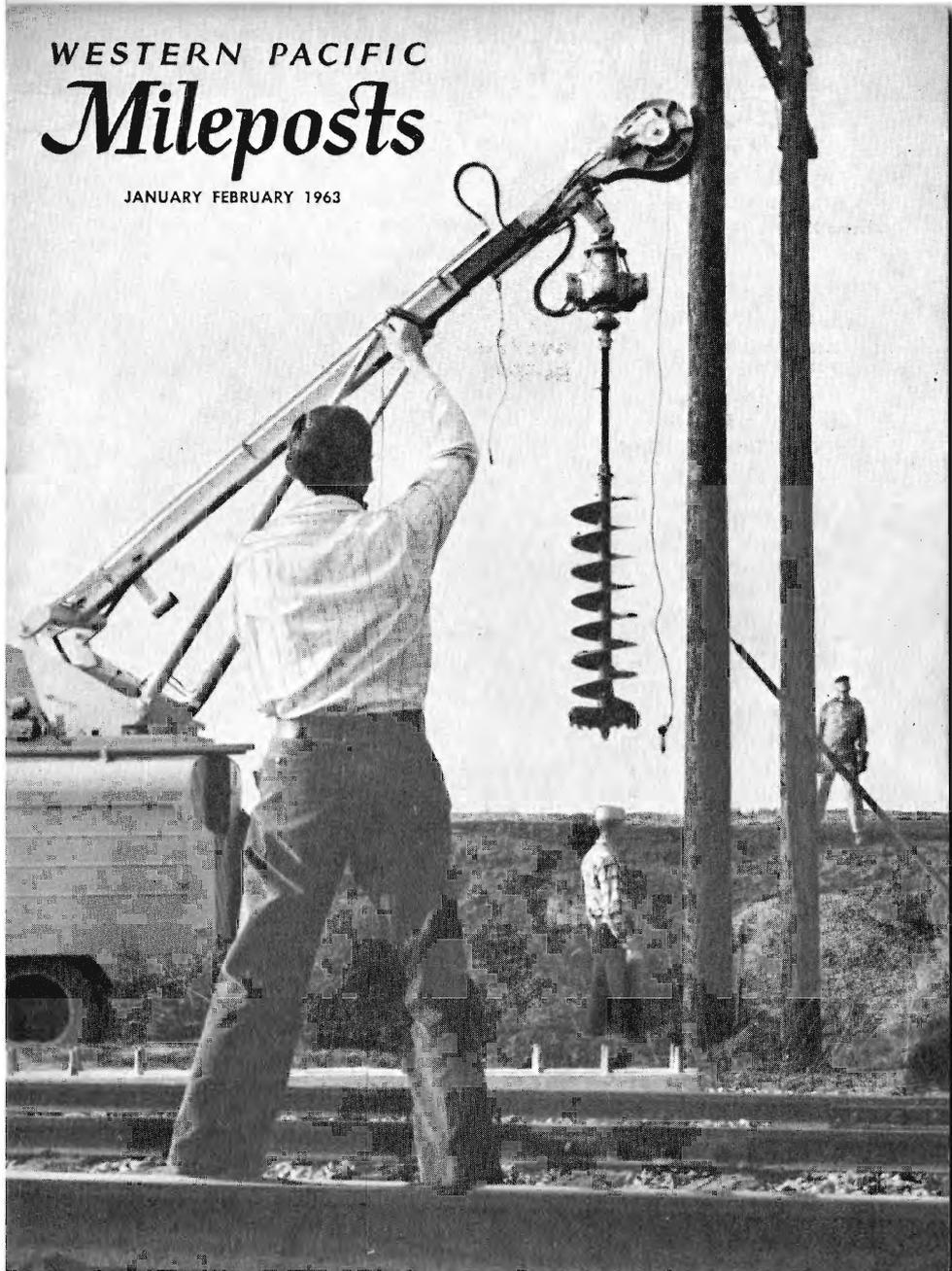


WESTERN PACIFIC
Mileposts

JANUARY FEBRUARY 1963



Mileposts

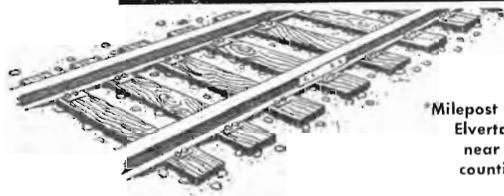
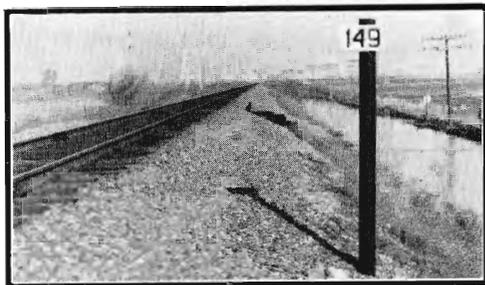
WESTERN PACIFIC

Volume XV, No. 1

JANUARY-FEBRUARY, 1963

*Milepost No. 149

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



Milepost No. 149: Between Elverta and Reigo roads, near Sacramento-Sutter counties' boundary line.

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The Crisis in U. S. Transportation

DAVID I. MACKIE

Chairman, Eastern Railroad Presidents Conference

To preserve our vital yet collapsing common-carrier system, says this railroad man, we need a truly national policy with just and equitable controls for all transport—air, highway, water and rail—impartially administered by a single agency.

TODAY we Americans spend roughly 100 billion dollars a year on transportation—half of it to move ourselves around the country, half to move our products. Transportation consumes about a dime of every dollar we spend on products; for example, you could knock roughly \$300 off the price of a \$3,000 car if, beginning with the hauling of the ore, there were no transportation charges. With the transportation industry so crucial to our economy, one of the most important questions we can ask about our economic health is: How is transportation doing?

The unanimous answer of the experts is: very badly.

Last April President Kennedy delivered a lengthy message to Congress devoted entirely to what he called "the pressing problems burdening our national transportation system." He de-



scribed these problems as "jeopardizing the progress and security on which we depend." Though his report is one of the bluntest and most clear-

sighted we have had, it is merely the latest in a long series of warning flags.

Four full years ago a subcommittee of the House of Representatives found the transportation system "a picture of obsolete equipment, 19th century economics and laws, and antiquated thinking—all detrimental to the economy and dangerous to the defense of the country."

In 1961 a special Senate study group warned that we are headed for a "major crisis in our transportation history."

In that same year, the Interstate Commerce Commission called for drastic action to "help arrest the plunge to disaster."

The basic trouble with our transportation system is that it is not a system at all. It is a collection of components thrown together helter-skelter and

(Continued on Page 4)

Reader's Digest, January, 1963, copyright 1962 by Reader's Digest Association, condensed from *Railway Age*. Reprinted with permission. Artwork added by MILEPOSTS.

The Crisis . . .

(Continued from Page 3)

competing with one another with little regard for the inherent economic efficiency of each, under a maze of different rules and different umpires.

