

WESTERN PACIFIC  
*Mileposts*

SEPTEMBER-OCTOBER 1966



# Mileposts

WESTERN PACIFIC

Volume XVIII, No. 5

SEPTEMBER-OCTOBER, 1966

\*Milepost No. 171

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



Member  
 Association  
 of Railroad  
 Editors



\*Milepost No. 171: Looking east toward Marysville, main line bisects rich farm lands.

## MANIFEST

	Page
Engineer Mario Ragusa takes an Eastbound <i>California Zephyr</i> out of Sacramento (Sacramento Union photo).....	Front Cover
President Christy tells why WP asks for Discontinuance of the <i>California Zephyr</i> .....	3
One Man's Family.....	13
Employees Learn—Customers Benefit.....	15
WP is Willing People.....	16
Personnel Changes.....	18
WP Aids Job Fair.....	22
Retirements.....	23
Dear Editor:.....	26
In Memoriam.....	27
Mileposts in Gold.....	28
Caboosing.....	30
Railroad Lines.....	Back Cover



## President Christy tells why WP asks for discontinuance of the *California Zephyr*

THE following excerpts from President Myron M. Christy's testimony before I.C.C. Examiner W. Wallace Wilhite in Finance Docket 24277 clearly explain Western Pacific's reasons for asking discontinuance of *California Zephyr* operations over the railroad between Oakland and Salt Lake City.

"I feel it is important that we view the operation of the *California Zephyr* and its current status in the light of a brief review of the history of Western Pacific passenger service and the hopes of the visionary men who created the train as a bold experiment in railroad passenger service.

"Western Pacific entered transcontinental passenger service on its newly constructed route in 1910 which was 40 years after transcontinental trains had begun steaming daily between California and Chicago on the much shorter Central Pacific-Union Pacific Overland Route. At that time, our route to Chicago was via the Denver & Rio Grande's Royal Gorge route which was more than 400 miles longer than the Overland Route with which it directly competed. The trains we operated in connection with this route had some proud names but through service was in fact merely through cars which were incorporated in other trains of connecting lines beyond junction points at Salt Lake City, Utah and Pueblo and Denver, Colorado.

"On June 15, 1934, the 'Dotsero Cutoff' was opened to connect the Moffat Tunnel route of the Denver and Salt Lake Railway with the lines of the Denver & Rio Grande east of Grand Junction, Colorado. This new route saved 175 miles as compared with the Royal Gorge Route and for the first time made possible for Western Pacific a San Francisco-Chicago passenger service which would be even remotely competitive with the Overland Route.

"Western Pacific's passenger officers dreamed of a high quality through transcontinental train via the Moffat Route but tentative plans for such a train made in 1937 were shelved because of the depression and the fact that both the Western Pacific and the Denver & Rio Grande were undergoing reorganization under Section 77 of the Bankruptcy Act. Transcontinental passenger service via both the Moffat and Royal Gorge routes continued only in the form of through cars operated on changing schedules which were generally much longer than service available on the Overland Route. From what I can learn, it would be charitable to describe the service as even mediocre and during those and several preceding years Western Pacific passenger expenses as determined by I.C.C. accounting procedures were two and one-half to three times passenger revenues. The resulting losses con-

(Continued on Page 4)

## President Christy tells why . . .

(Continued from Page 3)

tributed significantly to the overall operating losses which brought about the depression years' bankruptcy of Western Pacific.

"The dream of a through transcontinental train was revived again in 1939 when Western Pacific began operation between San Francisco and Chicago via the Moffat Route of the *Exposition Flyer* in connection with the Denver & Rio Grande and the Chicago, Burlington and Quincy. With equipment, including diners, operating through between Oakland and Chicago on an approximate 60-hour schedule, the service for the first time was reasonably competitive with the secondary train on the Overland Route.

"It is important to note at this point in time, Western Pacific could have chosen to discontinue transcontinental passenger service by simply dropping through cars from its Oakland to Salt Lake service. No train discontinuance would have been involved. We chose instead to take a positive approach and, based on our faith in the growth of travel in the West, strongly advocated to our connections the inauguration of a high quality through train service on the WP-D&RG-CB&Q route, concurrently expressing optimism that such a train would be operated profitably. The *Exposition Flyer* was the first step in that direction.

"In June, 1940 representatives of the three connecting lines met and agreed that the *Exposition Flyer* should be re-equipped with the most modern streamlined equipment and reached decision as to what equipment each line would furnish. This was the genesis of the *California Zephyr* although

that name had not yet been developed. In early 1941, Western Pacific ordered four streamlined stainless steel chair cars for the new train, but before these and other cars could be acquired, World War II intervened and the project was again shelved.

"Beginning in 1943, the three lines again discussed the proposal for a through streamlined train service after the war. Plans were laid for an ultra-modern, light weight, streamlined Diesel-powered daily train service between San Francisco and Chicago on as fast a schedule as possible, without extra fare. Recognizing that a more than 250-mile distance disadvantage would impose a several hour handicap as compared with the fastest trains on the Overland Route, this planning emphasized ultra-modern, high quality equipment and service and careful scheduling to take advantage of the scenic route.

"In Denver, on October 16, 1945, the Chief Executives of the three connecting and cooperating lines formalized arrangements for operation of the new train between San Francisco and Chicago under the name *California Zephyr*. Those arrangements included equipment specifications calling for use of the newly developed Vista Dome car design. This great new train began service on March 20, 1949, replacing the *Exposition Flyer*.

**I**NAUGURATION of this service gave meaning to the faith of Western Pacific officers in the development and expansion of California, Nevada and Utah. It was a bold implementation of their conviction that an ultra-modern train which provided excellent food and excellent accommodations and

service in every respect, plus equipment and schedules designed for scenic viewing would be used by the travelling public and could be operated profitably, contrary to the sad experiences on the same route in earlier years. Western Pacific invested over \$6 million of its funds in the purchase of new locomotives and cars to support that faith and that conviction.

"During the early years of its operation the *California Zephyr* was profitable on Western Pacific. Aggressive promotion of the train and the high quality service which it offered attracted excellent patronage and operating costs had not yet shown substantial increases. However, we continuously monitored the profitability of its operations, and in the mid-nineteen fifties there were indications in our various management reports that its profitability was becoming marginal. In the more recent years it became clear to us that costs had risen to a point where they were exceeding relatively stable revenue levels and that we were losing money on the *Zephyr*.

"During this entire period we were aggressively promoting use of the train and constantly seeking ways to reduce costs which would not adversely affect the high standards of service and maintenance for which the train was noted. We were successful in maintaining patronage at a high level and were moderately successful in our cost reduction efforts, but cost savings achieved fell far short of offsetting gross increases in operating costs.

"The fact that we were losing increasingly large amounts of money on this fine train, of which we were so proud and for which we had had such

great hopes, was an emotionally difficult thing to accept. Our decision to seek its discontinuance was made reluctantly only after we were convinced that there was no way within our control to put it on any basis even approaching profitability, and that, on the contrary, every indication pointed to increasing losses.

"*California Zephyr* passenger revenues in 1965 were \$2,346,619 compared with \$2,228,112 in 1950 which was the first full year of its operation. In the intervening period, annual revenues reached a high of \$2,556,864 in the Korean War year of 1952, and a low of \$2,132,981 in the recession year of 1958. 'Revenue Passengers Carried' and 'Revenues Per Passenger Mile' have followed a similar pattern, as have 'Other Passenger Train Revenues.'

"These trends, in the face of increased competition from other modes of transportation and contrary to the substantial decline in rail passenger patronage experienced nationally, are the result of our continuing concerted efforts to promote new and retain existing patronage and increase revenues. On the other hand, the travel market served by the *Zephyr* is a limited one and our sustained participation in that market has required constant vigilance and affirmative steps to minimize the penetration of competing modes. The nature of this market will be treated in detail by another witness.

"Contrasting with relatively stable revenues over the 1950-65 period was the sharp rise of *Zephyr* operating costs over the same period. Labor costs, which historically have accounted for about 50% of operating

(Continued on Page 6)

**President Christy tells why . . .**

(Continued from Page 5)

expenses, are indicative of this trend. For example, the average wage cost per hour of train and engine crews in passenger service was \$3.32 in 1965 as compared with only \$1.92 in 1950, a rise of \$1.40 per hour, or 73%, over the 15-year period. Average wage costs per hour of non-operating employees nearly doubled over the same period.

“Other increases in costs resulting from payroll taxes, vacations, holiday pay and health and welfare benefits must be faced. In 1950, payroll taxes for Railroad Retirement and Unemployment Insurance were \$19.50 per employee per month, while today these same payments are \$59.73 per employee per month. Maximum vacations were two weeks in 1950 and are

**METHOD**

**1965 LOSS**

Annual Report, Form A—Based on Total Passenger Expenses.....	\$2,772,620
Annual Report, Form A—Based on Solely Related Pass. Expenses.....	\$1,096,663
I.C.C. Rail Form G—Based on Avoidable Costs.....	\$ 859,119
Western Pacific—Based on Direct Expenses.....	\$ 816,700

four weeks today. There were no payments for paid holidays in 1950 but these payments increase wage costs by approximately 2½% today. There were no health and welfare payments in 1950, but today our costs are approximately \$22-\$25 per employee per month. Altogether, per hour wage costs and fringe benefits have more than doubled since 1950.

“Our latest analysis of our passenger operating results sets forth the direct revenues, expenses and the resultant net loss for the years 1964 and 1965 and for the first six months of 1966. The estimated net loss rose from \$497,-

300 in 1964 to \$816,700 in 1965, and in the first six months of 1966 it was \$502,700.

“I believe the passenger losses stated in my testimony are conservative as shown by a comparison with the results of other methods of passenger cost computation such as Western Pacific’s Annual Report Form A to the Interstate Commerce Commission, using (1) total passenger service expenses (including common costs apportioned to passenger service), and (2) expenses solely related to passenger service (excluding apportioned common costs) and also the proposed I.C.C. passenger cost formula Rail Form G for determination of the avoidable costs of passenger service.

“Western Pacific’s passenger service loss in 1965 as determined under each method was:

“ONE rather obscure but very important handicap which contributes to the *Zephyr*’s losses is the manner in which through passenger revenues are divided between the three connecting lines associated in its operation. Through passenger revenues are divided between the three *California Zephyr* lines on the basis of the official short line mileage (which is the Overland Route). This results in Western Pacific’s division of revenue being allocated on the same basis as Southern Pacific’s division for the haul between Ogden, Utah, and San Francisco, a distance of 786 miles vs. West-

WP’s General Attorney Walter G. Treanor, President Myron M. Christy, and General Manager Leland D. Michelson confer during recess in I.C.C. hearings held at Sacramento. Sacramento Bee photo.



ern Pacific’s actual mileage of 924 miles, a difference of 138 miles, or almost 18%.

