cold Box, kept until filled and locked in the refrigeration room. It is not re-opened until it reaches the refrigerated stock room of the consignee. These boxes, built on the same principle of the vacuum bottle, keep the contents at a required temperature for several days, if necessary, without any refrigerant.

Chances of misplaced or damaged merchandise are minimized because accurately labeled stock is readily identified during day or night hours in the continuously lighted warehouse which is kept spotlessly clean each day.

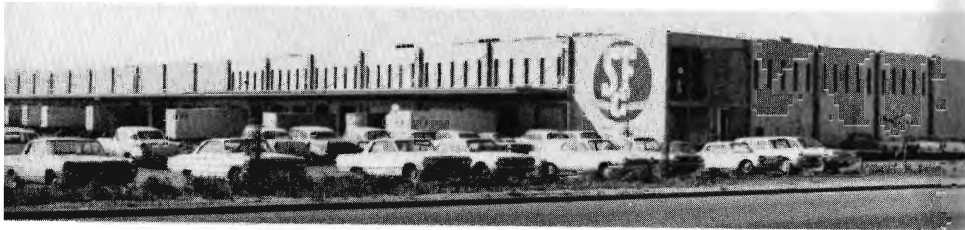
A room for repacking of small merchandise is no place for light-fingered gentry. The entire room is efficiently "bugged" with A.D.T. Protection Service. "The employee who thinks the cigarettes, for example, are 'on the house' will find out his error almost immediately as the alarm rings in my mezzanine office," warns Bob Wunner.

A most important part of the highly automated warehouse distribution system is its order processing system. Orders are received and coded through an IBM machine processing department. Member customers are supplied with special order books listing all available items by name according to where they might be found in a store

(Continued on Page 6)

MARCH - APRIL, 1964

5



The ONLY way . . .

(Continued from Page 5)

(all like items together), and with corresponding IBM code numbers.

For example, explains Wunner: "If a member orders 10 cases of tomato soup all have the same code number. So the IBM department personnel pull 10 pre-punched cards with that code number, each representing a single case. These and other cards for the same customer are put through a reader which rearranges them by warehouse storage address sequence.

"Duplicate copies of the order are then printed out in storage address sequence and copies dispatched by pneumatic tube to the shipping office. Here, one copy is turned over to an order filler for handling, and the other retained to accompany the shipment to the grocer member. For large quantities, several order fillers may be called on to expedite assembling all the items for the single order."

An attractive entrance and upstairs main office in corner of building just to right of SFG sign in picture above faces north on Whipple Road.

To handle the large volume of inbound shipments, Western Pacific makes a once-a-day delivery six times each week, and a close personal relationship is maintained between J. A. McNamara, sales representative in WP's Oakland district sales office, and James A. Swarts, assistant general manager for the San Francisco Grocery Company, Ltd.

The grocery firm is headed by W. D. Hadel, chairman of the board, Robert W. Hadel, president and general manager, and Lucien W. Simon, secretary, who were on hand for ground breaking ceremonies at Union City in October, 1962.

The 35 shipping doors have automatic dock boards, first installation of its kind west of the Mississippi. Company mechanics service the firm's modern fleet of trucks and tractors.



Harris Transportation Bill Killed

H. R. 9093, better known as the Harris Bill, was killed on April 28 by the House Rules Committee, which by two separate 8-to-7 votes refused to clear the measure for consideration by the full House.

The negative vote came despite last minute moves by Representative Harris (D-Ark.) and other members of his House interstate and foreign commerce committee to write in amendments to assuage opponents of various parts of the bill. When asked if the votes meant the death of the bill, Chairman Smith (D-Va.) said, "Yes, as far as this committee is concerned."

Other committee members said that every effort was made to meet all the objections and at the same time to revise railroad regulations to meet competitive realities of today. One member stated that the defeat of the bill is a severe blow to the railroad industry and to the economy and to our hopes to give this country a modern, comprehensive transportation policy.

The House Rules Committee had voted 8 to 6 on April 9 to postpone a decision on whether to clear the bill for House floor action.

The bill could have opened a door to more equal opportunity for railroaders, shippers, consumers—all who use or rely on railroad transportation—and for railroads in competing for business.

As introduced by Chairman Orren Harris, Bill H.R. 9903 would have extended to the railroads (and water carriers) the same exemption from I.C.C. rate regulation now enjoyed only by trucks when transporting grain and

other agricultural commodities and fishery products. The railroads would finally be in a position to make available to customers the fullest benefits of low-cost transportation in the movement of these items. The bill would also tighten conditions under which water carriers now escape regulation when handling "bulk commodities" such as coal, oil and sand. Under present law, barges and water carriers have been exempt from rate regulation on hauls of any three of these bulk commodities in a single tow. The proposed bill would not extend the exemption and would leave the water carriers exempt, but this exemption would be limited (except for agricultural commodities) to one bulk commodity in a single tow. If they were hauling more than one, they would have to file their rates with, and be regulated by, the Commission.

Finally, the bill would repeal a rule dating back to 1908 that prevents railroads from hauling their own property as regular freight, which is a restriction placed on no other form of transportation.

While the bill fell considerably short of all the railroads seek in equality of treatment through corrective legislation, railroad leaders say the bill is a much needed step in the right direction.

If no further efforts are made to get H.R. 9903 through intact, the rules committee vote of April 28 ended two years of work that began on April 5, 1962 when President Kennedy sent the first major Presidential Transportation Message in history to Congress. The measure had the support of President Johnson.

“Please
Baby
That
Freight”...



Says Miss Careful Handling

“My name is Kathy. You saw my picture before on the cover of MILEPOSTS’ September-October 1963 issue. I presented the American Railway Magazine Editor’s Association’s \$1,000 check to my friend Lincoln Parkinson from Stockton. He won first prize in ARMEA’s Shipper-Gram Contest for his slogan ‘Your freight we’ll handle damage free, with on-time arrival for the consignee.’

“Mr. Parkinson is an awful nice man and I know he tries hard to be careful when he moves freight cars with his great big engine. He told me, though, that sometimes things like dolls and toys get broken for lots of reasons because somebody wasn’t careful. I don’t know what he means but he said railroad men know.

“So won’t you please be careful when you handle toys for me or other things for other people? It’s awful when things get broken!”

**Retirement Board’s
Annual Report Released**

The Railroad Retirement Board’s Annual Report for 1963 is available to the public and requests for copies should be directed to the Superintendent of Documents, U. S. Government Printing Office, Washington, D. C. 20402. The price is 60 cents per copy.

The Report summarizes financial, administrative, and legal developments in the programs under the Railroad Retirement and Railroad Unemployment Insurance Acts during the 1962-63 fiscal year.

It also includes a statistical summary of operations under the programs.

**New industry on WP
sparkles in color**

“Drabness is going out of style in industrial buildings, as motorists on the overpass leading to the Naval Supply Center or boaters along the Estuary can testify,” reported the *Oakland Tribune* in its April 7 edition.

The building the story described is the new terminal for Clipper Carloading Co., formally dedicated with open-house ceremonies on April 9 and now in full operation.

“The steel building 300 feet long by 40 feet wide has a roof that sparkles

Colorfully painted warehouse behind office has wide door openings for ease in handling freight by both highway and rail transportation.

From warehouse, open-house visitors could enter a WP “DF” car for inspection and view a Clipper van on piggyback flat and WP diesel engines.

in the sun—a beautiful turquoise. The sides are a restful Aztec tan, broken at intervals by banks of four 20-foot doors painted alternately pink, canary yellow and light green.

“Inside, the workers are provided plenty of light by reflections from white baked enamel walls.

“We are prepared to handle anything from 10 pounds to 100,000 pounds, with a capacity of about a million pounds a day,” says Fred Yelkes, West Coast general manager of the firm.

“It is based around a piggyback op-

(Continued on Page 10)



New industry on WP . . .

(Continued from Page 9)

eration in the heart of Western Pacific's complex for such shipments and is situated at 1700 Ferro Street. Charles Howard is the terminal manager.

"Among the innovations installed at the terminal, which replaces two smaller ones in Oakland and another in San Francisco, is direct wire connection with the company's computer billing center in Chicago and all eastern loading stations.

"Yelkes said this gives shippers immediate tracing and billing information the day following departure from eastern stations.

"The common carrier freight forwarder has other West Coast terminals in Sacramento, Stockton, Bakersfield, Fresno, Los Angeles, San Diego, Seattle and Portland.

"The firm was founded in 1938 by President Jerry Chambers, and has had a local operation for 20 years."