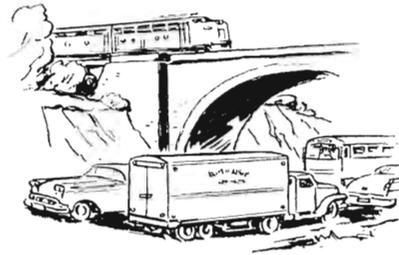
On a national level the Interstate Commerce Commission sets rates for and regulates the performance of all the railroads, some trucks and some barges and pipelines, sharing parts of this job with the 50 state public-service commissions. The Federal Power Commission regulates the pipelines not regulated by the ICC. The Civil Aeronautics Board and the Federal Aviation Agency split up the job of subsidizing and regulating the airlines. The Bureau of Public Roads oversees the highway-building program nationally, again sharing the job with the 50 state highway commissions.

The Federal Maritime Board subsidizes the oceangoing ships that compete with other methods of transportation on many of our rivers and via the St. Lawrence Seaway and Great Lakes as far inland as Duluth, Minn. Even the Post Office Department has an important effect on transportation through its granting of mail contracts to trucks, rails and airlines.

In all, a dozen federal agencies juggle bits of the responsibility for our transportation system among themselves and 100 state commissions. "A chaotic patchwork of inconsistent and often obsolete legislation and regulations" is how the President described it. Nowhere among the tens of thousands of public officials involved is there one person whose job is to look after the over-all efficiency of the system.

AS a result, the system is constantly clashing its gears. For instance, during a recent winter, the Hudson River froze over, creating an "emergency" demand for fuel oil and food in upriver communities. The Coast Guard spent several days organizing a convoy of tankers, and then assigned three ice-breakers to inch the ships upstream—even though throughout the "emergency" railroads were operating on both sides of the Hudson.

The multi-billion-dollar highway-building program is crisscrossing dozens of crowded metropolitan areas where the railroad commutation problem is worst. Yet the Bureau of Public



Roads, which supervises the building of the highways, and the ICC, which regulates the rails, have made no attempt to coordinate their thinking. The results can be ludicrous. For example, the highway program is now necessitating the building of bridges and underpasses on some of the 60,000 miles of railroad *that will probably be abandoned*—under the ICC—after the highways are finished.

In addition to letting too many government cooks stir the transportation broth, we have given each cook a different recipe to work with. No two agencies treat the branches of transportation under them in the same way,

In fact, they operate under two conflicting philosophies.

Some of them—the ICC is the prime example—simply regulate; they play the role of policeman to make sure that the industries operate in the public interest. Others, like the U. S. Army Corps of Engineers, promote industries by handing out subsidies indirectly in the construction and operation of facilities. Some agencies, like the Maritime Board and the CAB, mix the two roles. This results in competitive chaos.

For instance, since 1947 the government has spent 132 billion dollars building, operating and subsidizing



our waterways, airways, highways, airports and domestic airmail; and this year it will spend another 14 billion. Yet in this century the only money that the government has spent on the railroads and pipelines has been the administrative cost of regulating them.

Today the railroads pay all the costs of maintaining and operating their huge physical plant. Yet they must compete with trucks, buses, airlines and water carriers whose entire "track" and most of whose "stations" are built and maintained by the government. (These other branches pay so-called user charges on some facilities, but such charges are hardly in the

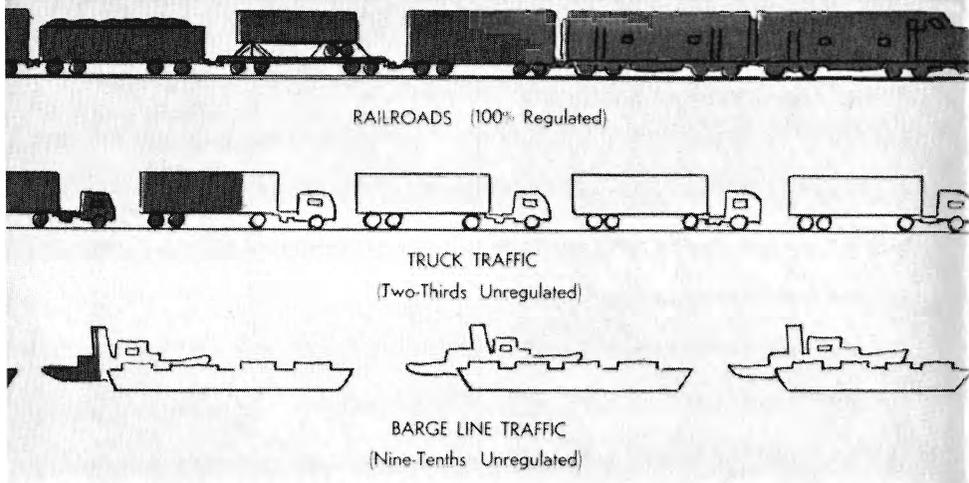
same league with full operating costs.)

The State of New York built and pays all maintenance costs on the Champlain Canal, a toll-free right-of-way for all comers. The canal parallels the Delaware & Hudson Railroad from Albany to Plattsburgh, where the Strategic Air Command operates a jet-bomber base. When the base was opened, the railroad anticipated a lucrative traffic in jet fuel. Today, however, the D&H hauls no fuel to Plattsburgh; the business has gone to the toll-free canal—despite the fact that the waterway is closed during winter, and that in war-time the railroad would be depended on to carry the fuel. In peacetime, the base can store enough to carry it through the winter and allow it to avoid the railroad's unsubsidized rates.

THE Army Engineers are in the process of improving the navigational facilities of the Arkansas River at an initial cost of 850 million dollars and an eventual maintenance-and-operation cost of ten million dollars a year. This is despite the fact that a recent Senate study found "no evidence that the Arkansas basin area has lacked, now lacks or in the foreseeable future might lack, adequate transportation services." The reason given by the study for the improvements is that the residents of the area "want to force down railroad rates." Even if these rates were the Army Engineers' responsibility, spending 850 million dollars would be an expensive way to bring them down. If they are indeed too high, the ICC could reduce them with the stroke of a pen.

The transportation laws themselves are in such bad shape that they alone

(Continued on Page 6)



Some transportation agencies benefit at the expense of others—
and the big loser is the general public.

The Crisis...

(Continued from Page 5)

would make a decent job almost impossible. The Interstate Commerce Act was passed in 1887 to curb the railroads' monopolistic excesses. Over the years, this law has been added to and subtracted from, but the original flavor of distrust of the railroads remains.

Over these same years, competitors—trucks, buses, pipelines, waterways, airlines—have been taking traffic away from the railroads. And, as these different methods of transportation became important nationally, laws were passed to pull them into the regulatory scheme. There was this basic difference, however: Congress felt more protective of them than angry with them. Consequently, the laws applying to these later entries are strongly flavored with benevolence.

The result is a mass of legal inconsistencies and contradictions, which permit huge sections of the transpor-

tation industry to operate free of regulation while competing with other sections that are under rigid government supervision. Two major examples of these inconsistencies that were cited by President Kennedy are the bulk-commodity exemption for water carriers and the agricultural-commodity exemption for trucks.

In the section covering water carriers, the following innocent language appears: "Nothing in this part shall apply to the transportation by a water carrier of commodities in bulk." Bulk commodities are those that are not individually packaged or counted, such as grain, coal or petroleum. Barges carrying not more than three of these exempt commodities need not follow the regulations covering common carriers. They can charge any rates they want.