“Thus, Western Pacific’s revenue per through passenger is the same as over the short line route, but its expenses per through passenger are greater because of an 18% longer haul. This is especially true in the case of certain *California Zephyr* expenses which are pooled between the three lines on a *road mileage* basis. Such expenses are:

- Terminal servicing expenses at Chicago and Oakland.
- Car repairs at Chicago and Oakland.
- Extraordinary heavy or back-shop repairs performed by any one of the three lines.
- Joint advertising expenses.
- Dining car expenses.
- Zephyrette salaries.
- Carrying charges on *Zephyr* material in store stock.

“As compared with the Overland short line route, our connecting lines are also at a handicap in the same manner, but to a lesser degree than Western Pacific. The mileage handicap between Salt Lake City and Chicago via the Rio Grande and Burlington compared with the Ogden to Chicago short route is only about 8.5%.

“The most important handicap of all is the fact that the *Zephyr* on Western Pacific carries very little ‘head end business’—mail and express—and very soon will carry none at all except minor amounts of baggage. The absence of any mail is the most critical item. The fact that the *Zephyr* does not carry mail is related in part to the history of Western Pacific transcontinental passenger service which I have already outlined and in part to scheduled problems.

“Following completion in 1869 of the original Central Pacific (now South-

(Continued on Page 8)

## President Christy tells why . . .

(Continued from Page 7)

ern Pacific)—Union Pacific transcontinental rail route, the Postal Service contracted for the handling of transcontinental mail on that route in connection with existing lines east of the Missouri River. That has continued to this day to be the primary mail route between Northern California and Chicago whereas no mail except local mail has ever moved regularly on the route used by the *Zephyr*.

"Prior to the opening of the Moffat Tunnel Route in 1934 there was no hope of securing through mail on the Western Pacific-Rio Grande route via the Royal Gorge because of the absence of through train service and much slower schedules. This was also true on the Moffat Route until the *Exposition Flyer* entered service in 1939. At that time efforts were made to secure through mail but the Post Office Department declined our request on the basis that no improvement in service would result and it would not be fair to penalize the Southern Pacific and Union Pacific in favor of our route when they were providing excellent service and had been doing so for over 60 years.

"Other efforts have been made to secure through mail but without success. Our latest effort was made this year when we endeavored to sell the Post Office Department on using the *California Zephyr* to handle containerized mail which they declined to do.

"It should be understood that our efforts to secure mail have been hampered by the fact that the *Zephyr* schedules are designed for the enjoyment of passengers, not the handling

of mail. The train leaves both Chicago and Oakland before the day's mail is ready and arrives too late to make delivery on the day of arrival. Thus, while the schedules make it possible for passengers to enjoy the beauties of the Feather River Canyon and the Colorado Rockies, they are a full day slower in terms of delivery than schedules on the existing mail contract route.

"There is a possibility that we can secure a modest amount of mail for movement between Oakland and Salt Lake City. The *Zephyr* schedule is competitive on that run only because there is a delay under current arrangements in moving mail between Salt Lake City and Ogden for connection with the Southern Pacific. However, the amount of revenue involved is not large enough to be of any material assistance in overcoming our mounting *Zephyr* losses.

"Since its inception, the *California Zephyr* has enjoyed registration for the handling of modest amounts of both through and local express. In 1964, express revenues were \$121,488 and in 1965 were \$102,149. We have endeavored to secure increased use of the train for express, including the movement of containerized express between Oakland and Salt Lake City and Denver in particular, but without success. On the contrary, the registration of the *Zephyr* for through R.E.A. Express service was terminated on April 11, 1966, and on July 27, 1966, we were advised that registration for the handling of express to exclusive Western Pacific local points also would be terminated in the near future.

"BECAUSE of Western Pacific's mounting *Zephyr* losses, conferences involving top officers of the three connecting *Zephyr* lines were held in 1965 to seek means of bolstering Western Pacific's revenues. As a result, agreement was reached in late 1965 on various actions designed to help with the problem.

"Foremost among these was the establishment of a reserved coach seat service charge effective January 1, 1966, for *Zephyr* passengers whose journey involves travel over the Western Pacific, whether local or interline. This service charge ranges from \$.50 between Stockton and San Francisco, to \$3.00 between Chicago and San Francisco. Prior to this publication, the *California Zephyr* was the only through train between the Pacific Coast and the Midwest without such a service charge.

"By special agreement, all revenue received by the three *Zephyr* lines from this service charge accrues to Western Pacific. In the first six months of 1966 the charge produced revenues of \$72,500. However, the actual net gain in over-all passenger revenues cannot yet be fully assessed. The western Greyhound Line strike in May and June of 1966, and the air lines' strike in July and August caused increased *Zephyr* coach traffic and brought greater seat charge revenues than those which would result at more normal levels of patronage.

"Other measures which were adopted as a result of these meetings between the three lines were as follows:

1. Elimination of pass privileges and half-rate orders during the peak travel season beginning in June, 1966.

2. Participation by the Burlington and Rio Grande in the absorption of Southern Pacific or Santa Fe divisions on round-trip traffic to or from Southern California effective January 1, 1966. Previously Western Pacific had to absorb the entire amount of such divisions.

3. Increasing single occupancy Pullman fares for bedrooms and compartments to the same level as double occupancy effective May 1, 1966.

"It is too early to assess the full impact of these various measures, some of which were not in effect until mid-year, and it is not valid to evaluate them individually because of the complexities of travel demand which are involved in any fare change. However, our estimates and experience to date indicate that results will fall far short of overcoming our *Zephyr* loss.

"I believe that any attempt at further increases in *California Zephyr* fares in an endeavor to improve total revenues would be self-defeating. In my view, any increase which would result in fares appreciably higher than those available via competing modes would cause a patronage loss which would offset any potential revenue gain. As a practical matter, it would have been necessary to increase fares about 34% the year around or 72% in the summer season only, assuming no patronage loss, in order to achieve an approximate break-even operation of the *Zephyr* on Western Pacific in 1965.

"Confronted with the impracticality of sufficient fare increases to fully offset rising operating costs, we have vigorously sought and applied any cost reducing action we could devise short of actions which would seriously im-

(Continued on Page 10)



## President Christy tells why . . .

(Continued from Page 9)

pair service or make the *Zephyr* less attractive to the travelling public.

"Many other cost saving proposals have been studied and rejected either because they did not hold prospect of producing worthwhile savings or because their adoption would serve to downgrade the *Zephyr* service, decrease patronage potential or otherwise adversely affect attractiveness of the *Zephyr* to the travelling public.

"Some drastic changes in *Zephyr* operations were also considered as possible solutions to the loss problem. One proposal was the operation of the *Zephyr* on a tri-weekly basis the year around, and another was to discontinue the *Zephyr* in the off-season (October through May). A third alternative was a combination of these; namely, to run the *Zephyr* daily in the peak season and tri-weekly in the off-season.

"All three alternatives were rejected on two counts. Firstly, such changes would bring service problems which would result in a definite down-grading of *Zephyr* service. I know of no more certain way to assure public disfavor and the demise of a train than to make it a part-time, second-rate operation. In our view, if the *Zephyr* is to be operated at all, it must be operated according to high service standards. To do otherwise would be a complete waste of resources, and we would not wish Western Pacific's name to be associated with such a futile endeavor.

"The second and compelling reason for rejecting these proposals, however, is that they would increase rather than reduce our losses. A large segment of the *Zephyr's* costs would continue

whether the train is run daily, tri-weekly or seasonally. So much so, that the cost savings achieved would be less than the revenues lost. Our analysis of the requirements of our labor agreements which generally do not permit part-time assignments and impose severe limitations on seasonal jobs plus the existence of a great deal of fixed passenger expense makes this an obvious conclusion.

"I have referred to our efforts to maintain the high standards of service and equipment for which the *California Zephyr* is noted. We have believed and still believe we have a responsibility to run a good service as long as we are required to run any.

"This service philosophy together with our promotional efforts has brought us much good will and a fine patronage on the *Zephyr*. It also presents us with the dilemma of increasing losses on the one hand and on the other hand with the protests against its discontinuance by patrons of the train and the communities it serves who have so long been our friends. Nevertheless, we plan to continue that service policy so long as the *Zephyr* operates on our line.

"We are currently faced with intensification of our dilemma because we will be unable to maintain our high service standards without making very large expenditures which would add greatly to our current losses. Our policy has been to maintain *California Zephyr* cars to high standards of safety, dependability and appearance. This has been accomplished by regular terminal inspection and maintenance procedures during layovers at Oakland on Western Pacific and Chicago



University of California (Davis) students appeared with placards during hearings at City Hall in Sacramento. Sacramento Bee photo.

on the Burlington, plus periodic heavier maintenance accomplished during the winter season when slack patronage permits removal of individual cars from the regular train consists for that purpose. This policy as applied to both railroad and Pullman maintained cars.

"In recent years it has become increasingly evident that these normal maintenance practices are no longer adequate to assure first quality appearance and high standards of mechanical and electrical dependability. Heating, air conditioning, plumbing and electrical malfunctions, increasing car body noise, deteriorating ride quality and a generally unsatisfactory appearance of age and use dictates rehabilitation, rebuilding and modernization or replacement of the *Zephyr's* 17- and 18-year-old cars. This is a natural development considering the age of the cars and the fact that they have operated an average of substan-

tially more than five million miles per car.

"As a result, in addition to our continuing *Zephyr* losses, we are confronted with the necessity of investing between \$3,200,000 and \$9,000,000 for equipment and facility rehabilitation or replacement if that train is to be continued as a high quality service.

"I would like now to discuss the effect of *Zephyr* discontinuance on employees. Another witness will testify concerning the number of jobs involved in *Zephyr* operations and the class and location of the employees affected.

"All, except the most junior, of the affected employees enjoy protection under current labor agreements. The bulk of the employees involved are

(Continued on Page 12)

## President Christy tells why . . .

(Continued from Page 11)

entitled to other jobs and earnings protection or generous severance allowances at their option. To one small group not covered by a protection agreement we have offered monetary protection. In general, the train and engine crews have seniority which will enable them to obtain jobs in freight service with comparable earnings.

"Because of the provisions of the Award of Arbitration Board 282 providing for the elimination of firemen, all firemen now in service are assured of jobs regardless of their seniority. Some junior brakemen may experience a temporary reduction in earnings but will not lose their jobs. A maximum of 21 brakemen would be involved and this compares with vacancies for 38 yard and 25 road brakemen filled by newly hired men to date this year. Some junior clerks may be temporarily furloughed, but again, current vacancies will permit the early return to work of the few employees so involved.

"Measured by industry standards, Western Pacific is a small railroad and our financial history reflects a sensitivity to business recessions which requires us to act aggressively to assure a high level of operating efficiency and the maintenance of adequate reserves. We do not intend nor will the public interest tolerate our again becoming financially insolvent as we did in 1916 and again in 1935.

"Our current respectable earnings position is the result of extensive modernization of our property in the years since World War II, aggressive marketing efforts, high standards of customer service and tough minded

pursuit of operating efficiency. Increased wages, fringe benefits, and material costs plus strong competition from other freight carriers has necessitated the most vigorous efforts and programs.