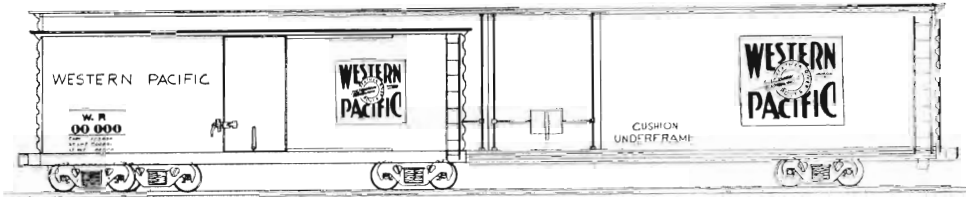
637,530 pounds!

An unassembled 319-ton printing press moved over Western Pacific rails during April loaded into nine gondola cars and on one flat car, some of which are shown below in WP's Oakland yard.

After crossing the country by rail from Chicago to Oakland, the cars were moved aboard the railroad's diesel train ferry *Las Plumas* to Piers 30 and 32 in San Francisco. There, the crates and boxes were loaded aboard

Matson Navigation Company's *Hawaiian Merchant* for delivery in Hawaii.

The railroads are better equipped to haul heavy or oversized loads cross country than can any other form of transportation. According to Association of American Railroads' statistics (based on 1963 average load of freight cars) a double-track rail line with centralized traffic control can carry 18,000 freight cars, each with 43 tons of cargo, in 24 hours.

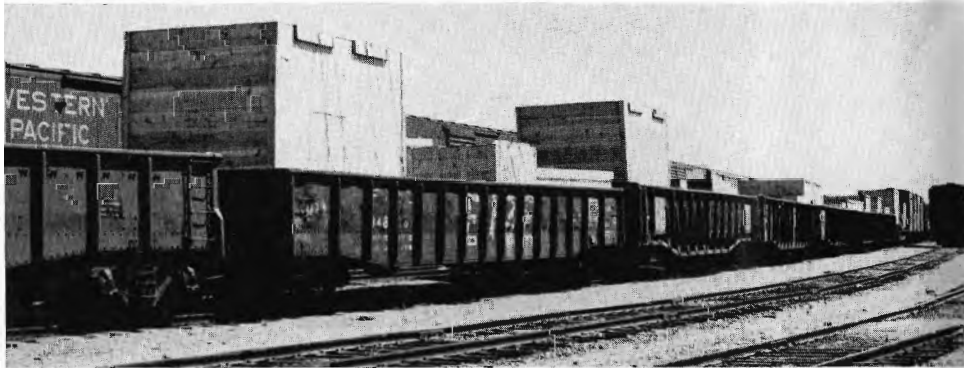


More Cars to Aid Shippers

Western Pacific ordered 35 massive boxcars, compared in the drawing above with a standard 40-foot car, built to Ford Motor Company specifications to move automobile components. The 93-foot 7½-inch (coupler to coupler) giants include full cushion underframe and double-plug aluminum doors on each side that provide an opening 20 feet in width. Western Pacific will be one of the first railroads to receive delivery some time after midyear from the Greenville Steel Car Company of Pennsylvania.

Western Pacific also was the first western railroad to order the super capacity Center Flow

bulk-material-handling car shown below. When delivered later this year the 25 cars will be placed in rice and grain service. Built by American Car and Foundry Division of ACF Industries, Inc., the 4,650-cubic-foot-capacity cars will be able to carry about the same load as would two fully loaded standard 40-foot box cars. Other features include compartment-length, elongated loading hatches which may be opened together for faster loading, or, individually for split loading or protection from weather. The 13-by-42-inch outlets are the widest now available for between-the-rails unloading.



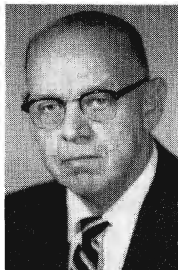
MILEPOSTS



Promotions

Frank W. Steel was appointed assistant vice president-pricing for the railroad's marketing division effective March 1.

A native of the Bay Area, Frank first came to work for Western Pacific in 1919 at the age of 16 as an office boy in the freight traffic department (now marketing division). Advancements led him to the rate department where he further advanced to supervisory positions in all phases of rate making as well as the commerce phase of the pricing section. Supervision of all pricing matters, including piggyback traffic, is under his jurisdiction. He held the position of director of pricing since January, 1959.



Frank and his wife, Dorothy, live in Oakland. Their daughter, Sharon, lives in Oak Harbor, Washington, where her husband, Jerry Russell is a Lieutenant in the Naval Air Service. They have a son, Douglas, born December 6, 1963.

* * *

Bernard E. Pedersen was appointed director of advertising and public relations, now a department of the marketing division, effective March 1.

Barney has been with Western Pacific since August, 1959 when he became personnel planning supervisor for the marketing division. His next position was administrative assistant to the vice president-marketing involving sales training and development of marketing department personnel. Barney's training for this work was developed in

sales, sales management and sales training with such companies as International Harvester, Pacific Intermountain Express, Transcon Lines, and the Automobile Club of Southern California.

He was born in Kenosha, Wisconsin and graduated in 1940 from the University of California with a B.A. Degree in political science and business administration. He served five years overseas with the U. S. Navy during World War II reaching the rank of Lieutenant Commander.



Barney and his wife, Kathleen, and two children, Patricia, 14, and Dwight, 19, live in Orinda.

* * *

Ray Adams became assistant to general manager in charge of contract matters on March 1, succeeding Philip L. Wyche, retired.

Ray was born in Missouri on June 17, 1908. Following high school education in Kansas and business college training in Missouri, Ray was first employed as a telegrapher and agent for the Santa Fe at Chanute, Kansas in June, 1927. In March, 1933, he accepted a position as traffic department clerk for an oil company at Kansas City, but returned to railroading in February, 1936 as clerk in the general agent's office for the Missouri Pacific at Lincoln, Nebraska.

Ray went to Alaska in August, 1940 to become telegrapher-clerk, agent, train dispatcher and relief yardmaster for the Alaska Railroad at Anchorage.



Ray Adams - Dan Irwin

He entered the Army in September, 1943 and served in the European Theater with the 720th Railway Operating Battalion, receiving a field commission in France in 1945. He left the service in July, 1946 with the rank of 1st Lieutenant.

He returned to the Alaska Railroad in August but resigned in May, 1947 to return to California and become employed as stenographer-clerk in WP's Sacramento freight station, later becoming chief clerk.

Ray next became chief clerk to general agent at Sacramento in May, 1949, and then joint WP-SN agent at Marysville and Yuba City. He became a student traveling auditor on May 1, 1953 and was made traveling auditor in January, 1954. Following positions as supervising station agent and staff specialist, Ray was appointed assistant manager-labor relations in January, 1961.

Ray married Geraldine Larsen, of WP's accounting department in April,

1955, and they now live at 1588 Napa Road in Sonoma. With their four sons — Tim, Neal, Joel and Eric — they are very active in a "farming" endeavor which involves caring for some walnut acreage, weekends at the beach, camping, fishing and picture taking. "If that isn't enough to take care of our spare time," said Ray, "we also have an acre of apples and gophers which require *some attention!*"

His memberships include the Pacific Railway Club and the San Francisco Chamber of Commerce.

* * *

Daniel J. Irwin was appointed assistant manager-labor relations effective March 1 succeeding Ray Adams.

Dan was born in Fresno on July 30, 1917. He attended Portola High School and Armstrong's Business College in Berkeley and hired out with Western Pacific in January, 1935 as a section laborer at Blairsden. "After three days that was it!", Dan recalls. He re-entered service on August 20, 1936 as a trainmaster's clerk at Portola and later held various clerical assignments at Portola, Sacramento and San Francisco freight stations. Since November 20, 1944 he has been chief clerk for three departments — store, mechanical, and since July 16, 1947 until his recent appointment, the western division at Sacramento.

Dan and his wife, Anne, are presently looking for a home in the Bay Area, probably in San Francisco. They have three children, Dan, Jr., Terrence, and Cheryl.

* * *

Eugene W. Goodrum succeeded D. J. Irwin as chief clerk for the western division on March 1.

(Continued on Page 14)

Promotions . . .

(Continued from Page 13)

Gene was born in Stockton on September 25, 1912. After graduating from Stockton High School in June 1929 he entered Modesto Junior College that September, was injured in an auto accident three months later and returned to MJC in February 1931. Prior to graduation he was offered a patronage position in the House of Representatives in Washington, D.C.

He completed three years of pre-legal study at George Washington University in February 1936 at which time he returned to California to work for the Associated Oil Company in Sacramento, later becoming an internal auditor for the company. In August 1936 he married Lela Shafer of Stockton and Berkeley and moved to San Francisco when the oil company became centralized in 1941.