But as soon as one of these commodities is transferred from a barge to a railroad car, the regulation snaps back into force. The railroads must

publish their rates; they must charge the same to all customers. And since bulk commodities add up to 94 per cent of the tonnage hauled on our waterways, the law regulating barges is so written that it applies to only six per cent of what they carry!

A similar exemption for trucks carrying agricultural products was intended to protect the farmer in the movement of his produce to his so-called "first market." But the wording was so loose that today trucks haul such items as poultry from the farm to the processing plant and thence into big-city markets totally free of government regulation.

HOW can railroads compete with the service described in the following advertisement from the Grand Forks, N. D., *Herald*: "POTATO SHIPPERS. We have trucks returning empty from Grand Forks to Chicago and the St. Louis area daily. SET YOUR OWN RATE."

The answer is: they cannot compete. The New Haven has lost almost all its fish traffic out of Boston—formerly 45 carloads a day—and its cranberry tonnage from Cape Cod. The Milwaukee's fresh-meat and packing house products haulage to Washington State went down 81 per cent between

1954 and 1956. Railroads now haul only one-tenth of all cattle and hogs to market, virtually no eggs; their fresh-fruit-and-vegetable traffic has been cut in half since the war.

These exemptions for barges and trucks are typical of many inequities in the law that penalize one form of transportation to the advantage of another. What are the effects on our economy?

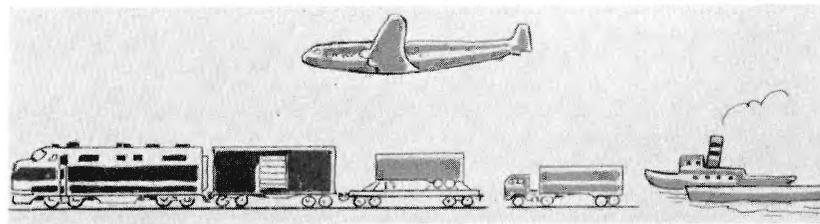
The first effect is to make it impossible to gauge the actual economic efficiency of any one method of transportation. "There is no doubt," says a Commerce Department study, "that, were all traffic distributed in accordance with the true comparative advantage of the several forms of transport, the annual freight bill would be reduced by several billion dollars."

The second effect is the gradual shriveling up of our common-carrier system. This is the real crux of the "major crisis in our transportation history." For common carriers are the basis of our economy. They are by law required to haul anything haulable, from any point of their system to any other point, for any shipper, at the same publicly announced and government-regulated rate for all customers.

Today the only true common car-

(Continued on Page 8)

Better service to the public would result if individual transportation companies were permitted to operate all modes of carriage.



The Crisis . . .

(Continued from Page 7)

riers—100 per cent regulated and unsubsidized—are the railroads. Nineteenths of our water carriers and two out of every three long-haul trucks on the road are exempt from all but safety regulations. And the railroads are declining rapidly. In 1930 they hauled 75 per cent of our intercity freight; last year they hauled 43 per cent. We face the bankruptcy of our railroads, and of our common-carrier system.

We can avoid this crisis, but we have to work fast. First, we must put transportation's legal framework in order. This means developing what President Kennedy called for in his message: ". . . a consistent and comprehensive framework of equal competitive opportunity." We must either remove such inequities and the bulk- and agricultural-commodity exemptions or



apply them equally to all forms of transportation. Second, we must coordinate the system by giving over-all responsibility for it to one agency. Some recommendations have favored a Cabinet-level Secretary of Transportation; others have favored gathering in the reins at a lower level. One way or another, we *must* pull the system together and give it unified direction.

If we don't, there is not the slightest doubt that it will soon begin to fall apart, piece by piece.

A Letter to Santa Claus

"DEAR SANTA (UNCLE SAM):

"My Christmas wish is for a train ride. And make it on a Pullman, still tops for comfort, relaxation, and scenery.

"And let there be less government discrimination—a quick cure for current railroad austerity. Let there also be a quick end to our present transportation policy that takes from railroads and gives to subsidized non-rail transport. Please grant to Congress the gumption to enact the President's inspired transportation message. It involves no massive appropriation of tax moneys. It proposes to revise the bu-

reaucratic chaos of transport regulation in the direction of fair play.

K. F. Schumacher
Sierra Madre, California"

The above letter was addressed by Mr. Schumacher to *Modern Railroads* magazine who ran it in their December 1962 issue.

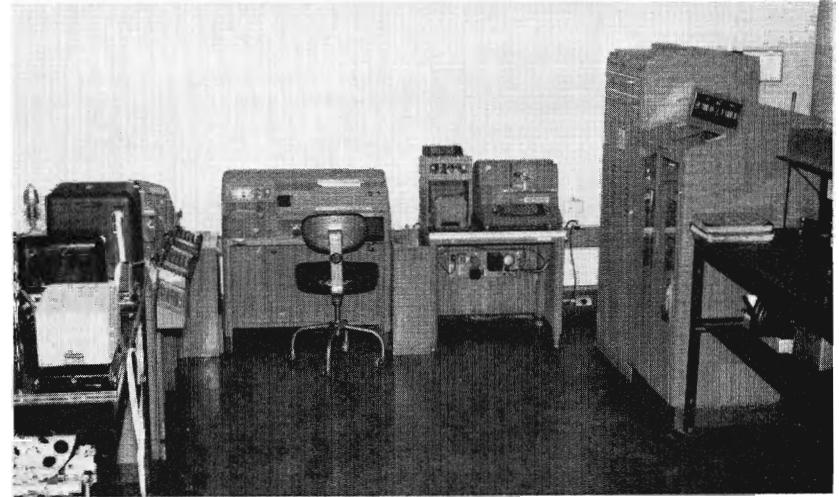
Isn't it hard to believe that this country was founded partly to avoid taxes?—*The Record*

* * *

It's no wonder newborn babies cry. They have no clothes, nothing to eat, and they owe the government about \$2,000.

* * *

Courtesy is contagious. Let's start an epidemic.



This bank of teletype machines in WP's communications center at San Francisco can send latest car information at speed of 6,000 words per hour to WP sales offices around the U.S.

Customers get quicker car movement information

Shippers and receivers all over the country who use Western Pacific routing are now getting quicker than ever before up-to-date information on the location of freight cars en route to destination.

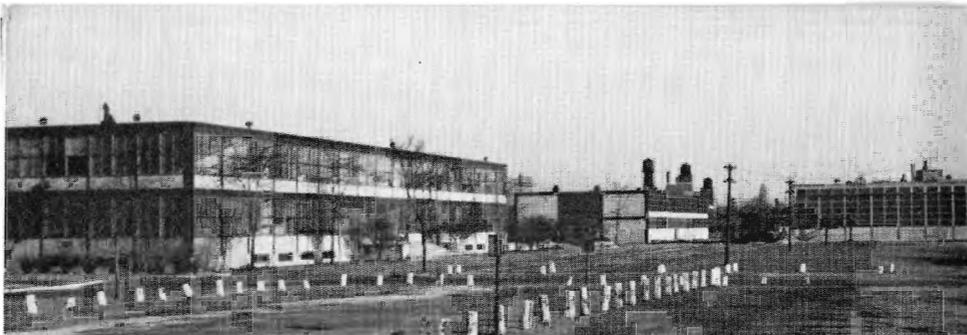
To give this improved service to its customers, Western Pacific recently installed in its communications department center at San Francisco, and 19 marketing offices throughout the country, a Western Union Plan-115 automatic teletype system.