"While we undertook a responsibility to the public when we voluntarily inaugurated the *Zephyr*, we believe that our experience of chronic and worsening losses despite our long time best efforts to overcome them imposes on the public an obligation to permit us to discontinue a service which is uneconomic, which is beyond our ability to make viable and is an unreasonable burden on our ability to otherwise serve the public well. I desire to point out that our investment in additions and betterments to improve operating efficiency and our ability to serve our customer has far exceeded our net income and that our long term debt has concurrently increased. Our expenditures for additions and betterments in the three-year period 1963-1965 totaled \$35,279,000 compared with total consolidated net income of \$21,969,000 and an increase in long term debt from \$58,321,000 to \$66,500,000 in the same period. Continuation of the drain of *Zephyr* operations will adversely affect our ability to provide funds for improvements or to finance such improvements without credit expansion."

I.C.C. hearings began at San Francisco on October 10, continued at Sacramento, Oroville, Winnemucca and Salt Lake City, and were concluded at San Francisco on October 24. Barring a possible voluntary extension of time for a limited period, an I.C.C. decision must be rendered by January 14, 1967.

## One Man's Family



THE family shown in the accompanying picture is probably the largest one ever to travel together on the *California Zephyr*. They are shown just before boarding car CZ-15 at Oakland on September 19 bound for Chicago. For Mrs. R. W. Woodhead, her 10 children, and traveling companion Miss Kathy McCann, it was the final stage of a 9,000-mile trip from Australia aboard the *S. S. Orsova*.

In Australia the family lived on five acres of "bushland" at Springwood on the Blue mountains, famous for a rock formation known as The Three Sisters. Mr. Woodhead is a senior lecturer in civil engineering at the University of New South Wales, specializing in Critical Path Method, a subject about which he has had a book published by Wiley. The family journeyed to America to be with Mr. Woodhead for the next year while, as a visiting professor at the University of Illinois, he will lecture on "Introduction to Systems Engineering."

Mr. Woodhead had previously traveled three times on the *California Zephyr*, first in 1959 enroute to Boston for study at M.I.T. He insisted that his family travel by *California Zephyr* rather than by plane because of the educational scenic benefits the train afforded, as well as the comfort, service, fine meals, and economical Family Plan.

Mr. Woodhead had preceded his family to this country and had planned to return to San Francisco from Urbana, Illinois to accompany his family east and enjoy the children's reactions during the cross country travel.

"After doing the trip himself, I agree with all he says about the *California Zephyr* and the magnificent scenery from the Vista Dome cars," wrote Mrs. Woodhead in a letter to MILEPOSTS. "Even the sunsets seemed to come at just the right time and place. The children and I, and Kathy, were able to take lots of color pictures and most

(Continued on Page 14)

## One Man's Family . . .

(Continued from Page 13)

of the hours were spent just looking and looking from your Vista Domes at those soaring mountains, beautiful tranquil valley with the golden leaves of early Fall, along the river banks and around farmhouses, then by way of contrast deeply plunging, almost frightening gorges—we call them gullies.

"We took the children to eat in both the dining car, and in the buffet car where they spent much time in inspecting the model cable cars on which they had ridden during our stopover in San Francisco. I most enjoyed dining in the more formal dining car. The food was well prepared and I was able to choose from the menu meals suitable and appealing to both the children and myself. The waiters in both cars were very patient and kind with the children.

"Our bedroom porter was in good humor during the entire trip which

must have been an effort! But he never lost patience with the boy's constant questioning and was very understanding of my little ones. In fact, Mr. Sherwood, everyone, the Zephyrette, conductors, waiters and porters just seemed to go out of their way to make the trip as comfortable and enjoyable as possible. That they succeeded is rather wonderful! These ten children had been travelling for 31 days on the ship, had spent two days and three nights in a strange hotel, and were not anticipating the train trip with any pleasure, still less was I. Have you ever read 'Cheaper by the Dozen', Mr. Sherwood? There is a mammoth train journey undertaken by a family of 11 children and their mother, and the trip was marred by dreadful happenings. I had some misgivings when I boarded the train. Now, I must write and tell Mrs. Gilbreth that she should have travelled on the *California Zephyr*. I'm afraid there were no unusual happenings, just a blissfully quiet trip."

(See Page 13)  
Waving goodbye are Matthew, 12, Michael, 11, Paul, 10, Mary Anne, 9, Andrew, 8, Elizabeth, 7, Frances, 5, Ruth, 3, twins Timothy and Jane, 2, Kathy McCann, and Mrs. Woodhead in white coat. Gordon Knapp, passenger sales representative, who assisted the Woodhead family on departure day, watches the older children as they board the train in picture at right.



Josephine Spadaro, marketing statistician, operates a working model of a freight car load divider in classroom attended by George Gordon, rate quotation clerk, James Baker, manager sales-specialized equipment, and Lou Fischer, sales representative. Manager Leo Delventhal, standing, explains its purpose.

## Employees learn—customers benefit

OVER the years Western Pacific has been one of the industry's leaders in developing special purpose freight cars designed to meet shippers' particular requirements. Currently, over 50 percent of WP's freight car fleet is specialized, believed to be one of the highest percentages of such equipment on any Class I railroad roster.

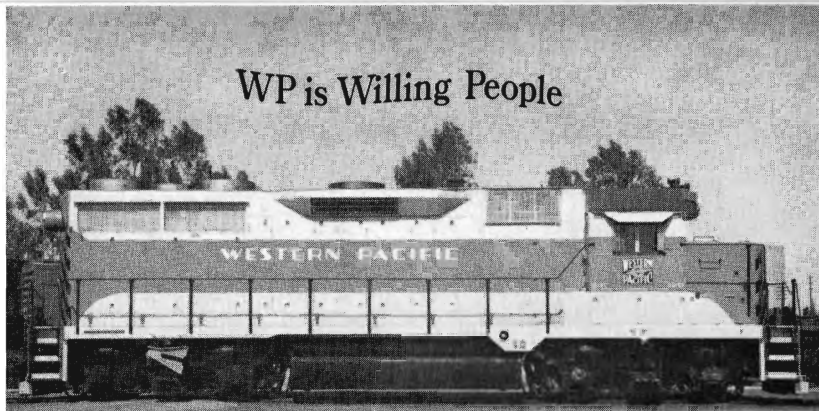
Many ideas leading to the development of these special purpose cars originated with the railroad's market development department, composed of Director David H. Copenhagen, Manager Leo F. Delventhal, Jr., James E. Baker, manager sales-special equipment, Robert C. Morris, transportation engineer, and Peter H. Van Gorp, manager-market research.

On-line employees are familiar with this equipment through daily contact with over-the-road freight operations.

Such is not the case, however, for most marketing division employees whose duties emanate from behind office desks. To better inform these away-from-the-scene railroaders about technological equipment changes, a continuing program of small-class instruction is periodically given by Manager Leo Delventhal. Some instruction is received in classroom discussions (see picture), and some is received during field trips to nearby on-line locations where a group can watch loading and unloading operations and see the many features the special purpose freight cars provide for our customers.

The classes have been well accepted, and are an important aid in furthering WP's specialized equipment services by educating marketing employees who help to make them possible.





SHOULD baseball's Hall of Fame ever be expanded to give recognition to notables of Little League Baseball, Inc., MILEPOSTS' vote would be cast for Milton F. Ziehn. Small of stature, the accomplishments this little guy has accumulated make him a giant in comparison.

But first, let's not overlook his 40 years of service with the Sacramento Northern and Tidewater Southern railways which began on February 15, 1924, as a stenographer in the Oakland traffic department. He became chief clerk to President H. A. Mitchell and Vice President W. H. Evans in 1927 and was appointed corporate secretary for the SN in 1937, a similar title he acquired for the Tidewater Southern in 1938. These titles he still holds. Since July 1, 1965, he has been secretary to L. D. Michelson, vice president and general manager for the SN and TS. Milt also served as secretary to President R. T. Kearney from January 1, 1949, until Kearney retired in July 1965.

With all his many responsibilities as an SN and TS employee, he has somehow found it possible to devote a considerable part of his time and energy since 1956 to Little League activities.

In that year, Milt was given the job as secretary for Sacramento's Grant Little League (he took the job only until they could get a permanent secretary) which lasted until he was made president for three years beginning in 1957. For four years beginning in 1960 he was Grant Little League's director and treasurer. For the past nine years—"and for some years to go, I hope," said Milt—he has been District 6 Administrator, a district which comprises 18 leagues in Yolo and Sacramento counties.

In 1959 he was appointed sectional chairman of seven districts, comprising most of northern California from Sacramento north to the Oregon line, containing over 100 leagues. With an average of 200 boys to a league, this totals out to around 20,000 Little Leaguers!

As chairman of five different levels of Little League tournaments he has been a tournament director of every type of Little League tournament except the world series played each year at Williamsport, Pennsylvania. This is conducted by Little League headquarters members.

(Continued on next page)

In January, 1963, the Northern California Baseball Managers and Coaches Association selected Milt Ziehn as Little League Man of the Year. The trophy which accompanied the award was presented to Milt by the San Francisco Giants' star Willie Mays.



ALTHOUGH not directly involved, some credit has to be given to Milt for the record obtained just last July when the Airport Little League of Sacramento became the first team from the City or County of Sacramento ever to get into the Little League World Series in competition with seven other teams from all over the world. The team lost to the eventual winner, Houston, Texas, 4 to 0. The team's dream had ended, but not before, in a consolation game, they stopped Japan 6 to 0 and grabbed third place plus an award for being the most cooperative team in the Series. In all they wound up with a record of 12 games won and one lost. "That's an

enviable and wonderful record for these 11- and 12-year-olds over 6,000 similar squads who went through area, district, sectional, divisional and regional elimination games throughout the world," said Milt, proclaimed Little League Man of the Year by Northern California Baseball Managers and Coaches Association in January 1963.

(MILEPOSTS will welcome stories about other employees deserving recognition for unusual achievements attained on the job or while away from work for its "WP is Willing People" feature page.)

# PERSONNEL CHANGES

## Bill Paden leaves WP

**W**ILLIAM F. PADEN, WP's freight claim agent since January 1, 1958, resigned from the railroad to become executive vice chairman of the Association of American Railroad's freight claim division, effective November 1. Bill will be headquartered at 59 East Van Buren Street, Chicago.



In his new position, Bill will have general supervision of the freight claim division and its personnel. One of the activities of the division is performed by the Freight Claim Review Bureau, which is maintained for the

examination of all claims paid by A.A.R. member lines for loss and damage on fresh fruits, vegetables and melons, carload and T.O.F.C. for net amounts exceeding \$20. These claims are reviewed to determine whether they have been adjusted in accordance with the provisions of "Principles and Practices" governing adjustment of loss and damage claims.

"Another of the more important services performed by the division," explained Bill, "is that of the freight loss and damage prevention section. Since the total claim bill of all A.A.R. member lines was approximately \$150 million for the year 1965 (and this

figure is still rising based upon latest reports for 1966), greater emphasis is to be placed on the freight claim prevention activities of the Division.