Gene accepted a position as statistical clerk with Western Pacific's mechanical department in June, 1942, later becoming head timekeeper. He transferred to the operating department in 1946 as assistant T&E timekeeper and held various other positions including transportation clerk and personal record clerk, and in June, 1954, assistant chief clerk.

The Goodrum family includes a son, John, 17, who will graduate from high school in June and Patricia who was fatally injured in an auto accident in October 1955 at the age of 18. Gene's hobbies include music, mechanics,

wood finishing and particularly boats, having graduated from motor (hydroplanes) to sail (snipe and trimoran) about five years ago.

Herbert A. Knappe was promoted to position as traffic supervisor for the communications department effective February 1, 1964.

Herb joined Western Pacific as a telegrapher in January, 1957. After completing his wire chief training he became wire chief in 1958 and was manager-wire chief at Sacramento at the time of his promotion.

He studied two years at the University of Agriculture in Landsberg, Germany, and served in the U. S. Army from 1954 to 1956. He was also a student of telegraphy at the Railway Communications School in St. Louis, Missouri.

A picture of Herb was not available at press time.

National Transportation Week

Attention given the "transportation" of an orbiting astronaut at 18,000 miles an hour has led many to overlook the long strides America's railroads are making in the fundamental work of earthbound transportation. In honoring National Transportation Week—May 10-16—MILEPOSTS calls attention to some of the things the railroads do EVERY 24 HOURS:

Move 1.7 billion ton-miles of freight (about 9 tons a distance of one mile for every man, woman and child in the U.S.).

Pay nearly \$13 million in wages.

Pay about \$2.4 million in taxes.

Spend around \$6.7 million for equipment and supplies.

Move more than 22 million pounds of mail (more than 75% of all the nation's domestic mail).

During the year 1963, Class 1 railroads carried 309½-million passengers more than 18 billion miles at an average fare of slightly more than 3 cents per mile.

During 1963 the railroads carried 2.4 billion tons of freight nearly 622 billion ton-miles at an average of only 1.3 cents per ton-mile.



WP wins award from Public Health Service

Two Oakland departments were recently commended for maintaining a high degree of sanitary excellence on *California Zephyr* dining cars. To honor the achievement, a Public Health Service Letter of Commendation was received by Walter C. Brunberg, vice president-marketing, from C. H. Atkins, assistant surgeon general, Department of Health, Education, and Welfare, of Washington, D. C.

In behalf of their departments, Brunberg commended William J. Powell, manager dining car services, and David Laird, district car foreman, for their efficient supervision and handling of the railroad's dining car services.

In making the presentation to Brunberg on March 27, Atkins said: "The achievement of the Western Pacific Railroad Company in earning a Public Health Service "Grade A" placard on each of its four dining cars in 1963 attests clearly to your concern for the health and safety of your passengers and employees. This high standard of sanitation is a significant contribution to the efforts of the Public Health Service to reduce the incidence of pre-

Bill Powell and "Scotty" Laird, (center left-right) show pleasure in receiving award from Public Health Department representatives R. D. Moore, left, and L. N. Sherman, right, of the Public Health Department's San Francisco office.

ventable disease. I note that this is the second year that your company has earned the right for this commendation.

"The Surgeon General and all my associates join me in acknowledging the excellent cooperation which the Western Pacific has extended the personnel of our railroad sanitation program."

Revised leaflets on RRB programs

The Railroad Retirement Board announces the availability of revised information leaflets on the benefits payable under the Retirement and Unemployment Insurance Acts. The leaflets, which include 1963 amendments, are:

IB-1—Benefits for Railroad Workers and Their Families.

RB-6—How to Compute Railroad Retirement Annuities.

RB-7—Benefits for Survivors of Railroad Workers.

RB-8—How to Compute Railroad Survivor Benefits.

RB-15—Benefits for Railroad Employees and their Families. (In brief.)

UB-4—If you Work for a Railroad. Copies of the leaflets may be obtained free of charge from any of the Board's field offices, or by writing to the Board's Information Service, Room 522, 844 Rush Street, Chicago, Illinois 60611.

Praises California Zephyr

I wish to thank all of the crew of the *California Zephyr* for a very wonderful trip to Omaha and return recently. No wonder the "Zephyr" is getting a great send-off by its passengers. So many I heard express their happiness on the trip. The *California Zephyr* is my favorite. Other roads I have traveled on are good, too, but the *California Zephyr* leads them all. Again a great big thanks for a great trip!

Mort Buell
615 Alice Street
Oakland, California

* * *

"Thank You, so much."

May I take this means to express my sincere appreciation for the many memorial donations, the beautiful floral tributes, cards and other thoughtful acts of kindness rendered to me in the memory of my beloved husband, Louie C. Jaskala, who passed away suddenly on March 8.

Garnet C. Jaskala
1901 Jamestown Drive
Sacramento 15, California

* * *

Deep Appreciation

Will you kindly express my deep appreciation for the many kind expressions of sympathy offered to me in the recent loss of my husband. Paul passed away very suddenly on February 8. I am most grateful to all his friends from San Francisco to Salt Lake City who so thoughtfully remembered me in my bereavement.

Mrs. Jane Elieson
200 Ash Street
Elko, Nevada



Dear Editor:

Cruising South Pacific

I have been retired since October 1, 1959. It has taken me a long time to adjust myself to the changed way of living but now I am doing fine, principally due to the fact that I have no financial worries. That wonderful Western Pacific pension takes care of my wife and I in a splendid way.

We are leaving April 12 on the S. S. Mariposa of the Matson Line for the South Pacific. It will be a 42-day cruise, visiting twelve ports including Auckland, New Zealand, and Sydney, Australia.

I put in 41 years with the WP and enjoyed every minute of it, although at times it would get rather rough.

George M. Middleton
21 Pereira Avenue
Tracy, California

* * *

New Reader

For reasons which are perhaps not material, I have had occasions over the past year or so to read and enjoy a few of the issues of your excellent magazine.

I realize that the publication is primarily for the benefit of readers who have some association or connection with your company. However, I wonder if you would be willing to place my name on your mailing list simply

because I enjoy the magazine. I am unable to claim any direct relationship with your company.

Clarke Walden
Attorney at Law
Dania, Florida

* * *

James William Fea

I would like to inform the many old friends of my father, James William Fea, a former conductor with the Sacramento Northern, of his death on February 27 in Sacramento. He was 77.

He had a long and successful career, at a work he both loved and excelled at, and this has provided him with lifelong railroad friendship. To me he belonged to that breed of railroad men that helped to make this wonderful country a fine place in which to live.

He began his railroading with the Union Pacific as a brakeman in Wyoming in 1907, was trainman for the Great Northern in Montana in 1908, and the Northern Pacific in Washington in 1909 and 1910. In 1912 he joined the Grand Trunk Pacific at Prince Rupert, B.C., and left that service in 1936 to return to the States after a career which included conductor and in charge of work train and track-laying for some of the Province's branch lines.

During World War II he worked for the U. S. War Department at Vallejo

and Yermo as conductor and yardmaster-superintendent. In 1954 a back injury forced his retirement from the Sacramento Northern as conductor-weightmaster. For a time he was with the Yuba River Mining Development in Reno as its vice president.

He was a member of Nechako Lodge No. 86, A.F. & A.M., Prince George, B.C., Kincolity Knights Templar Preceptory, Prince Rupert, and the Sacramento Ben Ali of the Shrine. He was a charter member of both the Kit Carson Lodge No. 734 of California and the Fruitridge Masonic Club of Sacramento.

He was born in Chickasaw Nation, Indian Territory, now the State of Oklahoma. In 1887 the family migrated to Spokane Falls, Washington Territory, where certain members of the family were prominently connected with the early development of the Pend Orielle County of that State. The Great Northern was working his way when the family helped to found the town of Newport.

I feel my father will be recalled by his many railroad friends. To live in hearts we leave behind is not to die. Is that not tribute enough?

Joseph D. Fea (son)
1921 Rockbridge Road
Sacramento 15, California

* * *

90th Birthday

I thought some of our friends would like to know about my husband's 90th birthday and we would appreciate the writeup as we enjoy MILEPOSTS very much.

Mr. Fagan worked for the WP for 14 years, being stationed at Quincy

(Continued on Page 18)

Dear Editor . . .

(Continued from Page 17)

Junction as section foreman before retiring in 1937. He had 40 years of railroad service, having worked for the C. P. & St. Louis in Illinois, O. W. R. & N. in Oregon, Southern Pacific and Western Pacific in California. We moved from Quincy in 1947 as our daughter, Mrs. W. A. Soule lived in San Jose and our son, Raymond Fagan, lives in Mountain View. Mr. Fagan is very well and active in his garden and enjoys television.