The system consists of two circuits each operating at a speed of 6,000 words per hour. One circuit directly connects the marketing offices on the Pacific Coast. The other circuit directly con-

nects the marketing offices located in key cities extending as far as New York City.

The Plan-115, utilizing the most modern equipment, automatically controls the exchange of messages and freight car movement information between offices on each circuit. The equipment additionally stores and automatically forwards messages to be interchanged between the two circuits.

At scheduled times during regular office hours, freight car movement information is transmitted to all offices to up-date and supplement the manifest reports transmitted during the early morning hours.



The AAR's Research Center buildings at Chicago.

Research aids railroads' future

RESEARCH on subjects ranging from food preservation to hot boxes, and from weed control to use of glue in bolted joints, provide savings of \$110 million each year for travelers and shippers on American Railroads.

In its annual report released last December, the Research Center of the Association of American Railroads tells of such projects as one using nuclear devices to measure the moisture and density of soil to make sure it is compact enough to support railroad tracks and other structures.

In another project emphasizing the application of new technology to railroading, the AAR's Chicago center is doing food irradiation research in cooperation with the Army Quartermaster Corps. If this becomes an acceptable means of preserving foods, it would be possible to ship certain fruits and vegetables that are tree-ripened before being picked and loaded.

Peaches, for example, are picked and packaged before they are completely ripe so that in-transit time can be tolerated without over-softening. Irradiation could permit shipping the fruit completely ripe, using less re-

frigeration en route and providing longer shelf life. Similar work has been done on potatoes, which are irradiated so they may be kept in warmer atmospheres without developing sprouts at the "eyes."

Still another research project proved the value of using epoxy resin in the bolted joints connecting the 1440-foot lengths of a five-mile strip of continuous welded rail on a main passenger track in Chicago. Studies also are under way to develop an automatic system for brake inspection. The first possibility is the use of radioactive isotope to indicate when brakes are applied or released.

The Laboratory's Engineering Division, working with Northwestern University, has a bridge that leads nowhere! It's a half-scale model of a truss bridge that is being loaded to destruction to determine conditions under which a damaged bridge can be continued in service until repairs can be made.

Other studies are designed to provide greater cushioning of commodities to prevent damage in transit. Related work involves technical aid to the military in movement of critical materials and methods of handling unusual shipments encountered in modern rocketry and defense projects.

Another investigation, to determine the best design for railroad curves, is aimed at giving the passenger a more comfortable ride.

In addition to these stand-out projects, the Center conducts equally vital research on such basic subjects as maintenance of railroad ties, prevention of hot boxes, etc. As a result, it was announced this year that the average railroad freight car traveled a record 1,028,990 miles—equal to more than 41 times around the world—before having to be sidetracked for overheated bearings. The record, set last April, compared with 448,113 miles for each hot box in April, 1961.

OTHER benefits from railroad research include improved rail metallurgy, elimination of delays for passengers, and expedited service for shippers. Among the more fundamental end-results have been such developments as piggy-backing and three-level flatcars for carrying automobiles.

A total of 85 major projects dealing with road and equipment are now under way at the Research Center and

elsewhere in the industry. Although the railroads' research efforts are not restricted to the Chicago operation, it is the nerve-center for much of the railroad research going on throughout the country. Field testing is carried out over the 220,000 miles of U.S. railroad.

The function of all these technological changes is to keep the railroads in business in the future. Such changes do not come automatically—they spring from ideas. Therefore, the AAR opened the Center's first unit, the \$1 million Administration Building, in March, 1950. A metallurgy and chemical laboratory was added in 1952, a Mechanical Building in 1953, and Engineering Building in 1957, an annex to the Engineering Building in 1960, and a Science Building is planned.

The \$2.75 million investment in 76,000 square feet of facilities and equipment includes such unusual devices as one which measures the pore-size of oil filters. This equipment can measure openings as small as 2/100,000ths of an inch. There is a cobalt camera for making internal studies of steel up to six inches thick, nuclear equipment for determining internal decay in bridge piling and timbers, and isotope tracer equipment for determining the performance of lubricants.

Located on 4½ acres rented on the campus of the Illinois Institute of Technology, the Center is operated in cooperation with, but independent of, the school. Directing the Center and its 76 employees is William M. Keller, who has held the post of AAR Vice President-Research since January 1, 1958. Mr. Keller began his railroad career in 1919 as an apprentice in the Altoona Works of the Pennsylvania Railroad. He joined the AAR in 1952.

Engineers developing work on nuclear equipment to determine piling and timber decay.



Have pants—will travel

It is not uncommon that someone will report having lost "their shirt" on the railroad, but this is the first time I ever lost anything traveling by rail and it happened to be my pants; not the seat of them—the whole article!

I don't know where M. Frank Williams, chief baggage clerk, found them and I won't ask. They were very new, having been made by a tailor from a piece of cloth that was imported from England. Now I have a complete suit to wear again. The Pullman Company had just reported on their inability to produce the pants, when the mailman rang with a package Mr. Williams had sent containing the pants.

My deepest gratitude to Mr. Williams for sending my lost trousers to me so promptly.

C. W. Smith
14554 Grandmont Road
Detroit 27, Michigan

* * *

Retired agent writes

It was nice to hear from you again. I don't believe that I acknowledged your card and nice letter that was forwarded to us in Florida a year ago. I am ashamed that I should be so lax.

Since leaving Gerlach we have always spent the winters in either Florida or California. However, that means a lot of extra work and driving for Denora, as my eyesight is so bad I can't drive any more. I may take a trip to San Jose after the holidays to see my boys.

We have had one cold spell so far this winter, about 20 below, but it did not last long. The lakes are all frozen and ice fishing is a great sport here.



Dear Editor:

Personally, I don't care much for it, my feet got too cold.

I get MILEPOSTS regularly and enjoy reading it. It's about my only link with what's going on with the Western Pacific.

Ben Battles
Deerwood, Minnesota

* * *

Knute Johnson

Enclosed is an obituary notice from the December 8, 1962 edition of The Chattanooga Times telling of the death of Knute Johnson, 70, in the Veterans Hospital at Nashville, Tennessee.

Born in Sweden, Mr. Johnson came to Chattanooga to live seven years ago after retiring from Western Pacific as a crossing flagman.

A veteran of World War I, he was a member of the VFW, American Legion Post 61, Sacramento; Unit 3 of the railroad retirement organization, and Masonic Lodge 430.

He is survived by his wife, Mrs. Mabel D. McKelvey Johnson, Chattanooga; a brother, Sidney Johnson, and a nephew, Roger Johnson, both of San Francisco.

Please tell any of his friends who might inquire of his passing.

Mrs. Knute Johnson
707 Shady Drive
Chattanooga 11, Tennessee

Enjoyed working for WP

Many thanks for your nice letter of October 15; also for the MILEPOSTS and the very flattering writeup.

I enjoyed all of my work on the Western Pacific and consider it a privilege to have been with them.

Made some Christmas cards while watching it snow. My new lawn and 400 tulip bulbs are under six inches of snow!

Kindest regards to everyone.

Anna Belle Albrecht
1447 N. Hayes Street
Pocatello, Idaho

* * *

Zephyr staff excellent

I recently had the privilege of traveling on the *California Zephyr* and have talked about the excellent service ever since.