"Needless to say," Bill emphasized, "the desired reduction in our national freight loss and damage claim bill cannot be accomplished solely by the efforts of the freight claim division members. It is essential that each one of us share this burden by rendering damage-free service to our patrons."

Bill's railroad career began with the Chicago and Eastern Illinois Railroad in 1932 and was continued since 1945 with Western Pacific, all in freight claim work.

Bill and his wife have two children. Bill, Jr., a graduate of the University of California at Davis, is married and resides at Chico where he is employed as fieldman for Hunt Foods and Industries. Daughter, Nancy, who received her certificate at the University of Arizona is also married and resides in Woodland where her husband, Lee Seda, is employed as a field superintendent for Spreckels Sugar Co.

Bill and Mrs. Paden will reside in the Chicago area once again after spending the last 21 years in California. Although they regret leaving their family and Western Pacific friends, they are awaiting their return to the old hometown of Chicago with much enthusiasm.

## Dan Irwin new freight claim agent

**D**ANIEL J. IRWIN, assistant manager-labor relations since March 1, 1964, was appointed freight claim agent effective November 1. He succeeds William F. Paden.

Dan is a native of Fresno, Calif., born July 30, 1917. He attended Portola High School and Armstrong's Business College in Berkeley and on August 20, 1936, became a trainmaster's clerk for Western Pacific at Portola. Beginning in November, 1944, Dan held various clerical positions at Portola, Sacramento and San Francisco before he became chief clerk for the store department on January 1, 1947. Six months later he became chief clerk for the western division's superintendent's office, a position he held until his appointment to the labor relation's office at San Francisco.



Dan and his wife, the former Anne Levy of Sacramento, were married on July 29, 1951. They live at 7 Sea Haven Court in Pacifica, Calif., with their two children, Terrence Lee, 10, and Cheryl Anne, 13. Dan, Jr., 28, Dan's son by a previous marriage, is in the soil pipe and plumbing business at Lake Tahoe. Dan's father, 74, was a Western Pacific agent-telegrapher until his retirement, and now lives in Centerville, Calif. A

brother, Bernard, former Western Pacific electrician, is now general manager for the Lindsay Real Estate Company in Sacramento.

Dan is a member of the Free & Accepted Masons of California, Scottish Rite, and Ben Ali Temple A.A.O.N.-M.S. all of Sacramento. He is a member of the Board of Directors, Fairmont Improvement Association, for the City of Pacifica.

## Seven Division employees receive promotions

Superintendent James F. Lynch announced the following appointments which took place in September:

Melvin E. Graham, trainmaster, Sacramento.

Raymond Withrow, agent, Sacramento.

Bernard C. O'Keefe, agent, San Francisco.

Raymond Smalley, agent, Oakland.  
Henry Ozga, assistant agent, Oakland.

S. F. Burmeister, principal assistant engineer, San Francisco.

L. E. Lelevich, assistant division engineer, Sacramento.

\* \* \*

Since graduation from Portola High School, Mel Graham's entire career

(Continued on Page 20)

## Personnel changes . . .

(Continued from Page 19)

has been with Western Pacific, except for military service during World War II. He began as a call boy, worked as a brakeman and did a few shifts as a switchman, clerked at various locations, was secretary to division superintendent, city passenger and ticket agent, chief clerk, assistant chief sales & service and sales representative for the marketing division, agent, and assistant trainmaster-agent.

Mel attended Grant Tech and Sacramento State colleges in Sacramento, has a degree in business education and needs just 12 units of professional education for a general elementary credential.

Mel and his wife, Laverne, live at 3931 Aberdeen Way, Sacramento. They have three children, Edward E., 23, Melvern E., 20 and Dawn M., 8 years.

\* \* \*

Agent Raymond Withrow came to Western Pacific as a general clerk at Oroville on October 11, 1918. He has been chief clerk at Sacramento since September, 1951.

Ray was born in San Jacinto, Calif., on February 23, 1903. He married the former Ruth O. McCullough of Oroville in 1928, and they have two children, Raymond N. Withrow, Jr., 34, and Mrs. Marguerite R. Davis, 31.

He is a member of the Association of Interstate Commerce Commission Practitioners, was a former Grand Knight for Knights of Columbus of Oroville, and a former president of the Delta Nu Alpha Transportation Fraternity of Sacramento.

The Withrows live at 2418 "T" Street, Sacramento.

Barney O'Keefe first worked for Western Pacific as a trucker on December 4, 1935. He later held positions as boat & transfer clerk, OS&D clerk, yard clerk and car desk clerk until 1937. In 1938 and 1939 he was yard and general clerk at Terminous, and came to San Francisco as export clerk in 1940. During the following 15 years, Barney was assistant accountant and special clerk, assistant export clerk, head export clerk and cashier. He was appointed assistant agent at San Jose station in July, 1955, became agent at San Francisco station in September, 1959, and became agent, San Francisco-Oakland, with headquarters at Oakland, in February, 1962.

Barney and his wife, the former Frances McLean of Fresno, have been married since February 14, 1942 and live at 1008 Ninth Ave., in San Mateo.

\* \* \*

Following three years with the Air Force in Japan, Raymond Smalley first worked for Southern Pacific as a telegrapher at Portland, Oregon in 1950. After four years in business with his brother, he returned to railroading in 1957 as a relief clerk at WP's Oakland freight house. Two months later Ray became general clerk for the Alameda Belt Line, but returned to WP in 1960 as a demurrage clerk at Oakland. He later became ticket clerk at Oakland passenger depot and, in 1962, was made assistant agent at Oakland in charge of passenger operations.

A native of Lakeview, Oregon, Ray, now 37, holds an A.B. degree in traffic received at the Golden Gate College, San Francisco.

Ray married the former Lavina Nixon on June 2, 1950 and live at 1204

Tiegon Drive, Hayward. They have nine children, Raymond Ronald, 14, Penelope Ann, 13, twins Rosa Lea and Rose Marie, 11, Mark Alan, 10, Nancy Jane, 7, Renee Denise, 3, and twins Daniel Steven and Deanna Sue, just three months old.

\* \* \*

Henry W. Ozga was born in Chicago, Ill., on January 30, 1930 where he attended Tuley High School before entering Northwest Missouri State College at Marysville, Mo.

He first worked as an insurance underwriter in 1959, and in 1962 became manager for an Oakland real estate company. He came to Western Pacific as a ticket clerk at Oakland in 1963.

Henry married the former Elsa A. Cruz of Montrose, Colo., on July 2, 1955. They have a daughter, Pamela Ann, nine years old, and live at 28313 Cubberly Street, Hayward.

Henry holds a 173 average in bowling which has brought several trophies to the household mantel, an accomplishment he hopes to acquire in golf.

\* \* \*

S. F. Burmeister was born at Berkeley, Calif., on December 22, 1918. He attended Stanford University where he received a B.A. degree in civil engineering.

"Bud" first worked for Douglas Aircraft Co. as a designer in 1942, leaving there in 1945 to become structural draftsman for Western Pacific at San Francisco. He was made instrumentman in 1947, was an engineering inspector in 1948 and 1949, track supervisor from 1949 to 1951, assistant roadmaster during 1951 and 1952, roadmaster in 1953 and 1954, and roadmaster at Elko and Sacramento from

1955 until receiving his latest appointment.

"Bud" holds memberships in the American Railway Engineering Association and the Roadmasters and Maintenance of Way Association. His outside activities include Christian Education, Lay Ministry, and Acolyte Director in the Episcopal Church.

"Bud" and his wife, Betty, were married on January 3, 1942 and live at 4634 Springwood Way, Concord, Calif. They have two children, Sumner Wesley, 21, and Paul Conrad, 8 years old.

\* \* \*

Leonard E. Lelevich began his railroad engineering career with the Reading Company as a levelman in August, 1950. He first worked for Western Pacific as a junior engineer at Elko in May, 1953 and while in Elko he was promoted to associate engineer. He next became senior associate engineer moving to San Francisco in November, 1957. "Lenny" was appointed assistant to division engineer at Sacramento in January, 1959 and since March 1964 has been assistant engineer at Oroville and Elko.

\* \* \*

Lennie was born at Kulpmont, Pa., on August 31, 1924. He received a BCE degree from Marquette University. He married the former Joyce Cammauf of Mohnton, Pa., in April 1953, and they have four children, Louise, 12, Leonard, Jr., 8, Thomas, 5, and Jeffrey, 3 years.

He is a member of the American Railway Engineers Association, and is active in Parent Teachers Association activities. He's a much better engineer than he is a golfer or fisherman but he enjoys those sports as well as swimming.

## WP aids Job Fair

**W**ESTERN PACIFIC RAILROAD, an Equal Employment Opportunity employer, took part in the first annual East Bay Job Fair held in Oakland's Exposition Building on September 24 and 25. The Fair, jointly sponsored by the City of Oakland and the County of Alameda, was claimed to be an outstanding success.

Individual booths were assigned to some 76 participating employers representing many types of business. This enabled job-seekers to meet face-to-face with employers' representatives to collect information on job qualifications and needs and, in many cases, on job offers. Counselors also explained various training programs to develop job skills, explained to school dropouts the advantages of receiving an education, and gave other helpful information for preparing young men and women for jobs in which they can earn a better living.

Western Pacific's booth (see picture) was staffed on Saturday, September 24, by Bill Cope, assistant manager of labor relations, and Mrs. Catheryne R. Rossi, chief clerk-personnel. On Sunday, September 25, the booth was staffed by Bill Tussey, manager of per-



On the job for WP at the Job Fair on Saturday were Bill Cope and Mrs. Catheryne R. Rossi.

sonnel, and Dan Irwin, assistant manager of personnel.

A similar highly successful Job Fair, in which WP also participated, was held in San Francisco last February.

### Fewer "hotboxes"

The nation's railroads have set an all-time record in their anti-"hotbox" campaign . . . 1,862,611 miles run by the average freight car for each "hotbox" incident, according to the Association of American Railroads. The industry passed the 1.5 million-mark for the first time in December, 1965.

As recently as eight years ago, the overheated journal bearing problem was costing the railroads over \$100 million annually.

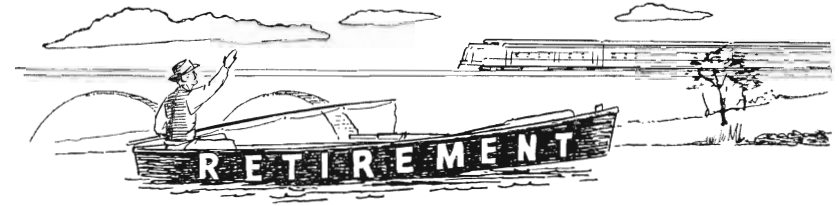
Reducing the number of over-heated journals

has largely been due to improved lubricating devices, better lubricants, stabilized and plain bearings, and increased use of roller bearings.

Trackside "hotbox" detectors, which measure infra-red radiation from passing freight car journals, enable railroads to take appropriate corrective action before any damage results.

\* \* \*

Fundamental progress has to do with the reinterpretation of basic ideas.—A. Whitehead.