His 90th birthday was celebrated at our home on Sunday, March 15. There were 36 people present at the dinner.

In addition to the immediate family, relatives came from Mt. Vernon and Roxana, Illinois; Upland, Redding, Oroville, Fresno, and Santa Monica, California.

Mr. Fagan was born on St. Patrick's Day in Waltonville, Illinois in 1874. He came to California in 1910. During his career with Western Pacific he also worked as extra-gang foreman and assistant roadmaster.

W. A. Soule, chief clerk for Western Pacific at Milpitas, is Mr. Fagan's son-in-law.

Mrs. Robert Fagan
344 West Court
San Jose, California 95116

California Zephyr Birthday

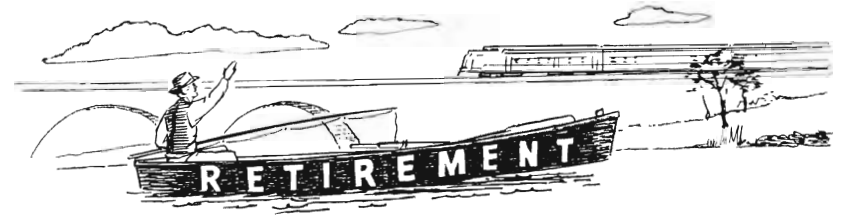
Each passenger aboard the *California Zephyr* on March 20 received a slice of a huge birthday cake, honoring the trains' fifteen years of service.

The six trains in the fleet, operated

by Western Pacific, Rio Grande and Burlington railroads, have during the first 15 years of service clicked off a distance greater than 57 round trips from the earth to the moon!



W. J. Powell, manager dining car services, R. J. Cleland, director passenger sales, and Zephyrette Judy May watch Steward Walter Clark slice the traditional Birthday Cake.



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:

Ronald E. Bishop, locomotive engineer, Portola, 39 years 11 months.

Alejandro Dominguez, track laborer, Sacramento, 17 years 6 months.

Alvin C. Donnenthirth, locomotive engineer, Portola, 41 years 5 months.

George W. Ennis, Tidewater Southern section laborer, Modesto, 15 years 7 months.

Edgar W. Crow, brakeman, Keddie, 21 years 4 months.

Harold E. Garriott, system wire chief, San Francisco, 26 years 10 months.

George W. Hinkle, foreman perishable freight, Portola, 21 years 5 months.

Paul H. Jones, telegrapher, Sacramento, 7 years 1 month.

Helen R. Kuntz, industrial clerk, San Francisco, 18 years 9 months.

George J. Marrs, locomotive engineer, Elko, 27 years 2 months.

Tobe A. McClendon, car foreman, Oakland, 19 years 5 months.

Philip M. McLeroy, carman, San Jose, 12 years 5 months.

William S. Merryman, brakeman, Stockton, 20 years.

Salvatore Miraglia, deck hand, San Francisco, 18 years 4 months.

Ava Y. Moore, telegrapher-operator, Sacramento, 17 years 2 months.

Sylvester B. O'Gar, engine foreman, San Francisco, 18 years 3 months.

Leo E. Pope, chief, division bureau (Marketing), San Francisco, 15 years 5 months.

Elmer Porter, Sacramento Northern lineman, Yuba City, 16 years 10 months.

Teddy T. Porter, Sacramento Northern brakeman, Sacramento, 44 years.

Henry D. Reitz, carman, Sacramento, 27 years 5 months.

Drury G. Richardson, millman, Sacramento, 41 years 3 months.

Walter C. Rotzler, roundhouse foreman, Elko, 40 years 8 months.

Nelson L. Smith, locomotive engineer, Portola, 26 years 6 months.

Walter S. Starr, agent, San Leandro, 15 years 7 months.

Claude B. Teet, switchman, Sacramento, 12 years 6 months.

William E. Tout, locomotive engineer, Portola, 38 years 9 months.

William T. Tucker, locomotive engineer, Stockton, 35 years 6 months.

Claude D. Wilson, carman, Stockton, 22 years.

Gunnar Wilstrup, marine engineer, San Francisco, 40 years 2 months.

Charles R. Wolfe, sheet metal worker, Oakland, 17 years 6 months.

Philip L. Wyche, assistant to vice president, San Francisco, 39 years 6 months.

MILEPOSTS



IN GOLD

MILEPOSTS congratulates the following railroaders who are eligible for Service Pin Awards during the months of March and April, 1964:

45-YEAR PINS		
Jesse E. Adams	Locomotive Engineer	Western Division
Theibert E. Lewis	Yard Clerk	Winnemucca
40-YEAR PINS		
Ivan Johnson	Deckhand	Oakland
James F. Lynch	Superintendent	Elko
Harvey L. Naylor	Clerk	Eastern Division
Aubrey C. Strickler	Field Engineer	San Francisco
35-YEAR PINS		
Raymond L. Ackeret	General Car Supervisor	Sacramento
John L. Amos, Jr.	Freight Pricing Manager	San Francisco
Clay W. Bridges	Foreman-B&B Department	Western Division
James F. Drury	Chief Clerk Equipment	San Francisco
Othol G. Hall	Service Accounts	Western Division
Sidney Henriksen	Chief Clerk-Engineering	San Francisco
Arthur M. Nuzman	Signal Test Foreman	Hayward
Rolland F. Rickmon	Carman	Oakland
Alvin Skootsky	Clerk	Western Division
E. Parker Swain	Chief Clerk-Manifest	San Francisco
Leo P. Waters	Telegrapher	Eastern Division
30-YEAR PIN		
David W. Richards	Ditcher Engineer	Western Division
25-YEAR PINS		
Jerome A. Nusse	Section Foreman	Eastern Division
Vincent A. Nusse	Brakeman	Eastern Division
Frank A. Sell	Chief Clerk-Marketing	Los Angeles
20-YEAR PINS		
Edward G. Alvarill	Carman	Stockton
Eldridge Barnett	Fireman	Western Division
Homer G. Birdsall, Jr.	Brakeman	Eastern Division
Andres Domingo	Carman	Elko
Ferris J. Emerick	Signal Maintainer	Blairdsen
Thomas W. Filson	Clerk	Western Division
Eileen E. Frost	Clerk-Marketing	Sacramento
Fortunato R. Greco	Locomotive Engineer	Eastern Division
Marvin A. Grother	Yardmaster	Eastern Division
Betty J. Hill	Yardmaster's Clerk	Oakland
William S. Merriman	Brakeman	Western Division
Barbara R. Moffitt	Clerk-Marketing	Stockton
Claude V. VanHorn	Switchman	Stockton
William J. Walker	Test Foreman-Signal	Sacramento
Wilson O. Welsh	Waiter	Dining Car Department
15-YEAR PINS		
Wayne R. Benedict	Division Lineman	Keddie
Frank E. Chamard	Revising Clerk Rule 10	San Francisco
Helen R. Enke	Stenographer-Clerk	Sacramento
Robert D. Hanson	Rate & Division Clerk Sr.	San Francisco
Shirly V. Lyons	Relief Clerk-Passenger	San Francisco
Frank E. McKinnon	Chief Clerk-Signal	San Francisco
Sam Oliver	Second Cook	Dining Car Department

(Continued on Page 21)

Protect your future and share in America

It has often been stated by the presidents of our great country that a sound and prosperous America depends very much on the prosperity of its citizens. One of the surest secrets to prosperity is some form of systematic savings, and one of the surest means of systematic savings is through the purchase of U. S. Savings Bonds.

Briefly, a few of the merits to be considered when investing your money in Savings Bonds are:

Tax Factor — Interest on bonds are exempt from State and Local income taxes. In addition, payment of Federal income taxes on E Bond interest may be deferred until the bonds are redeemed.

Economy and Convenience — There are no fees involved in the purchase or redemption of Savings Bonds, and may be issued in single name, co-ownership, or beneficiary form.

Safety — E and H Bonds are registered in the owner's name and are replaceable at no charge if lost, stolen, or destroyed.

Liquidity — E Bonds may be redeemed for full purchase price plus accumulated interest at the owner's option, on demand at any time after two months from issue date; H Bonds, after six months, on one month's written notice.

Furthermore, there is no risk of market fluctuation, both principal and interest are fully guaranteed, and redemption values are stated on the Bonds themselves.

For the convenience of Western Pacific employees, arrangements may be made through their supervisors to invest in U. S. Savings Bonds through the company's payroll deduction plan — an excellent method for systematic savings.

Last year the number of Western Pacific employees purchasing Savings Bonds through the company's payroll deduction plan increased 15% in total subscribers. The 1964 Freedom Bond Campaign is being launched May 1 and all railroads in the Western Territory are being urged to join in the campaign. It is hoped that an even larger percentage of our employees will take advantage of this means of systematic savings.