The entire personnel take a personal interest in your welfare and comfort.

Your Company can well be congratulated on having such a staff.

Elsie M. May
89 Chestnut Street
Albany 10, New York

* * *

Watches WP progress

Thank you so much for keeping me on your mailing list.

As a former employee and now a retired railroader, I enjoy very much keeping up with my former associates on the WP and the progress of your very fine organization through your very interesting MILEPOSTS.

Best New Year's wishes to you all.

Basil L. Cole
P. O. Box 142
Evanston, Wyoming

* * *

Mileposts aids speaker

It has been my privilege and pleasure a few times to read your Western Pacific MILEPOSTS.

I do some public speaking and your publication contains many timely subjects that would fit into my talks.

Would it be possible for me to have my name placed on your mailing list to receive this fine booklet?

James R. Gavin
419 West Washington Street
Bluffton, Indiana

MILEPOSTS is only too happy to aid Mr. Gavin with his talks!

* * *

School uses WP photos

Will you please send us copies of the photographs used in your interesting article "WP trains using new main line," in the November-December 1962 issue of MILEPOSTS.

The photographs are wanted for display at our railway mechanics school and other exhibits here in Mexico.

Best wishes for a very happy New Year to you!

Raul Jimenez
Master Mechanic
Calle de Galeana 150-2
Mexico 3, D. F.

John C. Baird retires... ..Donald L. Carman takes over

"Well, this is it," John C. Baird told his co-workers in the purchase and stores department as he pushed the chair under his desk for the last time on December 31. Then, following handshakes and goodbyes, John walked out the door of his office with a memory of more than 41 years of service with Sacramento Northern and Western Pacific railroads.

On January 1 he transferred his interests from his position as purchasing officer to the pursuit of his hobbies — sports, stamp collecting, and gardening, and to sharing pleasant years ahead with his wife, Vera, also a former employee of the railroad.

John was born on December 14, 1897, at Eureka, California. It was in that city that he first became a railroader in June 1916 when he joined the Northwestern Pacific. A little over six years later, he was working as clerk in the San Francisco-Sacramento Railroad's store department in Oakland, to begin his long career with this Company. John transferred to the purchasing department in June, 1924, and when that railroad was sold to the Sacramento Northern (a Western Pacific subsidiary) he transferred to Western Pacific's purchasing department at San Francisco in July, 1930.

During his years with the railroad John held many positions in the pur-

chasing department which concluded with position as purchasing officer to which he was assigned in April, 1959.

The Bairds, who live at 3124 Sylvan Avenue, Oakland, have a son, John Edward, who is presently teaching at Carleton College in Northfield, Minnesota.



Just as the railroad will miss his faithful and efficient service, his many friends will miss his friendly good nature and ready smile. The gals, too, will miss the lovely bouquets of flowers which frequently arrived on their desks fresh from the Baird garden. It was seldom, too, that John did not have a baby rose in the lapel of his coat, a characteristic that matched the personality behind this good friend to all.

"The legitimate object of government is to do for a community of people whatever they need to have done, but cannot do so well for themselves in their separate and individual capacities. In all that the people can individually do as well for themselves, the government ought not to interfere."—Abraham Lincoln

In fiscal 1963, an estimated \$10 billion will be spent by the Federal government for aid payments, including highway aid, to state and local governments, says Tax Foundation, Inc.

The Foundation notes that all Federal aid payments to state and local governments will amount to nearly \$186 per U.S. family this year.

TV ads now claim cigarettes are less irritating. Now how about working on their commercials!

Donald L. Carman, assistant to manager of purchases and stores since January 1, 1960, was appointed to the position of purchasing officer, effective January 1. He succeeds John C. Baird, who retired on December 31. His former position has been abolished.

Don's first railroad employment was with Western Pacific in 1942, as a roundhouse laborer at Stockton. He became a hostler's helper shortly thereafter and a machinist helper one and one-half years later. Don next worked as roundhouse clerk until 1952 before becoming assistant accountant at Sacramento Shops and in 1953 he was advanced to accountant.



On February 1, 1957 Carman was appointed records analyst in the office of president, and entered the purchase and stores department as material control supervisor in 1959, which succeeded his position as assistant to manager of purchases and stores.

Don is a native of Susanville, California, born December 14, 1922. He completed his high school education in Portola and on July 25, 1941 married the former Nevada DeVaney of Wells, Nevada.

Son Stephen, 20, is now completing his junior year at the University of California, majoring in mechanical engineering. Son Donald, 17 next May, is in his junior year at George Washington High School in San Francisco. He has taken over as the athlete of the

family, having played guard on the football team and first baseman on the varsity baseball team. He also played Winter League Baseball with a San Francisco team this past year.

Like father, like son, both boys were baseball devotees. Don organized and managed a baseball team in the Sacramento Little League in 1954 and both sons were team members. After winning the league that year, Stephen was a member of the all-star team which Don also managed in the regional tournament, but lost out in the second game.

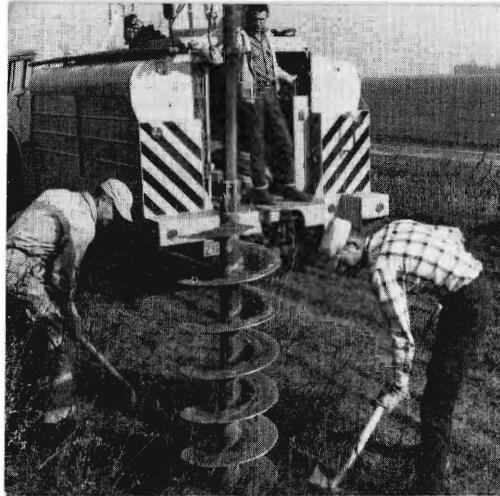
Don is a member of the Purchasing Agent Association of Northern California, Inc., an affiliate of the National Association of Purchasing Agents. He is also chairman of the Inventory Control Committee of the Far Western Regional Group for the AAR's Purchase and Stores Division.

During the past three or four years he has attended classes given by the A.M.A. in New York, an IBM week-long seminar, and three six-week courses sponsored by the Purchasing Agents Association taught by professors from Stanford, San Jose State and the University of California.

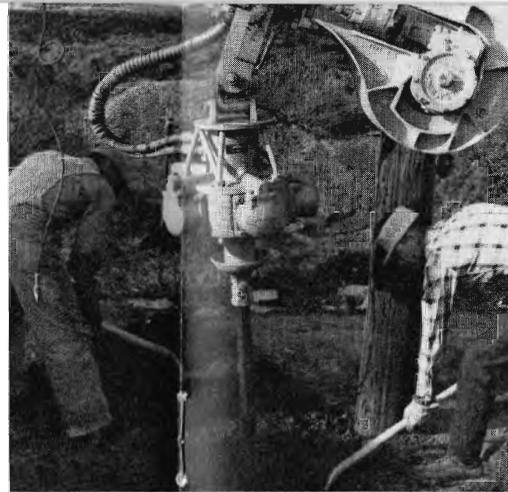
You gotta make calls!

"You may feel proud of yourself, young fellow," said a shipper to a railroad salesman. "I've refused to see seven railroad salesmen today."