In behalf of all employees of Western Pacific and its affiliated companies, MILEPOSTS extends sincerest best wishes for happiness to the following railroaders who have made application for annuity:

*William T. Baker*, brakeman, Winnemucca, 28 years 5 months.

*Clifford C. Bennett*, blacksmith, Sacramento, 31 years 5 months.

*William O. Bond*, dispatcher, Elko, 16 years 7 months.

*Merle E. Bowman*, section foreman, Milpitas, 35 years 3 months.

*James C. Calkins*, chief dispatcher, Elko, 35 years.

*Joe Cannon*, track laborer, Thornton, 16 years 7 months.

*Gladden L. Clark*, locomotive engineer, Stockton, 25 years 2 months.

*V. Lee Classen*, head clerk-miscellaneous accounts, San Francisco, 42 years 2 months.

*William A. Clements*, dispatcher, Sacramento, 29 years 5 months.

*James R. Clevenger*, dispatcher, Sacramento, 26 years 1 month.

*Mary Cobb*, car cleaner, Oakland, 21 years 1 month.

*Tiburcio Gonzales*, track laborer, Stockton, 18 years 5 months.

*Emilio Jaramillo*, section laborer, eastern division, 36 years 6 months.

*Clarence C. Kennedy*, locomotive engineer, Oroville, 40 years 8 months.

*Ralph E. Luzzadder*, locomotive engineer, Keddie, 30 years 1 month.

*Lois S. Manca*, stenographer-clerk, Elko, 20 years 4 months.

*Adolph Moldenhauer*, signal lead relay repairman, Sacramento, 40 years 6 months.

*Thomas G. Moran*, head demurrage clerk, Sacramento, 23 years 9 months.

*Walter M. Nichols*, switchman, Oroville, 24 years 6 months.

*Robert C. Rankin*, brakeman, Winnemucca, 23 years 10 months.

*Sam Richichi*, section laborer, Stockton, 33 years 5 months.

*Otto Roelle*, carman, Oakland, 23 years 6 months.

*Fred J. Saunders*, warehouse foreman, Oakland, 37 years 3 months.

*Leo Servia*, water service maintainer, Portola, 30 years 4 months.

*Harold I. Weckerle*, warehouse foreman, San Francisco, 44 years 4 months.

*William H. Wise*, locomotive engineer, Portola, 46 years 4 months.

(Continued on Page 24)

About 1,600 retired employees whose last railroad service was with the Western Pacific were receiving annuities from the Railroad Retirement Board at the end of 1965, the Board recently reported. Their annuities averaged \$132, and some 580 of these employees had spouses who were also receiving \$62 monthly, on the average.

During 1965, 150 former WP employees were added to the Board's retirement rolls, receiving annuities which averaged \$149.

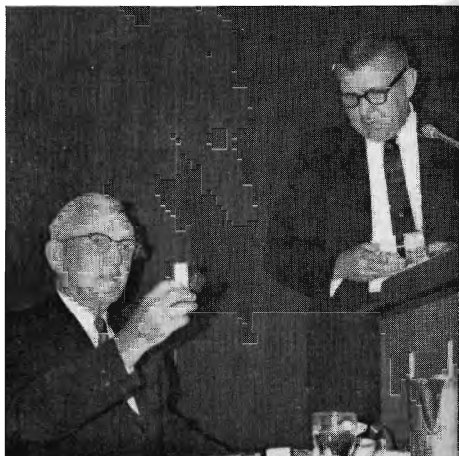
## Frank R. Woolford

A SUCCESSFUL engineering career of nearly 43 years came to an end for Frank R. Woolford on August 31 when he retired from the railroad as engineering consultant. Nearly 18 of those years had been with Western Pacific.

Frank was born on August 14, 1901 at Little Rock, Arkansas, where he attended grade and high schools. He received his B.S. degree in civil engineering at Georgia Institute of Technology at Atlanta and, after coming to Western Pacific, attended the 22nd group in Harvard Business School's advanced management program in the Fall of 1952.

He spent three years as a rodman and instrumentman for a Little Rock firm of consulting engineers during college vacations. Following graduation he worked for one year as resident engineer for the Arkansas State Highway Department and 17 years in the Missouri Pacific Railroad's engineering and construction department and then four years in railway operations with the U. S. Army's transportation corps as a lieutenant colonel. He returned to the Mopac at the end of World War II spending three years in railroad construction, maintenance and operation and came to Western Pacific as engineer of maintenance of way & structures on January 1, 1949. Six months later he was made chief engineer, which title he held until he became engineering consultant on November 1, 1965.

In March 1959, Frank was elected president of The American Railway Engineering Association, for which he had previously served as a director.



Frank Woolford holds up for the audience to see a miniature Minox camera presented by General Manager L. D. Michelson in behalf of donors.

He was selected as one of a 10-man delegation of American railroad observers to spend 30 days inspecting rail operations and maintenance methods in Russia during May and June of 1960 and during July of that year toured other European railroads in Switzerland, Germany, Belgium, Holland and England.

In addition to his membership in the Free and Accepted Masons, Blue Lodge of Consistory, and Phi Sigma Kappa Fraternity, he holds memberships and has been active in far too many engineering associations and institutes to include in this biography.

Frank married the former Kathleen Elizabeth Caldwell of Little Rock on February 25, 1925, and they have resided at 24 Josepha Avenue in San

(Continued on Page 25)

MILEPOSTS

## Andrew P. Murphy

AFTER devoting 44 years and 6 months of dedicated service, Andrew P. Murphy retired from the railroad on July 31 as assistant trainmaster-terminal agent at San Francisco.

Had Andy been able to continue in service until age 65, he would have ended his career with 47 years of service, a record few other WP employees have attained. Unfortunately, Andy suffered a heart attack on February 6. He returned to his office on June 20 but had to again require hospitalization on July 1 which brought about his early retirement. "I have no immediate plans for my retirement," he told MILEPOSTS, "other than concentrating on regaining my health." If good wishes can bring this about, Andy can be certain of those thoughts

from his host of good friends on the railroad as well as the many others who have known him during his many years of close association.

Andy Murphy is a native of San Francisco, born on January 18, 1904. After completing high school in his native city, he went to work for Western Pacific as a clerk just two days prior to his 18th birthday. During the ensuing years, Andy advanced to positions as first trick yard clerk, import and bill clerk, accountant, head import clerk, and by November, 1940 became head revising clerk. He became chief clerk in November, 1942, assistant agent in September, 1945, and agent in July, 1951. He was appointed terminal agent at San Francisco and Oakland in November, 1959, and became assistant trainmaster-agent at San Francisco in March, 1963.

Andy married the former Eleanor White of San Francisco in September, 1942. His hobbies include carpentry and woodworking, and maintaining a beautiful yard and garden at his home, 2420-21st Avenue, San Francisco. Many enjoyable weekends were spent by the Murphys visiting the Mother Lode country and other historical California areas.

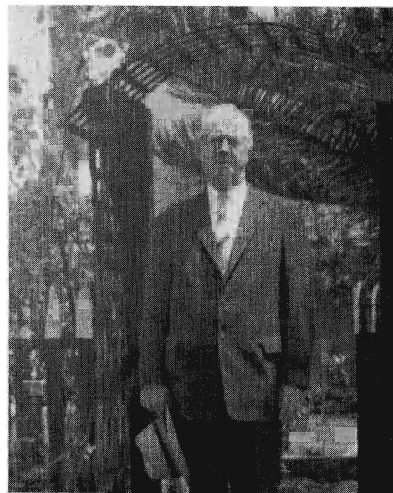
Andy is a long time member of the Pacific Railway Club and the National Defense Transportation.

Frank R. Woolford . . .

(Continued from Page 24)

San Francisco since coming to California.

His future plans include engineering consulting work, fishing and hunting, improving his golf, and seeing the United States.



Andy stands in latticed gateway to his beautiful garden for picture taken in May, 1966.

SEPTEMBER-OCTOBER, 1966





## Dear Editor:

### In ill health

My husband, A. C. Williams, retired brakeman from Stockton, fell on June 26 and broke his right hip on July 22. He had to be taken to a rest home where he is doing fairly well but the doctors do not believe he will walk again.

He retired in August, 1946 and loved reading MILEPOSTS but is unable to do any reading now.

I enjoy receiving the magazine and love reading all of it.

Mrs. A. C. Williams  
114 South 8th Street  
Van Buren, Arkansas 72956

\* \* \*

### Best wishes to all!

Since my association with Western Pacific and family lines terminated November 1 with my assignment to position of executive vice chairman of A.A.R.'s Freight Claim Division, I would like to take this opportunity to thank the members of all departments who have helped in so many ways to make my work as freight claim agent considerably less harrowing than it is on many railroads. The cooperation of each and every one of you in your efforts to render damage-free service to our patrons' products, and in your patient response to seemingly endless loss and damage claim investigation inquiries, have helped tremendously.

Although we do not recommend any relaxation in our grip of the loss and damage claim problem on the Western Pacific, you may find some satisfaction in knowing that we attained our goal at mid-year 1966 by reducing our loss and damage ratio to gross freight revenue to 1.50, after having closed the year 1965 with a ratio of 1.60, and at the end of the year 1964 it had been 1.65. Such an accomplishment could not have been realized without your full cooperation.

I regret that I will be unable to speak to many of you before leaving, so by means of this letter please accept my very best wishes for your continued good health and happiness.

William F. Paden  
Freight Claim Agent  
San Francisco

\* \* \*

### Moon Valley resident

I retired from the motor car shop in Oakland as a machinist on April 29 and am enjoying my retirement very much. I have a mobile home in a retirement community and am looking forward to many happy years there.

I will be grateful to you if you will see that I continue to receive MILEPOSTS at my new address.

Klaus Sievers  
127 Buena Vista Drive  
Sonoma, Calif. 95476

(Continued on Page 27)



## 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:

Frank J. Adams, retired switchman, Oakland, October 15.

Walter S. Barton, retired conductor, September 4.

Horace E. Beezley, former write-up man, Elko, July 6.

Cecil M. Crawford, former relief yardmaster, Oroville, September 7.

Mark E. Dockendorf, retired carman, October 5.

James H. Fox, retired conductor, Quincy, August 6.

Robert L. Grubbs, former locomotive engineer, Oroville, September 19.

John P. Hamilton, former locomotive engineer, Stockton, September 12.

Merton B. Hart, retired Sacramento Northern brakeman, September 27.

Carl D. Heady, retired carman, October 15.

Raymond F. Helmick, retired switchman, West Los Angeles, August 22.

Tom K. Kocotis, retired carman, September 1.

Arthur H. Lund, retired regional sales manager, Sebastopol, August 25.

Delbert F. McCutcheon, retired telegrapher, Oakland, September 17.

Robert McIlveen, Jr., retired road foreman of engines, San Francisco, August 12.

Leon F. Mead, retired locomotive engineer, Stockton, July 31.

James C. Nicholson, retired fireman, August 5.

Herman B. Petrick, retired section foreman, September 21.

Benona D. Richardson, retired car helper, August 26.