Remember, you will be protecting your future as well as the future of America!

* * *

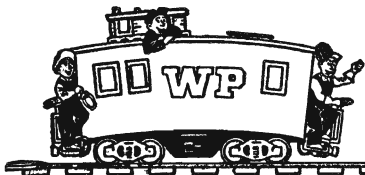
These days a child who knows the value of a dollar must be mighty discouraged.

* * *

Never put off until tomorrow what you can do today; there may be a law against it by that time.

Mileposts in Gold . . . (Continued from Page 20)

Peter J. Pedercini	Assistant Track Foreman	Western Division
Fred Pena	Laborer	Western Division
David C. Reyes	Extra Gang Laborer	Western Division
10-YEAR PINS		
K. H. Crouse	Yardmaster	Oakland
F. G. Dominguez	Welder	Western Division
Louis R. Nuzman	Car Foreman	Oakland
Larry Zarro	Rate Clerk-Marketing	San Francisco



Caboosing

SACRAMENTO NORTHERN

Milton F. Ziehn

Fireman **TED T. PORTER** climbed down from his engine in Sacramento yard on February 28 to end a career longer than that of any other Sacramento Northern employee. The 44-year career began on March 18, 1920 just after he had passed his twenty-first birthday.

Ted has been a brakeman and fireman ever since passenger service was suspended in 1940. Before that he was a brakeman for a time on the Chico-Sacramento passenger run. He has also worked as conductor and engineer, and during World War II, Ted recalls, "I did a little bit of everything in the yards."

On Sunday, March 1, Ted was given a farewell affair in his honor at the Elbo Room in Sacramento attended by about 100 SN officials and co-workers who presented him with a monetary gift.

A letter of congratulations was given to Ted from President and General Manager **REX T. KEARNEY**. It read:

"You and I started in this railroad game very close to the same time and I am looking forward to reaching 45 years in it next year.

"So, as one 'old timer' to another, I want to congratulate you on your long and honorable career with our company, to say that those many years of loyal and capable service can be duplicated by only a few, and to express my



Ted Porter gets a kiss from his wife as he leaves his engine for the last time. Ready to congratulate Ted are Joe Lundley, fireman; James Lynch, engineer; George McIntosh, retired yardmaster and conductor; and Harold J. Mulford, superintendent for the Sacramento Northern.

—Stockton Record photo.

sincere hope that you and yours will enjoy many years of happiness and good health after your retirement."

Another letter from Superintendent **HAROLD J. MULFORD** read:

"You are to be congratulated upon completing a long and successful railroad career. In looking back over our association, I recall that your experience was varied and covered not only service as a passenger and freight brakeman, but as engineer and conductor also; then of recent time as a fireman.

"You have certainly earned your retirement and it is my earnest hope that

you will have good health and happiness in the years to come."

According to Ted he's starting that retirement by resting for a month or so and then doing some traveling later on.

CHICAGO

Don J. Landgraf

Our office has been completely re-decorated. Although **FLORENCE DUDLEY** and **JACK BOQUIST**, our export department, offered many suggestions, the general feeling is that they are somewhat ahead of their time relative to the current method of interior decorating.

MARIE SHIPLEY, secretary to our boss **KEN RANK**, visited Minneapolis over the Easter weekend. We had alerted **CHUCK HUDGINS**, our resident sales representative, to furnish us with a full report of Marie's activities but our instructions evidently went astray. Chuck's report was "she must have went to a different church."

ART LUND, who retired as sales manager-Central Region on June 30, 1962, and his lovely wife, Ina, were recent visitors and everyone here enjoyed seeing this wonderful couple again.

CAROL CALLAN, export department, has often been accused of being up in the clouds and we were able to verify this activity from a conversation with her husband, Bob. Whenever weather permits, Carol and Bob enjoy flying around the Chicago area in a Piper cub, and I guess there's no better way to find that Cloud Nine.

GEORGE WENIG, district sales manager, was on hand at Union Station during March when the Eastern sales group departed on their recent educational tour. Those gentlemen asked me to extend thanks to George for the

soda pop which he graciously provided at that time so — "Many thanks, George!"

George, incidentally, is now one of the three directors of the Rail Sales Club of Chicago, whose membership consists only of railroad officials. (Editor's note: Hope the Chicago force bought George some pop on this occasion!)

SACRAMENTO SHOPS

Marge Hammett

(Editor's note: The correspondent's name above has been changed, but the person remains the same, for **MARJORIE CRAWFORD** became the wife of William Ronald Hammett, of Sacramento, on January 15. The marriage took place at the First Methodist Church in a candlelight ceremony performed by Rev. Robert A. Panzer.



Mr. and Mrs. William R. Hammett

Attending the bride was Mrs. Dean Jones of Modesto. Also taking part in the ceremony were Gailen Lawrence, brother-in-law of the groom, and Robin Crawford, daughter of the bride. The couple live in Sacramento.

Blacksmith Foreman J. ELLIS ASBURY retired December 31 after 40 years service with Western Pacific. Fellow employees attended a farewell gathering in his honor at Sacramento Shops, where Chief Mechanical Officer E. T. CUYLER and Shop Superintendent DAVE R. SARBACH spoke commendably of Ellis' long WP career. Others who talked briefly were his successor, ELTON R. MCPHERSON, and Shop Safety Committee Chairman CLIFF BENNETT. His former associates presented gifts to Ellis, whose congenial personality will certainly be missed by all.

On January 6 the Western Pacific Amusement Club held its annual dinner and election of officers for 1964. The new officers are shown in the accompanying picture, except for BOB CUNHA, athletic director; M. VELASICH,



E. T. Cuyler, Speaker Cliff Bennett, and Dave Sarbach commended Ellis Asbury (second from right) on his long and faithful WP service.

board of directors, Machinist Craft; and A. DRUMMOND, sergeant at arms, who were not present.

The Club, comprised exclusively of WP employees, sponsors various activities such as bass and salmon fishing derbys, deer hunting and other com-



WPAC officers, standing: Guard C. Crain; Financial Secretary C. Rolfe; Directors D. Davies, (Blacksmith); A. Gonsalves, (Car); E. Borge, (Store and Clerks); G. Napoli, (Boiler Shop); J. R. LaMalfa, publicity; T. Santos, director, (Electricians). Seated are: A. Stadler, recording secretary; A. Lymas, president; and D. Robinson, vice president.

petitive activities for which prizes are awarded. Members pay yearly dues of \$1.00 each, and most of the Club's financial support is received from proceeds of a Lunch Car operated at the shops in Sacramento. Social and business meetings are held by the members the first and third Mondays of every month.



Air Force in December.

Edward R. Fosha, son of Machinist Foreman and Mrs. WILLIAM E. FOSHA, departed January 2 for Lackland Air Force Base, San Antonio, Texas, following his enlistment in the United States



his mission on March 9, attending the Brigham Young University, Provo, Utah, before departing for Germany.

ELKO

Theda Mueller

WALTER ROTZLER, diesel shop foreman, reached his 65th birthday on January 31 which date he retired with a railroad career of 48 years. Walt first worked for the Rio Grande in Salt Lake City in 1916, moved to Wendover in 1923 and then finally moved

to Elko where he made his home. A retirement party was held for Walt at the Ranchinn on February 8 attended by many of his railroad friends and relatives who wished him a happy retirement. As a farewell gift he was presented with a new bowling ball and carrying case. Walter and his wife, Alice, live at 1351 College Avenue.

OWEN TERRY, assistant to division engineer, recently transferred to the engineering office in San Francisco. Owen advised that he and his wife are not leaving for good as they intend to return to Elko at some future date where they have their home.

Mr. and Mrs. Allan Thorpe received word from their son, Brakeman RONNIE THORPE, that they are again grandparents. Ronna Carline, the first granddaughter in the family, arrived on March 4, to join three grandsons.

Death claimed two of our retired employees in February. PAUL ELIESON, retired B&B supervisor, passed away suddenly at Elko, and retired Assistant Roadmaster RAYMOND SARGENT passed away following a long illness. He had made his home in Salt Lake City since his retirement. Our condolences to Mrs. Elieson and Mrs. Sargent.

Engineer BILL THOMPSON returned to Elko following surgery in San Francisco. He is an engineer on the *California Zephyr* and planned to be back on his regular run soon. Bill's wife, MARGARET, is a printer-operator in "KN" office.

Engineer F. F. DAVIS from Wendover bid in the *California Zephyr* job while BILL THOMPSON was away because of illness. Engineer Davis has been working the helper job at Wendover for the past few years.

Brakeman K. L. RESER just returned

to work having been called to Missouri due to the death of his brother. We offer our sympathy to his family.