"I know," replied the salesman, "I'm them."



Left: Pushing a control lever George Hurley starts the auger into the ground. Linemen Kelley and Madison shovel away removed dirt.



Right: More dirt is removed as auger nears total depth.



Above: Load of dirt removed from pole hole, on auger at left, will be used to fill second hole in which 8-foot-long anchor has been placed.

Below: Pushing another lever on the truck's control panel, Hurley puts the auger into a little rock 'n roll and twist, shaking loose load of dirt which will be tamped around anchor.

POLE LINE MOVE

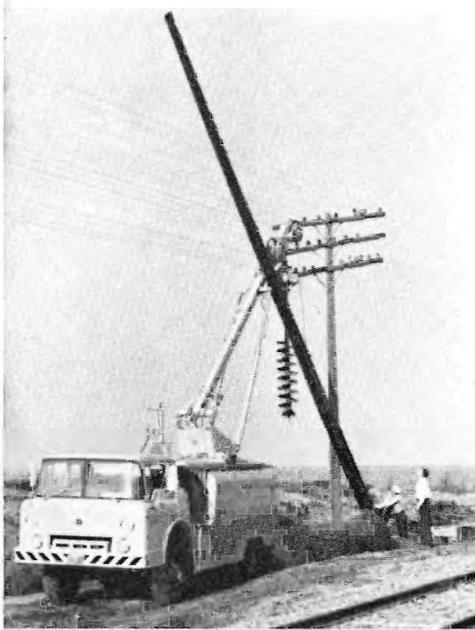
(More pictures and text on Pages 18 and 19)

Below: Communications crew on the job are left-right, Lineman-Truck Operator George Hurley; Linemen Richard Kelley and Stanley Madison; John Kendall, general supervisor of lines; and Robert Hernandez, maintainer, Stockton.



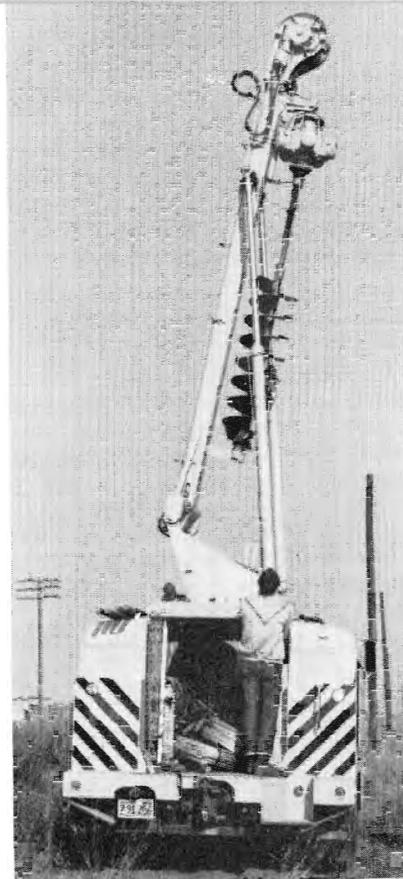
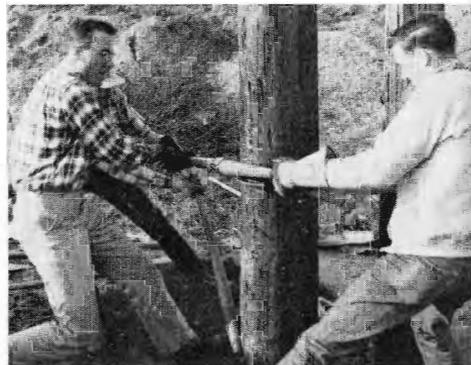


Left: With auger in traveling position, extended boom easily lifts 45-foot-long pole being guided by crew across tracks.



Left: Easing a long pole up through existing wires is a tricky job, requiring skill and careful handling by crew (not all visible), and truck, but job was completed without a hitch.

Below: After pole is in the hole it requires a few muscles to turn pole to proper position so cross arms carrying wires are properly aligned.



Above: Job completed, the truck is readied to travel. One control lever brought auger into position. Hurley works another lever to swing boom to place at front of truck.

Right: A final check of controls and truck is ready to move to new job.



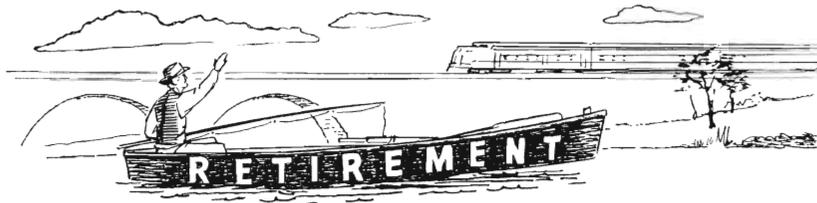
Truck well equipped

Just recently, when a shipper at Rhodes (near Tracy) wanted a pole line moved quickly, a WP communications department crew got the job done easily and without delay.

What made the job easy for the crew was an 8,700-lb. Ford chassis with Fabco 4-wheel drive, and a Standard body complete with boom, winch, auger and pole grabber controlled by levers on the rear of the truck.

With the six-foot stinger extended the derrick raises to 32 feet and is designed to handle 5,000 to 12,000 pounds, depending upon the position of the derrick. The winch holds 500 feet of 7/16" wire cable. The winch on the stinger holds 100 feet of cable and lifts and controls the position of the pole being set.

Two stabilizing hydraulic outrigger jacks enable the truck to work on un-level ground. The 23,000-lb. gross vehicle weight truck travels at highway speeds up to 45 miles per hour, and will do line work along the railroad's entire system.



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

James G. Albertson, locomotive engineer, Salt Lake City, 38 years 5 months.

Joseph R. Baxter, electrician, Oroville, 12 years 3 months.

Marshall W. Brown, assistant mechanical engineer, Sacramento, 40 years.

Peter Chapen, carman helper, Sacramento, 35 years 5 months.

James F. Chisholm, waiter, Oakland, 17 years 11 months.

Charles B. Christiansen, marine oiler, San Francisco, 40 years 4 months.

Fred Ellsworth, locomotive engineer, Eastern Division, 19 years, 3 months.

Grant H. Evans, passenger conductor, Oakland, 35 years 7 months.

Ernest F. Giersch, carload checker, San Francisco, 33 years 4 months.

Archie D. Legg, train dispatcher, Sacramento, 21 years 1 month.

Harry L. Lingo, Oakland Terminal locomotive engineer, 19 years 3 months.

William B. Maddex, Central California Traction conductor, Stockton, 24 years 3 months.

Harold E. Munger, locomotive engineer, Oroville, 19 years 11 months.

Robert W. Nuzman, extra gang fore-

man, Western Division, 30 years 7 months.

Manuel Olivera, section foreman, Fremont, 40 years 9 months.

Oakley F. Peteet, foreman, Eastern Division, 13 years 7 months.

Manuel Ramirez, track laborer, Sacramento, 15 years.

Matthew W. Ranson, Alameda Belt Line yardmaster, Alameda, 21 years 7 months.

Ray H. Scott, section foreman, Oroville, 39 years 7 months.

Dewey C. Staggs, brakeman, Oroville, 23 years 5 months.

John Taranto, carman, Stockton, 20 years 7 months.