B. C. Wallace, locomotive engineer, Stockton, September 11.

Leon J. Wilson, former carman, August 17.

Dear Editor: . . .

(Continued from Page 26)

### Wedding bells

Two Western Pacific families were united in marriage on September 1 in the Methodist Church, Lynwood, Calif. Mrs. Mildred M. Coin, widow of one of our pioneer conductors, Charley Coin, who passed away two years ago

in Alhambra, was wed to Gus Snowberger, his wife having passed on in 1965 in San Gabriel. The Snowbergers, who will be at home at 122 North Franklin Avenue, San Gabriel, Calif., from this date on, welcome their many friends to their open door at any time.

G. A. Snowberger  
122 No. Franklin Avenue  
San Gabriel, Calif. 91755

# MILEPOSTS



# IN GOLD

MILEPOSTS congratulates the following railroaders who are eligible for Service Pin Awards during the months of September and October 1966:

### 40-YEAR PINS

Robert R. Beebe	Freight Claim Adjuster	San Francisco
David C. Charlebois	General Supervisor of Track	Oroville
Clyde E. Whitman	Locomotive Engineer	Division
George H. Williams	Conductor	Division

### 35-YEAR PINS

Frank E. Bedient	Sales Representative	Salt Lake City
J. C. Calkins	Telegrapher	Elko
Leonard P. Hanley	Agent	Keddie
Lawrence D. Taylor	Conductor	Division

### 30-YEAR PINS

Richard A. Bacon	Locomotive Engineer	Division
Robert J. Bradley	Car Foreman	Oakland
Harold Clausen	Locomotive Engineer	Division
Russell J. Cleland	Director of Passenger Sales	San Francisco
V. B. Dods, Jr.	Brakeman	Division
Henry P. Donnelly	District Special Agent-Claim Agent	San Francisco
Dooley J. Fee	Switchman	Division
Lawrence Gerring	Special Clerk (MILEPOSTS Correspondent)	San Francisco
Lee F. Giesser	Carman	Sacramento
William H. Graham	Agent	Warner, Utah
Chester A. Lockwood	Conductor	Division
Robert Loggins	Locomotive Engineer	Division
George J. Marrs	Locomotive Engineer	Division
Jack W. Merkle	Locomotive Engineer	Division
Joseph C. Moffitt	Locomotive Engineer	Division
William A. Pennington	Locomotive Engineer	Division
Ralph Peterson	Locomotive Engineer	Division
Bernard T. Price	Conductor	Division
Thomas Vaccaro	Industry Clerk	Sacramento
Kenneth R. Van Slike	Warehouse Foreman	Sacramento
Edwin L. Wemmer	Locomotive Engineer	Division
George W. Wood	Locomotive Engineer	Division
Alfred G. Woodward	Conductor	Division
Edward L. Wuefling	Chief Yard Clerk	Oakland

### 25-YEAR PINS

Earl D. Balmer	Switchman	Division
Jack H. Belmont	Fireman	Division
James E. Boynton	Locomotive Engineer	Division
William B. Brokaw	Fireman	Division
Wallace Burningham	Conductor	Division
Charles J. Carlenzoli	Machinist Helper	Stockton
Arden L. Carpenter	Clerk	Division
Glayden L. Clark	Fireman	Division
William H. Conant	Fireman	Division
Julius C. Dorothy	Fireman	Division
E. E. Ensele	Stock Control Clerk	Sacramento
Alex L. Hay	Conductor	Division
Norman L. Hill	Machinist	Oakland
Charlie C. Hughes	Conductor	Division
George F. Kirk	Sheet Metal Worker	Oroville
Herman W. Lightle	Hostler Helper	Oroville
John C. Lusar	Assistant Superintendent	Sacramento
Chester H. Luther	Brakeman	Division
William F. McGrath	Freight Pricing Manager	San Francisco
Clyde A. Moll	Chief Clerk Purchasing	San Francisco
Roy A. Monahan	Yardman	Portola
Roy Nelson	Carman	Oakland

(Continued on next page)

Edwin D. O'Neil	Voucher Clerk #1	San Francisco
Norman G. O'Neill	Fireman	Division
Gilbert J. Patterson	Locomotive Engineer	Division
Bruno Perri, Jr.	Conductor	Division
John A. Pickering	Revising Clerk, Rule 10	San Francisco
Gordon K. Porter	Conductor	Division
Raymond W. Randall	Fireman	Division
Thomas A. Riggs	Wire Chief	Elko
George W. Roller	Blacksmith	Sacramento
Edgar R. Scott	Locomotive Engineer	Division
Vernon E. Sprowl	Carman	Oroville
Allan W. Thorpe	Head Timekeeper	Elko
John G. Trow	Fireman	Division
Lawrence W. Walker	Fireman	Division
Marvel Walt	Secretary to Manager-Purchases and Stores	San Francisco
Donald I. Watts	Yardman	Winnemucca
William A. Wiley	Switchman	Division
Vivian O. Woodruff	Train Desk Clerk	Sacramento
Frank Wyrwal	Yard and Bill-Diesel Clerk	Winnemucca

### 20-YEAR PINS

Michael Bapatsicos	Chief Clerk-Misc. Accounts	San Francisco
Cyril A. Bates	Assistant T&E Timekeeper	Sacramento
William E. Brown	Yard and Bill-Diesel Clerk	Winnemucca
Kenneth M. Carlson	Relief Clerk #8	Sacramento
William H. Clouette	Switchman	Division
Joseph H. Conley	Head Claim Clerk	Sacramento
Henry L. Davis	Carman	Sacramento
Mary E. Doll	Sales and Service Clerk-Marketing	San Francisco
William Gault	Roundhouse Foreman	Oakland
Mason P. Gordon, Jr.	Crew Dispatcher-Dining Car Dept.	Oakland
Shirley M. Guidotti	Freight Claim Investigator	San Francisco
Levie Lollis	Section Gang Laborer	Division
Lincoln R. Remy	Warehouse Foreman	Stockton
Evelyn Richardson	Personnel-Stenographer Clerk	Sacramento Store
Thurston G. Rutherford	Assistant Engineer	Elko
Willie Smith	Laborer	Oakland
Manual V. Sousa	Baggageman-Janitor	Sacramento
Edith V. Sutter	Switching Clerk	Oakland
Alden D. Thomas	Conductor	Division

### 15-YEAR PINS

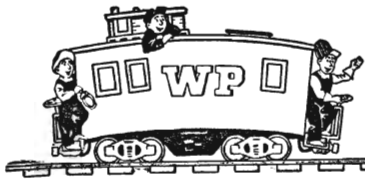
Cleatus C. Baugher	Switchman	Division
Max A. Empie	Switchman	Division
W. F. Flammang	Welder	Division
Clinton F. Keaton	Switchman	Division
Joseph P. Lapinas	B&B Helper	Division
Charles W. Lawrence	Switchman	Division
Lino Matteoni	Switchman	Division
Cleofes P. Salazar	Laborer	Division
F. L. Smith	Dozer Operator	Division
John T. Switzer	Switchman	Division
Oscar A. Ulrich	Off Track Crane Operator	Sacramento Store
Billy G. Whitenton	Electrician	Portola
Mary Wilcox	Secretary to Manager Accounting	San Francisco
Robert A. Woody	Lift Truck Operator	Division

### 10-YEAR PINS

W. A. Adair	Switchman	Division
Arthur J. Bugni	Assistant Industrial Agent	San Francisco
F. J. Crandall	Brakeman	Division
Jack C. Dorothy	Typist-Clerk—Accounting	San Francisco
K. K. Jones	Switchman	Division
Bobby D. McElhane	Machinist	Oroville
J. O. Perrigo	Switchman	Division
Leonard V. Pulley	Machinist	Oroville
W. F. Schober	Dispatcher	Sacramento
Ernest E. Shields	Laborer	Oroville
Charles Sullivan	Laborer	Division
Mrs. B. Wood	Telegrapher	Oroville

Careful driving will help to avoid the mourning after.

Too many parents tie up their dogs and let their 16-year-olds run loose.



# Caboosing

## STOCKTON

Elaine Obenshain

Section Laborer SAM RICHICHI retired on August 30 with 33 years and 5 months of service, all at Stockton. He came to WP on April 5, 1933 and worked Section 12 (Stockton yard) and Section 13 (Flora Street). Sam and Mrs. Richichi have two children and four grandchildren, all living in Stockton. He plans to spend his retirement working in his yard and taking daily walks.

TIBURCIO GONZALEZ, also section laborer, retired on August 30 with 18 years and 4 months of service. He came to WP on April 1, 1948.

We wish for Sam and Tiburcio many happy years of retirement.

Clerk PAUL E. RICKETTS has been inducted into the U.S. Army and reported to Ford Ord on October 12.

Our deepest sympathy to the family of retired Tidewater Southern Conductor HARRY STUMBAUGH who died on August 23, and to Water Service Maintainer WENDELL EARLY whose mother died on August 25. Also, to the families of Engineer JOHN P. HAMILTON, brother of Yardmaster L. E. HAMILTON, and Engineer ROBERT L. GRUBBS, brother of Engineer JACK GRUBBS, whose sudden and unexpected deaths have saddened all who knew them.

Telegrapher CAROLE KING and Engineer E. E. KIBBLER have been ill and we hope their recoveries will be rapid.

Retired Clerk LOYAL A. POTTER paid us a visit recently and appears to be thoroughly enjoying his retirement. He is living in Yuba City.

Another visitor was retired Clerk JOHN WOOD who has recently moved to Soquel with his family.

Crew Clerk MIRIAM L. GRUDE and Conductor JOHN M. WEBB were married in St. Paul's Methodist Church in Reno on June 25. They were attended by Conductor and Mrs. J. C. GRAY and Conductor H. D. WOLF. On their honeymoon they drove to Alaska via the



Conductor John Webb and bride, front, pose for wedding picture with Conductor and Mrs. John Gray and Conductor Homer Wolf. Mrs. Wolf, unfortunately ill, could not attend the wedding.

MILEPOSTS

Alcan Highway in their new self-contained camper-pickup, then took the ferry down coast to Prince Rupert, B.C. They had many interesting experiences, the most harrowing being when the camper turned over on its side. Luckily, neither Miriam or John were injured and the camper suffered only minor damage which did not delay their trip.

Janet Lee Whittaker, daughter of Mr. and Mrs. James Whittaker, and DENNIS MICHAEL CUTTER, son of Switchman (SUNA General Chairman) and Mrs. THOMAS M. CUTER, were married on September 11 in the First Christian Church, Stockton. A reception was held in the church social hall. The wedding date fell on the 21st birthday of the bride and her identical twin sister, Joan Lynne, who was maid of honor. The Misses Joan Ramage, and Deborah Cutter, the bridegroom's sister, were bridesmaids. On the podium was the family Bible dating back



Mr. and Mrs. Dennis M. Cutter

to 1787, belonging to the bride's grandfather. Following a wedding trip along the coast to Southern California the newlyweds returned to a home in Sacramento where both are seniors at Sacramento State College. The new Mrs. Cutter is majoring in education and Dennis is majoring in business. Dennis was employed as a fireman and a brakeman by WP for the last three summers.