SACRAMENTO STORE

Irene Burton

Flavia Rae, daughter of LAVON ROBINSON, furloughed clerk, was married to James Wesley McFarland in the Church of Jesus Christ of Latter-Day Saints in Sacramento on February 29. The young couple are living in Sacramento.

At the annual meeting of the WP Sacramento Employees Federal Credit Union a 5% dividend was again declared. The following store department employees were elected to office: EDWARD HAWKINS and IRENE E. BURTON to the Board of Directors with the latter serving as secretary to the Board; BRUCE STILWELL, credit committee, and JACK MILLER as alternate.

Congratulations to H. J. MADISON, manager of stores, whose daughter, Marian, presented him in February with his third granddaughter.

Carrie Lynn Miller, daughter of Store Clerk and Mrs. JACK W. MILLER, became the bride of Robert A. Pearce of Portola on March 1 at Christ Methodist Church in Sacramento. Receptions were held at All Saints Lutheran Church, Sacramento, and at the Civic Club, Portola. Marion Crumpacker, wife of Diesel Foreman ROBERT CRUMPACKER, catered both receptions for which she made two four-tiered wedding cakes. A pre-nuptial shower was given for the bride on February 20 at Portola Civic Club, with Mesdames Crumpacker; Annette Berg, wife of Engineer H. A. BERG; and Gladys Thill, wife of Fireman PETER J. THILL, as



Mr. and Mrs. Robert A. Pearce

hostesses. Pearce is the son of Mrs. Ruth Pearce of Stockton and C. E. Pearce of Washington, D. C., formerly an engineer at Portola.

OROVILLE

Helen R. Small

Retired Carman DALLAS B. HUGGINS and wife, Ruby, celebrated their Golden Wedding Anniversary on February 25. They were honored by an open house in the Wyandotte Grange Hall, attended by more than 150 relatives, neighbors and friends. The Huggins were married in Childress, Texas, home of the bride and also where Dallas formerly worked for the Ft. Worth and Denver and come to California in December, 1917. Dallas entered Western Pacific service in 1924 at Winemucca and later transferred to Oroville in 1925 to work as carman in the



Mr. and Mrs. Dallas B. Huggins

shops. In February 1946 he went to Kansas City, Missouri to fill a vacancy on the Grand Lodge staff as editor and manager of the Carmen's National Official Journal. He remained there nine years, retiring in November, 1954. During his Oroville service, Dallas was general chairman for the Carmen and also president of the Shop Craft Federation for several years. He served as a member of the Butte County Board of Supervisors for three years. After his retirement he was again elected County Supervisor for another full term.

Division Lineman DONALD MACDONALD retired in December. "Mac" was



"Mac" and truck assigned to him at retirement.

born in Oregon and worked as a ranch hand and cowboy until 1927 when he went to work as a groundman for the Western Union in a line and construction gang. In 1937 he prospected in Nevada before joining Western Pacific in 1938 as lineman in the communication gang at Wendover. He moved to Westwood in 1942 and to Oroville in 1955 where he completed his service. The MacDonalDs reside at 4870 Palermo Road, Oroville.

Clerk DAVID W. GRIFFIN, age 61, passed away January 26 at a local hospital. "Dave" was born in Salt Lake City on March 13, 1902. He came to work for Western Pacific in February, 1945. Survivors are his wife, Mabel, two sons, Donald Sullivan of Sonoma County and Ronald Shannon Perry, U. S. Navy; a sister, Mrs. Elizabeth Morton and four grandchildren. Rosary and Catholic prayer services were held in the Hamilton & Riley Funeral Chapel with interment in Memorial Park Cemetery.

Two other deaths in the WP family were retired eastern division Brake-man ED OWENS in a local hospital on February 24, and Dozer Operator JOHN P. JACOBS' mother, Mrs. Maggie Bakas, in Oroville on February 28.



Frank B. King, Jr., son of the late Yardmaster FRANK B. KING and his wife, is a member of the U.S. Navy. He graduated from Aviation Fire Control Technician Course with top scholastic honors. His mother received this information in a letter from Frank, Jr.'s Commanding Officer J. A. Masterson.

Conductor and Mrs. SAM R. HEATH's son, Larry, an honor student who has lettered in varsity basketball, baseball, and football six times was chosen as November's "Young Man of the Month" recently by the Oroville Junior Chamber of Commerce. The honor is presented monthly although Larry's was presented a little behind schedule.

The 17 - year - old senior at Oroville High School was recently chosen to play on the All-Northern squad when the annual Optimist Game takes place in Sacramento in August, 1964. He has not decided on a major when he enters college but hopes to get a scholarship — athletic or otherwise. "I like everything," said Larry, "but haven't decided what I like best." He will become a lifetime member of the California Scholastic Federation if he maintains his "A" average, an honor he has held for maintaining three straight "A" semesters prior to his senior year and one semester during his senior year.



WINNEMUCCA

Verna Yeager
Henry Mentaberry

(Editor's note: Many thanks to VERNA YEAGER and HENRY MENTABERRY for keeping up the Winnemucca column during Correspondent RUTH G. SMITH's annual leave of absence!)

Yardmaster and Mrs. JOHN A. HAMILTON attended funeral services in Oakland for their grandson, David Andrew Hamilton, who passed away on February 9 at the age of 7. David

was the son of Staff Analyst (Marketing Division-San Francisco) and Mrs. "BILL" HAMILTON. We express our deepest sympathy to the family.

We wish a speedy recovery to Fireman CHARLES MALIS who had a heart attack in February. He was released from Humboldt General Hospital on March 17.

A daughter was born to Brakeman and Mrs. RONALD THORPE on March 4. She is the third child in the family, and has been named Ronna Carlene.

Brakeman and Mrs. JAMES JENISTA are the parents of a son, born January 28. The baby is the first child in the family and he has been named Jamie Wayne.

Miss Evelyn Jane Peterman and Switchman THEODORE BARKER, JR. were married at the Baptist Church in Winnemucca on January 25 and we extend to them our sincere congratulations.

Mrs. John Mentaberry, mother of Cashier HENRY MENTABERRY, passed away at her home in Winnemucca on February 27, and Mrs. Carolyn Elizabeth Pearce, mother of Engineer LOUIS PEARCE, died February 3 at Humboldt General Hospital. Also, Mrs. C. M. Mitchell, wife of Conductor CHARLES T. MITCHELL who died in 1938, and mother of VERNA YEAGER, passed away on January 9 in Elko. Their many Winnemucca friends extend their deepest sympathy to these families.

PORTOLA

Loy Hibbs

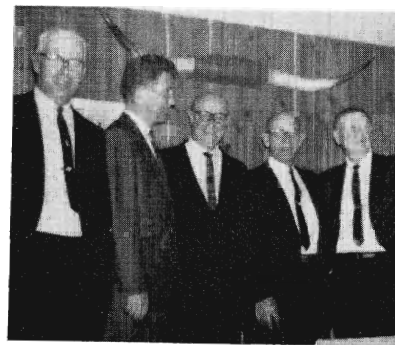
It was reported in the last issue of MILEPOSTS that Mrs. Violet Bristow, wife of Diesel Foreman FRANK BRISTOW, was to be installed as Noble Grand of the Rebekahs. However, be-

tween reporting and publication of the magazine a change was made. The new Noble Grand is Mrs. MONICA SPROWL, laboratory technician at the WP Hospital. Monica is the wife of Carman H. E. "HANK" SPROWL. Our apologies.

Congratulations to retired Engineer and Mrs. K. C. RAY, and to Conductor and Mrs. CLIFF MORGAN, on becoming grandparents recently. Born on February 6 to Mr. and Mrs. Richard (Grace) Morgan, a daughter, Laura Lee. This is the 10th time the Rays became grandparents; the first for the Morgans. Richard and family are living in Marysville where Richard attends Yuba Junior College.

At the present time DeWayne Weaver, son of Diesel House Employee MARVIN WEAVER, and Mrs. BILLIE WEAVER, nurses aide at the WP Hospital, is at Fort Ord taking his three months basic training for the Paratroopers. He will later be sent to Fort Benning, Georgia for further training.

The First Annual Dinner party given by Division 570, O.R.C. & B., was held



Attending O.R.C. & B. dinner were General Chairman C. A. Lockwood; Attorney H. H. Teerlink; Vice President G. P. Lechner; Local Chairmen Glenn E. Fox, Salt Lake; F. W. Stogsdill, Portola.

at the Log Cabin on March 20. Attending were 34 members and their wives, including out-of-town guests Conductor and Mrs. G. E. FOX of Salt Lake; Conductors C. E. FISHER, E. W. JAYNE and retired Conductor O. G. MEAD and their wives of Oroville. Also attending was Vice President and Mrs. G. P. Lechner, Mr. H. H. Teerlink, representing the legal firm of James Boccardo and Associates of San Jose, and Mr. Don Giroux, chief pilot for the firm. The festivities included a cocktail hour at the residence of General Chairman and Mrs. C. A. LOCKWOOD, a very fine dinner at the Log Cabin, and dancing.