Walter H. Warrell, division accountant, Sacramento, 25 years 5 months.

Irving C. Wilcox, wire chief, Elko, three years.

Frances F. Ziegler, assistant head export clerk, San Francisco, 19 years 10 months.

Zephyrettes on Northern Pacific

Western Pacific's two combination Budd cars (Zephyrettes) which made their last run over the railroad on October 2, 1960, are now in service on the Northern Pacific.

The cars were equipped with 54 reclining coach seats at NP's Como shop in St. Paul and are operating daily over NP's 480-mile Fargo, N.D. to Winnipeg, Manitoba branch line.



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:

Joseph J. Alheit, retired agent-telegrapher, October 11.

Robert F. Barrett, retired agent, December 2.

Irving M. Bramwell, retired Alameda Belt Line switchman, October 29.

Archie W. Ferguson, retired conductor, January 5.

Louis Grebenc, retired dispatcher, December 25.

Henry M. Harvin, retired architectural engineer, September 16.

Earl A. King, retired B&B helper, September 13.

Frank E. Leonard, retired Alameda Belt Line switchman, December 17.

George Makatos, retired track worker, August 27.

Edward W. Matthias, Sacramento Northern locomotive engineer, December 9.

Takejiro Mori, retired stationary engineer, October 25.

John W. Mulford, retired relief clerk, December 31.

Anthony B. Stemen, retired brakeman, November 6.

Raymond O. Swartfager, agent, December 6.

Elbert Talley, retired laborer, September 19.

Alfred L. Truckey, retired car inspector, January 5.

Clarence F. Van Dusen, retired Sacramento Northern locomotive engineer, December 21.

Hazel F. Wochos, retired chief PBX operator, December 21.

"Don't follow the crowd—take the train"

A recent issue of *Business Week* magazine told its readers that "train travel has become a new status symbol."

It also commented on the fact that train travelers can enjoy "the more leisurely pace—can have the same tonic effect as a sea voyage" and that "along the way you can see the country and eat and drink what you

choose." A wonderful way to relax.

The magazine stressed that even with the "leisurely pace" no real time is lost from business by scheduling departure times during evening hours and timing arrivals for shortly after the breakfast hour.

Solid comfort is also available on today's railroads, *Business Week* advised its readers.

MILEPOSTS



IN GOLD

MILEPOSTS congratulates the following railroaders who are eligible for Service Pin Awards during the months of January and February, 1963:

45-YEAR PIN		
Frank H. Grimes.....	Clerk.....	Sacramento Yard
40-YEAR PINS		
LeRoy Foster.....	Clerk.....	Oroville
Leo J. Gosney.....	Vice President-Comptroller.....	San Francisco
Ray H. Scott.....	Section & Extra Gang Foreman.....	Western Division
35-YEAR PINS		
Harold Clifford.....	Marine Engineer.....	Western Division
Joseph L. Giesser.....	Machinist.....	Oakland
Herbert H. Gillespie.....	Sheet Metal Worker.....	Sacramento
William D. Good.....	Roundhouse Foreman.....	Oakland
V. A. Nelson.....	Check Clerk.....	Sacramento Store
25-YEAR PINS		
Paul E. Descombes.....	Section Foreman.....	Western Division
A. C. Evans.....	Inspector of Transportation.....	San Francisco
Walter H. Snyder.....	Claim Inspector.....	San Francisco
20-YEAR PINS		
Peter E. Anderson.....	Clerk.....	Eastern Division
Henry Bitz.....	Sheet Metal Worker.....	Sacramento
George S. Coope.....	Switchman.....	Western Division
Sherman W. Cooper.....	Switchman.....	Western Division
Jack C. Dowling.....	Fireman.....	Eastern Division
Alvin F. Fowler.....	Carman.....	Oroville
Emmet W. Gilmore.....	Fireman.....	Western Division
Phillip B. Gomez.....	Hostler Helper.....	Stockton
Cora A. Hettnger.....	Laborer.....	Oroville
George Hall.....	Locomotive Engineer.....	Western Division
Elizabeth S. Helmick.....	Clerk.....	Western Division
Alma H. Jensen.....	Clerk.....	Western Division
Benjamin F. King.....	Fireman.....	Eastern Division
Charles W. Lawless.....	Switchman.....	Western Division
Robert C. Lemon.....	Locomotive Engineer.....	Western Division
James F. McNabb.....	Conductor.....	Western Division
Ernest E. Mueller.....	Personal Records Clerk.....	Elko
Milford E. Parker.....	Accounting/Clerk.....	San Francisco
Earle E. Pashby.....	Conductor.....	Eastern Division
Daniel Reule.....	Machinist.....	Sacramento
Alvin M. Shuman.....	Machinist.....	Stockton
William W. Smith.....	Roundhouse Foreman.....	Stockton
Henry W. Sprague.....	Conductor.....	Eastern Division
Daniel A. Tatomer.....	Conductor.....	Eastern Division
Lorenzo D. Wakefield.....	Locomotive Engineer.....	Eastern Division
Albert B. Wheat.....	Fireman.....	Eastern Division
Kenneth G. Williams.....	Clerk.....	Western Division

(Continued on Page 23)

Ultrasonic detector cars

A new company, headquartered in Chicago, has been formed to produce ultrasonic metal-testing equipment.

The first equipment to be built by the firm, Railroad Industrial Service Company, will be detector cars, according to President Robert A. Baer. He said the cars will probe the nation's railroad track with sound waves to find minute flaws hidden deep within the rail.

The detector cars, designated "high-rail" for their ability to travel on highways as well as rail, will be built on special chassis. They are said to be the first commercially available ultrasonic cars to use cathode-ray "memory tubes" to present flaw information. The tube's screen retains an image

long enough to permit careful analysis and interpretation of the information presented.

Patents and manufacturing rights for the ultrasonic cars have been acquired from inventor Ivan L. Joy, electronics engineer for the Santa Fe.

The Santa Fe, recognizing the need for detecting equipment of extreme accuracy and reliability, Baer said, pioneered in the development of the car. Railroad Industrial Service Company, a subsidiary of Chemetron Corporation with offices at 840 N. Michigan Avenue, "will refine the concept and make use of fully transistorized circuitry to achieve flaw-finding ability superior to any existing equipment," he said.