Conductor and Mrs. J. A. VRISMO are the proud parents of Mark Henry, born August 3. They have three other sons, Jack, Steve and Jeffrey.

Brakeman and Mrs. R. L. SHANKEL recently became parents of a third son, Kevin, whose brothers are Mike and Jimmie. Conductor and Mrs. J. M. KILGOUR are their grandparents.

## SAN JOSE-MILPITAS

Phil Hazlett, Lee Marshall

A happy homecoming to BOB MEAD, yard clerk, who has been away for a year and returned on September 28. We're glad to have you back with us again, Bob!

CHRIS HAZLETT, furloughed clerk, has reported to Fort Polk, La. for basic training. Chris enlisted and all of the San Jose forces are proud of him and wish him well during his absence with the hopes that he will soon be back with us again.

## WINNEMUCCA

Hank Mentaberry

Yard Clerk and Mrs. ROBERT L. DAVIS announced the arrival at Elko General Hospital on September 17 of a daughter, Donna Lynn. She arrived at 4:22 p.m. and weighed in at 4 lbs. 11 oz. Congratulations!

Agent CARL GRAUVOGEL took a trip to

SEPTEMBER-OCTOBER, 1966

31

Alaska on his vacation, about which he gives the following report. "If anyone wishes to visit Alaska for the scenery I suggest that they do so either late in June or July as the rainy season begins by the first week in August which will dampen your spirits as well as your trip. My son, Dean, and I found this out when we flew from Reno to Kenai, Alaska where we met my son, Carl, working for the Fish and Wild Life Commission. The country is mountainous and a good deal forested, but the rugged beauty should appeal to most anyone. We enjoyed a canoe trip of about 25 to 30 miles covering eight fairly good sized lakes and eight portages. The last one took us into the Swanson River and from there is was 19 map miles to the camp ground terminus of our canoe trip, which normally takes a week but we made in three days. We then drove 450 miles to Fairbanks and on to Valdez where we did some salmon fishing and bear hunting. The official bear season did not open until September 1 but my son's permit allowed him to kill 20 bear. Because of poor flying weather we drove 305 miles to Anchorage and returned home from Seattle by bus as we were unable to make plane reservations due to the heavy passenger travel at the time. We saw a lot of country. One last word of wisdom. Take plenty of money as things are EXPENSIVE!"

## SACRAMENTO

MEL E. GRAHAM, newly appointed trainmaster at Sacramento, reports the retirement of T. G. MORAN, head demurrage clerk, on October 3. Following his release from the Army in April 1918, he worked until November, 1941 for various railroads in and around



T. G. Moran retires—enters business

Omaha as a clerk and as a switchman. He came to WP in 1942 and until 1946 was a yardmaster at the Stockton ordnance depot. Since May 1946 until his retirement he held various clerical jobs for the railroad. Mel adds that he was an outstanding employee during all his service with WP and the hopes are that he will be most successful in his plans to begin a second-hand store in Sacramento. We all wish him well!

## WENDOVER-SALT LAKE CITY

Esther Witt, J. B. Price

Cashier PRESTON A. NUFFER has been sustained as the new Bishop for the Wendover Ward of the Church of Latter Day Saints.

The home of retired Water Service Maintainer and Mrs. VARIAN ANDERSON was again saddened by the death of "Chunky's" sister, Mrs. Winifred Bishop in a Salt Lake hospital on August

29. We extend our sincere sympathy.

Switchman and Mrs. LOREN D. NELMS announced the marriage of their son, James E. "Skipper" Boyd to Miss Rose Warr, daughter of Mrs. Sophia Zamora of Ely, Nevada in the First Methodist Church on August 20. Following the ceremony the young couple was honored at a reception in the church. Their short honeymoon was spent in Idaho as "Skipper" had to return to San Diego where he is stationed aboard the USS Richard B. Anderson. He returned to Wendover over the Labor Day weekend to pick up his bride and will make their home in California.

For the first time a complete high school program was initiated in Wendover this Fall. A new school was build at a cost of \$205,000 which will provide education and keep the students at home who have formerly had to go to Wells, Grantsville, Tooele and Salt Lake.

Ten years ago Mrs. Lorraine Janiero (nee Worthy) left Wendover with her family to make a new home in Hayward, Calif. after the death of the husband and father, Switchman HERBERT D. WORTHY. We were therefore happy to see Lorraine and find that the years have treated her kindly. Just a week later, her son, Billy, his wife Marie and son, David, stopped by to catch up on all the changes that have taken place on the railroad. Billy was a former yard clerk here. We hope they will make a return visit before too long.

Retired Engineer TOMMY PARKER was another welcome visitor as he stopped by for a hurried "hello."

Retired Master Mechanic WILLIAM PARRY spent a day here noting the improvements and visiting with the

"rails." Bill has traveled extensively since his retirement and has enjoyed every minute.

Though we wish it wasn't so, it is; so there is nothing more we can do but say farewell and good luck to Assistant Division Engineer L. E. LELEVICH who was transferred from Elko to Sacramento. He will be missed by one and all.

Spotting Gang Foreman and Mrs. JOSEPH P. MOUDY have returned from a wonderful vacation spent in the Northwest visiting friends and children.

Yard Clerk and Mrs. DANIEL F. MATTHEWS have purchased a home here, and Yard Clerk and Mrs. DAVID W. SHELTON and family are building one having purchased property formerly owned by retired Engineer HEBER J. JONES.

## KEDDIE

Elsie Hagen

Richard Thomas, son of Conductor and Mrs. ALDEN THOMAS, received his honorable discharge from the Marine Corps and is now home. While he has no definite plans as yet, he is much interested in a baseball career and we wish him the best of luck.

Our deepest sympathy goes to the families of retired Conductor JAMES H. FOX who died on August 6; Engineer LLOYD WHISLER; and retired Road Foreman of Engines ROBERT McILVEEN. The loss of these loved ones has been very sad.

Jane (Hanley) Chase and her husband and two children, now residents of New York where Mr. Chase is attending school, were visitors for about two weeks at the home of Jane's parents, Agent and Mrs. PETER HANLEY,

and also visited with her husband's family at Lake Almanor.

We also enjoyed visits with Mr. and Mrs. CLYDE "WHITEY" FISHER from Oroville and Mr. and Mrs. LAUREL FISHER from Sacramento who stopped here during their vacation.

We were all shocked to learn of the death of Mrs. Tom Berry, wife of the late Operator THOMAS BERRY, who lived in Keddie for a number of years before moving to Oroville, and our deepest sympathy goes to her family.

ALTHEA EVANS and her niece from Stockton stopped off in Keddie and Quincy to visit with friends. Althea is now a clerk for WP and had not been in this area for over ten years. We enjoyed her visit very much.

A retirement party was held at the Patio in Quincy for Engineer RALPH E. LUZZADDER, attended by more than 80 of his friends. Ralph was presented with a miniature engine mounted on a board which included a tape recording of his last trip to Bieber from the roundhouse crew and the men he had worked with, and he also received a spotting scope for use on hunting trips. He also received from his sister-in-law, a beautiful oil painting she had done and an enlarged picture of the first steam engine on which he had worked.

Ralph closed out a 30-year career and a book of 215 years of family rail-roading history, he being the last of the family of railroad men. It began with his grandfather, Levi Stokes in 1894 and included his father, Walter and his two older brothers. Ralph first worked guiding mountain steam engines up the twisting grade of the Inlian Valley Railroad between Paxton and Engle Mine for ten years. He came



Ralph Luzzadder signs the Federal rest register for last time, witnessed by his wife, Ada. Photo courtesy Engineer James E. Boynton.

to WP in 1936 and worked between Stockton and Salt Lake City for the first 20 years and since then on the 113-mile Inside Gateway Route between Keddie and Bieber. Ralph and his wife plan to remodel their two-story home at Indian Falls, work in their small fruit orchard, fish and travel. They have our very best wishes for many happy years in retirement!

## OROVILLE

Helen R. Small

Best wishes to Switchman W. W. NICHOLS who worked his last day on September 2 to retire after 25 years of service.

MIKE E. OWENS, laborer at the roundhouse, and son of Pipefitter and Mrs. NORMAN OWENS, is stationed at Camp Lejeune, North Carolina, await-

ing his Marine Corps overseas orders.

Electrician Helper JOE ASTOBISA and Machinist GILFORD RICE have been ill and we hope they will soon be fully recovered.

Carman T. E. CLIFTON left October 9 in a new car with his wife and daughter to visit their son and brother in New Jersey.

Retired Carman TOM KOCOTIS, age 78, died on September 1. Tom was a native of Greece and is survived by his wife, Janey, and two sons.

Retired Machinist Helper WILLIAM DUNN passed away at Oroville and was buried on September 3. He is survived by his widow and two sons.

Switchman CECIL M. CRAWFORD was stricken with a heart attack in April and passed away at Oroville on September 7. He leaves his widow, Jean, and four children. Burial was in Memorial Park Cemetery.

Work is going on to complete a new nine-hole addition to the Table Mountain Golf Course. It is expected to be ready for play next Spring.

Firefighters numbering nearly a thousand battled a canyon blaze for four days in September. Over 7,500 acres of brush and scrub timber were burned in the Bidwell Bar and Bald Rock areas.

We were all saddened by the unfortunate death of Engineer ROBERT L. GRUBBS on September 19. Bob was driving a pickup truck and wandered off the road on a curve, went into a ditch and struck a concrete culvert. He was ejected and was found about six feet from the wrecked vehicle. He was on layover awaiting a westbound *California Zephyr* to take to Oakland. He is survived by his widow, Ruth, of Concord, Calif., two sisters, a daughter and his mother.

## CHICAGO

Don J. Landgraf

Everyone in our office, and his many, many Chicago friends, were saddened to learn of the death of ART LUND, our retired regional sales manager, on August 25. Art retired on June 30, 1962 after 33 years with Western Pacific, spent at Oakland, San Francisco, Spokane and Seattle before coming to Chicago in 1950. Our deepest sympathy goes to his wife, Ina, and daughter, Lois Jeffords and her children.

Our genial Sales Manager GEORGE K. WENIG has received a citation—not for law breaking but from a grateful *California Zephyr* passenger named Mrs. Gallagher. The hand-printed and framed citation read:

"For personal service above and beyond the call of duty in retrieving from the wilds of Union Station, Chicago, and returning to the Gallagher family the following irreplaceable treasures . . . one genuine California deerskull, one set of Chinese Christmas lights, one Mexican paper mache monster, and seven paper lanterns of the Kai Chek Dynasty.

"Mr. Wenig has won our deep gratitude to himself and our respect for the Western Pacific, where personal service makes the difference." The Citation was "authorized" by Francis X. Gallagher, commander-in-chief, and "signed" by Mrs. F. Gallagher, Mike, Kate and Tom Gallagher.

George proved himself to be a sleuth by tracking down the treasures which he, in his inimitable casualness, said: "Aw, 'twas nothing . . . just another WP service and I thank Mrs. Gallagher for taking the time to say thank you." That's our George!