KEDDIE

Elsie Hagen

Brakeman and Mrs. JOE PITTS and their children have moved to Stockton.

JACK E. VICE, a cook at the Keddie Hotel Coffee Shop, and MACELLE L. EVANS, a waitress, were married in Reno early in February.

Retired Lineman ROBERT CHAPMAN, who spent the winter in Canada, has now returned to Keddie, and Train Desk Clerk BILL FOSDICK spent several days visiting with his family in Marysville.

Nora Wakeland, wife of Operator W. E. WAKELAND, who is captain of the Keddie Resort bowling team, was one of the top contenders in the City Tournament held in Quincy. Nora and her team are at this writing ten games ahead of competition in the Night Owl League.

Lineman J. C. BAKER retired from Western Pacific recently and reports are that he has moved to Lake County from his former home in Belden.

RONNIE WIELAND, brakeman, has moved to Chico with his family and is now working for the Pacific Gas & Electric Company.

WENDOVER-SALT LAKE CITY

Esther Witt
J. B. Price

A dream came true during 1963 for Bruno Perri, Sr., father of Brakeman BRUNO B. PERRI, JR. Mr. Perri came to the United States in 1909, leaving behind him in Aiello, Province of Catanzaro, Italy, his dear wife Domitilla, his daughter Barbara,

and two sons, Rudy and Hugo. It wasn't until 1912 that he was able to bring his wife to America. Their children were to join them when World War I broke out forcing the children to remain in Italy. They sent for



Barbara Perri lacucci

the children in 1922 but only Rudy and Hugo came to America. Barbara had become betrothed and chose to remain in Italy, be married, and raise a family which now includes a son and five grandchildren. Throughout the years four sons and a daughter were born — Ardo F., John A., Bruno, Jr., Armond, and Rosiana. Plans to return to Italy for a visit were made often but with the death of John A. and also the death of Mrs. Perri in 1955, a reunion was postponed. Rather than disappoint Barbara's father more, all the sons contributed to a fund for Barbara's fare to the United States for a visit. It was the first time that Barbara had seen her father in 54 years and her eldest brothers in 42 years. Those born in

America she had never seen. After many happy hours together with her family we sincerely hope that Barbara takes back many happy memories of America to her home in Italy.

Sincere sympathy is extended to the family of Conductor and Mrs. VAL KIMBALL on the death of Val's father in Sacramento on February 5.

Funeral services for Drag Line Operator RENE ALAIRE ROBICHAUD were held at St. Marguerites Catholic Church in Tooele on December 17. Rene was killed when his company truck rolled over near Low on December 11. Burial was in Tooele Cemetery. Our deepest sympathy is extended to his sister and two brothers.

Tiny Clarissa Kay joined the family of Cribber Foreman and Mrs. GEORGE E. COATS on January 26. Welcoming the new arrival were Diana, George, Jr., Frank, and William.

Retired Engineer PERCY TIMOTHY HEWITT, who was born on July 24, 1881, in Fenton Staffordshire, England, passed away at his home in Salt Lake City on February 8. Percy was engineer on the Deep Creek Railroad for a number of years and upon its abandonment became a clam shell operator until his retirement. He was also an employee of the Wendover Air Force Base as a steam heating plant foreman until the Base was closed. Our deepest sympathy to his daughters, Mrs. Rands Wiley, and Mrs. Ralph Taylor, and his son, Fred.

Switchman JAMES E. BOYD left January 13 for San Diego for Boot Camp, after enlisting in the U. S. Navy for a four-year training.

Condolences are extended to the family of retired Clerk RAYMOND A. SARGENT, who passed away in Salt Lake Veterans Hospital on February 14.

Mrs. Joan Coombs, wife of deceased Yard Clerk DEAN COMBS, brought her family to Wendover to attend the Annual Sweetheart Ball sponsored each year by the American Legion Auxiliary. She visited with her many friends while in Wendover.

Lu Ann Kizer, daughter of Section Foreman and Mrs. M. L. KIZER, was an entrant in the Sweetheart Queen contest. Though Lu Ann was not one of the three top winners, we still think she is tops.

STOCKTON

Elaine Obenshain

Regretfully an error was made in the last issue of MILEPOSTS in reporting Clerk W. Brook Gifford's change of position. Instead of ticket clerk in the district sales manager's office at Modesto, the title should have read stenographer-ticket clerk. Our apologies.

Engineer W. T. "TOM" TUCKER, ("Tootin' Tommie" to most of us) retired on January 30 with 35½ years of



Greeting "Tom", second from left, at the end of his last run were Trainmaster John Lusar, Fireman J. C. Wright, Brakeman P. H. Cassidy.

service with WP. Tom spent three years in the Army in WWI and began his railroad career in 1922 as fireman for the NWP. He resigned from that railroad to join WP on July 26, 1928. Tom was honored by his friends and co-workers at a stag dinner at the House of Murphy on February 14 where he was presented with \$146 with which he plans to make a down payment on a color TV set. The Tuckers have two daughters and one granddaughter. Tom plans to spend his retirement taking it easy, seeing a lot of ball games, and wielding a trowel.

Switchman and Mrs. R. L. ATKINS announced the birth of a son, Vernon Trey, their second boy.

Welcome to Fireman DOUGLAS C. KIZER back from military service. Doug, who was in the Army, received his discharge on February 18.

Our deepest sympathy to the families of retired Conductor T. J. CARROLL, who died on January 23; retired Switchman LLOYD J. HUGHES, whose death occurred on January 16; and retired Engineer GEORGE F. WILLIAMS who died on February 3, just one month after his retirement.

The facilities at Stockton roundhouse and rip track were used on February 6 and 8 by Universal Pictures in filming their production "Daffy", starring Cecilia Kaye and Michael Parks. Among the employees who will appear in minor walk-on parts are Fireman-Hostler W. E. PHILLIPS, Hostler Helper C. NICELER, Roundhouse Foreman C. B. KIRKPATRICK, and R. E. TRAVEL, machinist inspector.

Congratulations and best wishes for a happy retirement to Carman C. D. WILSON who left the railroad on February 28 with 22 years service.

OAKLAND

John V. Leland

(Editor's note: Many thanks to IRMA PIVER, secretary, district car foreman's office, for so ably assisting on this column during the absence of JOHN V. LELAND while serving on jury duty.)

Celebrating his 70th birthday and their 45th wedding anniversary, retired General Car Foreman GORDON MIDDLETON and his wife, Bernice, sailed from San Francisco April 12 on the S.S. *Mariposa* for Australia and other ports "down under". Congratulations on these two events and Bon Voyage!

AL McNAMARA, sales representative, is back on the job after being away for some time and in traction for a back ailment. To make matters worse, Al came down with the "flu" during the latter part of his recuperation.

We overlooked reporting that Brakeman RALPH LONDON took a physical disability retirement effective January 7. Ralph says he intends to do a little traveling, fish, and generally take good care of and behave himself.

AGUSTO "Gus" LETONA, coach yard clerk, formerly of Guatemala City, is accompanying his wife, Bertha, to night school where they are preparing for their citizenship. They are very proud and very happy that their son, Estuardo, born at Providence Hospital in March is already a citizen of the U.S.A.

Carman E. R. CHURCHILL received the fourth degree in the Knights of Columbus at Sacramento in April.

OTIS ALBRITTON, section stockman at Oakland store, is justly proud of his 17-year-old son, Bob, as he has been awarded a scholarship at San Jose State College in science and biology for his outstanding work in this field

at Pacific High School in San Leandro.

Electrician DOUG BROWN equipped his pickup with a camper and left April 16 for a hunting trip in Mexico.

Most yard employees thought they were seeing double a few days ago but it was only BILL POWELL, superintendent of dining cars, and Carman BILL PHELPS driving to the parking area in brand new Pontiac Tempests which are identical.

SALVATORE MIRAGLIA ended a 23-year marine career with WP on January 31. He began working in 1918 as a deckhand on the Northwestern ferryboats and came to WP when the ferryboats were taken from service early in 1941. In leaving, Salvatore said: "I enjoyed working with Western Pacific, one of the best companies to work for, and I will have many happy memories of my experiences while with the WP."



SAN FRANCISCO

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

Corporate Secretary and Mrs. LOGAN PAINE became grandparents on March 12, their first, with the arrival of 7½-lb. Natalie Jean Bowen in the home of their daughter, Nadine and her husband, Leon, in Danvers, Illinois.

ALICE KIM, formerly law department secretary, is now secretary to MYRON M. CHRISTY, executive vice president and general manager. Alice's former position was filled by NADEAN BLAKE-

MORE, former Sacramento Shops' MILEPOSTS' correspondent and more recently secretary in the auditor of revenues department.

GRACE LAPATRA, who resigned from her position as secretary to General Attorney WALTER G. TREANOR in August of last year, re-applied for her former position and has been on the job again since March.

FRED A. TEGELER, assistant treasurer and assistant secretary, has been elected a director of the Budget Executives Institute for the year beginning July 1.

MAXWELL STOUGHTON, passenger sales, won the AM-FM transistor radio at the conclusion of the Medical Department's blood drive on March 20. This was a well-deserved bonus for Max, a regular contributor in the past. All WP donors were eligible to win this "fringe" benefit, and DR. CURTIS E. SMITH performed the operation of drawing the winning ticket.

This was the first time the Medical Department had sponsored a mobile drive in San Francisco, and the results



Medical Department Business Manager Ferd Dorius and Secretary Maxine Johnson present radio to Max Stoughton, holder of winning donor ticket.

well justified the effort. Sacramento members conducted a drive this Spring, which added substantially to the blood bank reserve, and the combined efforts provided our blood fund with a current reserve. Regular periodic donations by individual members will be required to maintain a safe reserve level.

After a long illness SAMUEL W. FORDYCE III, retired assistant to director of industrial development, died at Marin General Hospital on March 9, at the age of 64. Born in St. Louis, schooled at Harvard College and Engineering School, Sam carved out a career in utilities and railroads in the South and Midwest before serving in WWII as an official of the Office of Defense Transportation. He became a WP employee in July, 1951. Sam was a member of the Commonwealth Club, the Industrial Development Club and Harvard Club of San Francisco, as well as several Masonic orders. He was a director of the San Francisco Yacht Club and a trustee of the Community Congregational Church of Belvedere-Tiburon. He is survived by his wife, Eileen, three daughters, a son, two brothers, and seven grandchildren.

AL ROUNTREE, retired chief baggage and ticket stock clerk, was in general office in April arranging for transportation to Texas to attend, as honorary member, the annual meeting of the American Association of Baggage Traffic Managers. Al looks as chipper as ever and is enjoying retirement.

FRANCES F. ZIEGLER, 54, died in Santa Rosa recently after a long illness. A native of California, Frances resided in San Anselmo for 16 years before moving to Santa Rosa after more than 20

(Continued on Page 35)



In Memoriam

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

Carl F. Adams, retired yardman, January 6.

James A. Alexander, retired carman, January 30.

Joe Armendariz, retired car cleaner, April 11.

Albert A. Brown, retired patrolman, February 18.

Walter C. Butterfield, former Sacramento Northern conductor, December 26, 1963.

Thomas J. Carroll, retired conductor, January 23.

James L. Condon, retired general agent, January 21.

David Coons, retired water service foreman, January 6.

John W. Crawford, retired Tidewater Southern brakeman, December 12, 1963.

Elwin L. Curtis, retired carman, February 7.

Russell K. Dawley, retired switchman, January 21.

Paul Eleison, retired B&B supervisor, February 8.

Hans H. Evers, retired carman, January 31.

Stephen J. Fahey, retired locomotive engineer, March 22.

George B. Finney, retired yard clerk, December 15, 1963.

Eugenio Flores, retired Sacramento Northern laborer, January 14.

Samuel W. Fordyce, retired assistant director of industrial development, March 9.

Ira B. Gibson, retired machinist, March 11.

David W. Griffin, clerk, January 26.

Cecil C. Gross, Tidewater Southern locomotive engineer, April 9.

John L. Hastings, retired switchman, January 21.

Percy T. Hewitt, retired hoist engineer, February 8.

John D. Irwin, retired Sacramento Northern conductor, December 9, 1963.

Louie C. Jaskala, dispatcher, March 8.

Frederick R. Justis, Sacramento Northern chief dispatcher, February 14.

John L. Kelly, retired Sacramento Northern roadmaster, January 30.

Lavon Q. Kimball, retired patrolman, February 5.

Emanuel G. Laefas, retired patrolman, December 17, 1963.

Anthony Latino, retired carman, April 12.

James A. McMullen, retired machinist, February 12.

Henry A. Merchant, retired Alameda Belt Line locomotive engineer, April 13.

George W. Merklin, retired round-house laborer, December 27, 1963.

(Continued on Page 35)

In Memoriam . . .

(Continued from Page 34)

Stewart W. Moyes, retired carman, March 31.

Ramon A. Peralta, retired section laborer, February 7.

James S. Phillips, switchman, February 24.

George A. Pullen, retired agent-telegrapher, December 11, 1963.

Pedro Ramos, retired section laborer, November, 1963.

Thomas W. Ratcliffe, retired fireman, November 26, 1963.

John C. Reed, Alameda Belt Line switchman, January 11.

Alfred L. Rey, retired store laborer, April 2.

Rene A. Robichaud, drag-line operator, January 11.

Jess Rodriguez, retired machinist helper, August, 1963.

Joseph M. Samone, retired carman, April 24.

Raymond A. Sargent, retired yard clerk, February 14.

Nathan R. Stanley, retired store helper, November 14, 1963.

Mark J. Tibbits, retired switchman, January 1964.

James A. Tobin, retired locomotive engineer, February 26.

Louis M. Torres, retired track walker, December 22, 1963.

Eugene B. Wasson, retired train desk clerk, April 23.

George F. Williams, retired locomotive engineer, February 3.

Irvin E. Williams, former locomotive engineer, December 5, 1963.

It is not how much we have but how much we enjoy that makes happiness.

A government bureau is where the taxpayer's shirt is kept.

MARCH - APRIL, 1964

Caboosing . . .

(Continued from Page 33)

years employment with Western Pacific, more recently as export clerk at 8th and Brannan office.

ELIZABETH BORWARDT, tiny ditto machine clerk in the communications center, leaves May 20 for Europe on the S.S. *Canberra*, flagship of the P & O-Orient Lines. After her first stop in Acapulco, Mexico, she will pass through the Panama Canal, to the Bermudas, and then to LeHavre, France, arriving June 8. Then by train for three days in Paris and on to Dortmund, Germany. Accompanied by a friend, "Lizzy" will then travel to Vienna and Innsbruck, Austria, and Garmisch-Partenkirchen for a train ride up the 9,000-ft. high Zugspitze. Back to Munich for some beer, and on to Hamburg, Neumuenster and Frankfurt Main before flying back to San Francisco on August 14.

HELEN KUNTZ, document clerk in the industrial department, returned from her leave of absence the first of April, but decided to take an early retirement April 15 because of illness. Her position has been filled by ERNIE EVANS, formerly clerk in the district sales office, Oakland.

The matron walked to the department store information booth and asked the pretty young thing to direct her to the perfume counter. "Just walk this way," she said, taking the lead.

"Humpf!" the matron said, "If I could walk that way I wouldn't need perfume."

Juvenile delinquency began the day the woodshed was replaced by the garage.

Don't tell people your troubles—half of them aren't interested and the other half are glad you're getting what's coming to you.

WESTERN PACIFIC MILEPOSTS

526 Mission Street
San Francisco, Calif. 94105

Return Requested

Bulk Rate
U.S. POSTAGE

PAID

San Francisco, Calif.
Permit No. 5371

EMP
MARVIN T. MAYNARD
4164 STANFORD WAY
LIVERMORE, CALIF.

RAILROAD LINES



Canadian Pacific putting into experimental service a moulded plastic inter-model cargo container to carry perishables from Canada to Britain while maintaining zero to 70 degrees (F.) temperatures.

* * *

Pressure mounts in Michigan legislature to force through the "long-truck" trucker-teamster-backed bill (S.1055) which, if a trucker victory, could hurt auto-carrying railroads severely.

* * *

Rock Island restored dining car service on "Peoria Rocket" and reinstated its 7:00 a.m. Peoria and 7:00 p.m. Chicago departure schedules.

* * *

Low freight rates blamed for National Railways of Mexico's \$48-million annual deficit according to Chamber of Commerce Federation.

* * *

State of Vermont buying 126-mile section of abandoned Rutland Railway linking Burlington and White Creek, N. Y. for \$1,850,000; in turn leasing to head of the new Vermont Railway, Inc.

* * *

Greyhound wants to buy REA Express, now owned by 60 railroads, for \$50 million cash.

* * *

Long Island Railroad expects to carry 28 million passengers to and from New York World's Fair, an estimated 20 percent of the visitors.