A new face in the Chicago office . . . that of KATHERINE BURKE, a graduate of Fox Business College, is handling the piggyback equipment assignment and doing a fine job. Katherine enjoys swimming and golfing. Her friends call her Kathy, but she decided it would be less confusing to all if we called her Katherine as we already have one KATHY—MARLAS—who handles special equipment.

Thanks to KEVIN JANIAK, export department, and FLORENCE DUDLEY, export department, for the details on George's sleuthing!

All Chicago awaits with great expectations the five story Pablo Picasso sculpture to be erected by next Spring at the new Civic Center. A model of the sculpture is on display at Chicago's Art Institute.

## SACRAMENTO STORE

Al Dabbs

PAUL ENSELE, store helper, enlisted in the Army on July 20 and is now stationed at Fort Lewis, Wash. Best of luck to you, Paul, and we will be looking forward to your return to WP—soon, we hope.

DICK FOREMAN, former store helper at the oil house, paid a brief visit to the Store last week. Dick is now in the Army and is leaving Fort Ord for further training in Louisiana. Best wishes to you, Dick, and a speedy return is hoped for.

STILWELL, stock control clerk, ed at Lake Tahoe and while relaxing, "CHUCK" BACKMAN over Bruce's duties.

Another "pinch-hitter" during vacation time was ELAINE ROUSE, who took over duties for Personnel-Steno Clerk EVELYN RICHARDSON while Evelyn en-

joyed a vagabond type of vacation just resting and relaxing away from home at no place in particular.

GENE LAGOMARSINO, store records clerk, spent part of a brief vacation taking his daughter, Dianne, to the State Fair. While Gene enjoyed the Fair he said the best part was watching his daughter having a ball on the Midway rides, enjoying snacks, etc.

The family of HENRY J. MADISON, manager of stores, had a wonderful time at Disneyland, including Mrs. Madison, sons JAMES and DALE who are store employees, and daughter, Carol. Not so for father, however, who stayed home and on the job.

## ELKO

Henry Wallock

The west end of the dispatcher's office is somewhat darkened and quiet since the moving of the equipment to Sacramento, and we miss them. Since they left, Freight Agent DOBBIE DORE and Cashier FRANK OLDHAM moved their equipment into the old chief dispatcher's office from the freight house for more convenience.

Diesel Foreman FRANK COLEMAN has two sons in college this year—Bill, a sophomore at the University of Utah, and Clint, a freshman at Colorado State.

It was good to see Engineer CLYDE E. HART, now located at Portola, when he stopped by for a visit.

JAMES C. NICOLSON, retired WP fireman, and one of the 14 most decorated soldiers of the British Army during World War I, died in a Carson City hospital on August 5 at the age of 72. A native of Glasgow, Scotland, he served in the Scottish Cavalry of the

British Army. He came to the United States in 1921 and became a conductor on the Missouri Pacific Railroad, later moved to Elko and retired in 1961. He was a member of numerous Masonic orders. Survivors include a son, James E. of Carson City; a sister, Miss Inna Nicolson of Scotland; and a granddaughter, Leslie Nicolson of Carson City.

RALPH E. McELROY, a resident of Elko for many years during his 45-year career with Western Pacific, died at his home in Castro Valley, Calif. on October 4 at the age of 77. He served as freight and passenger agent in numerous stations between Salt Lake City and San Francisco. He is survived by his wife, Gladys, daughter, Mrs. Billye Howell, and a brother, J. F. McElroy.

## PORTOLA

Our congratulations and best wishes are extended to Brakeman D. W. OLSEN and Helen Arevalo who were married in the Holy Family Catholic Church in Portola on July 30. The new Mrs. Olsen is the niece of Assistant Superintendent JOHN LUSAR, Sacramento.

The Portola "Railees," consisting of Fran Isaac, Dorothy Servia, Babe Hurd, Agnes Gervais, and Glad Langan, all wives of WP conductors, won third place in the Twilighters Summer Bowling League. Conductor LOYD HURD bowled a 298 game during the summer season for which he received a beautiful trophy. Too bad those other two pins didn't fall, Loyd!

Portola residents are very, very proud of their Little Leaguers. In the accompanying picture are Mark Ward, son of Conductor D. L. WARD, Rick



Members of the Portola-Loyalton-Sierraville All-Star team included Mark Ward, Rick Bass, Jeff Siler shown with Manager Bob Pruitt.

BASS, son of Switchman J. F. BASS, and Jeff Siler, son of Conductor H. A. SILER, and Conductor ROBERT L. PRUITT, manager. The Portola-Loyalton-Sierraville Little League All-Star team, of which Mark, Rick, and Jeff were members, lost to Susanville in the final game for the District Championship. Portola had an outstanding team in 1966, and much credit can be given to Manager Bob Pruitt and Harley Siler, official scorer.

WILLIAM H. WISE, 63, engineered the *California Zephyr* from Portola to Oroville on his last run on September 17. He retired with a 46½-year career with Western Pacific. Bill, born in Salt Lake City, joined WP on May 5, 1920 as an apprentice boilermaker. He became a fireman in 1921 and was pro-

moted to engineer in 1928. He, and his wife, Ruth, plan to visit Europe and the Scandinavian countries, a continuation of a trip they made in 1962. He intends to work in his garden and take hunting and fishing trips in his Model A auto after returning home.

## SAN FRANCISCO

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

V. LEE CLASSEN, head clerk in the miscellaneous accounts bureau, retired on October 31 after a service of 42 years and two months. Lee first worked for four and one-half years as a clerk for Southern Pacific, beginning in August, 1918. His entire career with Western Pacific, since August 28, 1924, has been in the auditor of revenues department. When Lee came to WP the department, then known as the auditor of freight and passenger accounts, was located at 8th and Brannan streets in San Francisco. His boss, N. A. SCHOEPLIN, is the only remaining person from that office still to retire. Lee, a bachelor, lives in Berkeley. He is a member of Fairmount Lodge #435, F.&A.M., San Francisco, and a patron of Prudence Chapter #484, Order of Eastern Star. He has no immediate plans for the future other than an annual trip east during the Christmas holidays, reading, and additional traveling when an inclination to do so occurs.

RAY SANTIAGO, former treasurer department employee and more recently an accountant in the engineering department, was promoted to position as junior engineer with the department's field party effective September 1, 1966.

FRANK MCKINNON, chief clerk for the signal department for several

years, succeeded Ray Santiago as accountant in the engineering department.

ARCH FRANTZ, manager of TOFC dispatch, and his wife, the former Marion Andreas, announced the arrival of Stephan Bennett Frantz on October 22. The 9 lb. 5 oz. boy is their first child. Arch and Marion were married at Stockton on November 28, 1964.

Two marketing division employees just returned from vacations in the Hawaiian Islands. MARY McCULLOUGH,



"Hawaii is just beautiful," said Mary.

stenographer-clerk sales and service, spent a week there accompanied by her mother and brother, MIKE, an employee in the accounting department. The other Island visitor was ALICE SLOAN, secretary, T.O.F.C. department, who enjoyed Aloha Week and a tour of the outer islands.

WALTER E. VANSKIKE, chief clerk-treasurer's office, entered the hospital on October 10 for a hernia operation. He returned to work part time in No-



Director of Passenger Sales Russell J. Cleland received his 30-year Service Pin in September from W. C. Brunberg, vice president-marketing.

vember and it is hoped that he will be fully recovered soon.

JAMES THAM, employee as a marketing division trainee since June 1, reported to Ft. Ord on October 24 for additional basic training as a reservist in the 91st Division, Transportation Company. While here Jim prepared and had published the first of a series of self-development training booklets for marketing division employees. A newlywed, Jim and the former Marilyn Ciolino of San Francisco were married in Holy Names Church, San Francisco, on September 24.



## OAKLAND

John V. Leland

Relief Roundhouse Foreman "SCOTTY" W. GAULT returned to duty October 23 having been off due to injury since July, 1965; Roundhouse

Foreman C. J. CONLEY is back at work from a two weeks' illness; and Yard Clerk JOE F. ROBERTS, ill for a long time, would like to hear from more of his friends at 2563 Wallace Street, Oakland (phone 536-6364).

We'll miss Agent BARNEY O'KEEFE, now agent at San Francisco, and Trainmaster JIM BRENNAN, now transportation analyst, information system, general office, and welcome their replacements, Agent RAY SMALLEY and Assistant Trainmaster R. L. MEYER.

Retired Oakland Clerk JEAN McHARDY reports the death of ISABELLA MACLEOD, about 80. Isabella was in the signal department and later worked in our trainmaster's office before retiring many years ago.

Congratulations to Assistant Agent and Mrs. RAY SMALLEY on the arrival of their second set of twins, Deanna Sue and Daniel Steven. They also have identical 11-year-old twins, Rose Marie and Rosa Lea, and five other children, Renee, 3, Nancy Jane, 6½, Mark Alan, 10, Penny, 13, and Ronald, 14.

IRMA PIVER reports that Car Foreman BOB BRADLEY's dad, W. J. BRADLEY, who retired at Elko about 13 years ago as car foreman, is now at the age of 78, chief of police in Idalou, Texas. Bob and his wife recently visited Bob's parents in their lovely home. Bob presently is relieving D. "SCOTTY" LAIRD, absent because of illness and anxious to return to work.

Retired Car & Train Desk Clerk ORVEL HATFIELD has been a welcome visitor; looks good and appears to be enjoying life.

A good manager is a man who isn't worried about his own career but rather the careers of those who work for him. Take care of those who work for you and you'll float to greatness on their achievements.—H. S. M. Burns

## WESTERN PACIFIC MILEPOSTS

526 Mission Street  
San Francisco, Calif. 94105

Return Requested

Bulk Rate  
U. S. Postage  
**PAID**  
San Francisco, Calif.  
Permit No. 5371

MR. ALAN ASKE  
181 SO. LINCOLN ST.  
ROSEVILLE, CALIF. 95678

## RAILROAD LINES



Canadian National running tests for shipping fresh fish across country in special refrigerator cars to determine possible "profound effects on the fishing industry of the Maritimes."

\* \* \*

New York Central's new non-stop Super Van train from Chicago cuts full day off transit time to New York for West Coast and Midwest shippers using Flexi-Van and piggyback services.

\* \* \*

Santa Fe is operating 84-car unit train carrying 8,400 tons of coal from New Mexico to California using nine 2400-hp diesels.

\* \* \*

Norfolk & Western to build new \$7 million, 8.4-mile line through rugged Virginia mountain to better serve Buchanan County coal fields.

\* \* \*

Unit train operations were principal subject of discussions which kept 200 Railway Systems & Management men spellbound during meeting.

\* \* \*

Burlington expects its new \$1.2 million piggyback terminal in Cicero, Illinois, to rank among the outstanding rail-truck loading-unloading facilities in the country when completed by end of this year.

\* \* \*

TV star Jackie Gleason was named "rail traveler of the year" by the nation's passenger traffic officers at AAPTO 103rd meeting.