Mileposts in Gold... (Continued from Page 22)

15-YEAR PINS		
James E. Baker.....	Manager Sales-Special Equipment.....	San Francisco
Douglas J. Bruce.....	File Clerk, Freight Claims.....	San Francisco
Harold Dirks.....	Assistant to Estimating Engineer.....	San Francisco
Dave Eckhart.....	Carman.....	Oakland
Walter A. Elliott.....	Carman.....	Elko
Charles E. Elliott.....	Engineer of Track.....	San Francisco
James M. Ferrol.....	Chief Clerk, Interline Accounts.....	San Francisco
David K. Fulton.....	Electrician.....	Oakland
Kenneth L. Heineman.....	Signal Maintainer.....	Signal Department
Ray F. Hobbs.....	Roadmaster.....	Eastern Division
Thomas T. Keys.....	Lye Vat Attendant.....	Sacramento
Peter R. Lopez.....	Carman.....	Sacramento
Wilbert E. McCain.....	Carman.....	Oakland
Austin G. Sanders.....	Extra Gang Foreman.....	Western Division
Hartford W. Van Fleet.....	Switchman.....	Oakland
F. F. Zraggen.....	Interline Clerk.....	San Francisco
10-YEAR PINS		
G. M. Blackwell.....	Assistant Foreman.....	Western Division
Jack E. Campbell.....	General Supervisor MWS-Welding.....	Oakland
J. E. Esqueda.....	Laborer.....	Western Division
H. W. Higginbotham.....	Switchman.....	Stockton
L. N. Kaminsky.....	Sales Representative.....	Detroit, Michigan
Mrs. N. King.....	Accountant.....	San Francisco
L. M. Lawrence.....	Communications Maintainer.....	Sacramento
W. M. Reid.....	Clerk.....	San Jose
R. W. Smith.....	Switchman.....	Stockton
Velbert Spomer.....	Carman.....	Sacramento
Edgar G. Sutton.....	Motor Car Maintainer.....	Winnemucca
Marcel W. Womack.....	Machinist.....	Oroville



Editor's Note: MILEPOSTS has two new correspondents this month. Nadean E. Blakemore, secretary to Mechanical Engineer Bill Wolverton, succeeds Marcella Schultze for the Mechanical Department at Sacramento, and Loy E. Hibbs, special agent-claim agent, will write the Portola column formerly reported by Louise Vance. Nadean and Loy will appreciate receiving news from our railroaders at these two locations for publication in the magazine.

MECHANICAL DEPARTMENT

Nadean E. Blakemore

MARSHALL W. BROWN, assistant mechanical engineer, retired from the railroad on December 31 after 40 years of loyal and faithful service. He was honored at a small office "get-together" recently in Sacramento.

Marshall's retirement brought about some promotions in the mechanical engineering department. JOSEPH R. LA-

MALFA was promoted to chief draftsman, and ROBERT W. CUNHA to lead draftsman, as announced by Chief Mechanical Officer E. T. CUYLER.

The education bug has hit the office of CMO. Stenos CLARA NICHOLS, JEAN SMITH, and your correspondent, are attending stenotype school. All are doing exceptionally well. Accountant STAN HEANY, and Chief Clerk HY O'RULLIAN are majoring in accounting,

Stan at American River Junior College and Hy at Sacramento City College. Both completed first semester final exams with better than 95% grades. BERT "BLACK BART" FINCHLEY is also in the midst of an accounting course through a correspondence school. He, too, is doing very well.

Frequent visitors to the office have been BILL MITCHELL, former chief accountant, and MARCELLA SCHULTZE, former shop clerk and MILEPOSTS' correspondent. We'll probably not see Marcella as often now as she is back in the business world again as secretary to Thomas P. Raley, owner of the Raley Supermarkets and Drug Centers in Northern California. Marcella's work, however, pertains only to hotel work, a new venture for Mr. Raley, who recently became owner of the Mayfair in Los Angeles, the Miramar in Santa Barbara, and the Marina Inn in Sacramento.

Recently leaving the company to enter other fields are Accountant BUD KIMBALL and File Clerk ROD RODRIQUEZ.

JIM HIGHTOWER, roundhouse clerk at Stockton, is back on the job after a couple of weeks in the hospital where he underwent surgery.

HAP WINN, roundhouse Clerk at Portola, is also back at work. Hap was off for several months because of illness.

RUTH SMITH, roundhouse clerk and MILEPOSTS' correspondent at Winnemucca, has taken a leave of absence to go to warmer climate because of illness of her husband. Replacing Ruth during her absence is attractive FAYE HOGUE from Portola.

Election of WP Amusement Club officers finds CLIFFORD C. BENNETT in for a third term. Others elected to posts of authority are HAROLD COLDSMITH,

vice president; AL STADLER, recording secretary; BERT FINCHLEY, treasurer; JOE LAMALFA, public relations; BOB CUNHA, athletic director; KERMIT GRIMES, sergeant-at-arms; and CLAUDE CRAIN, guard. The new Board of Directors includes JOE JRAL, GEORGE NAPOLI, ERIC BORG, TONY SANTOS, RAY PAULE, and MARION VILASICH.

PORTOLA

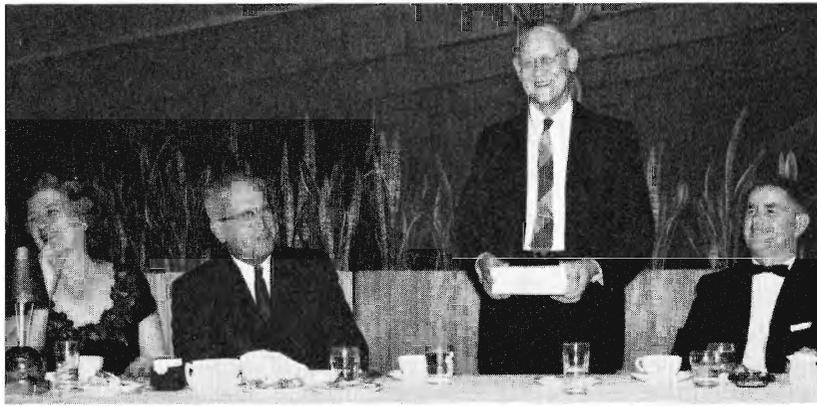
Loy E. Hibbs

Richard Parrish, son of Yardmaster and Mrs. FRANK PARRISH, and Richard's wife were among the passengers on the luxury liner *Oriana* which collided with an aircraft carrier about December 3 somewhere off Long Beach, Calif. Richard and his Mrs. continued on to Melbourne, Australia, where he has accepted a position with the Fisheries and Wildlife Services of the Australian government. Richard found out a day or two after his arrival in Australia, that problems "down under" are not too different than here in the States, for he was struck by an automobile. Fortunately he was not seriously injured and is doing fine.

The Parrish's daughter, Lana, was a foreign exchange student to The Netherlands this past summer. She spent eight weeks in the home of a Dutch family.

Section Foreman WILLIAM E. PERKINS retired recently on disability. Bill completed over 30 years' service with WP. Bill and Mrs. Perkins plan to make their home in Vinton, California, but expect to spend some time in Alaska where he has a homestead. They have a daughter living in Anchorage.

Portola's younger set, and a few of the older set, received a Christmas



Marshall Brown expresses appreciation to employees attending get-together for gift he received in honor of his retirement. Seated are

Mrs. E. T. Cuyler; Chief Mechanical Officer E. T. Cuyler; and W. B. Wolverton, mechanical engineer.

present from Mother Nature. Many had been waiting for the old ice pond to freeze over sufficiently for ice skating before the snows arrived, and the first gay blades tested the ice on Christmas Day. At this writing they are well into the second week of skating.

While on the subject of sports, it looks as though Lineman B. S. "BARNEY" GUSENSKI may be equipping himself for bowling. En route from Nixon to Gerlach, across one of Nevada's deserts, Barney could not believe his eyes when he spied on the shoulder of the road (not in the gutter!) a full-sized bowling ball!

STOCKTON

Elaine Obenshain

Conductor GRANT H. EVANS made his last trip as a passenger conductor on Train No. 17, December 13, retiring on



Conductor Grant Evans begins last run.

physical disability. Grant entered WP service as a brakeman on May 7, 1927. He was promoted to assistant trainmaster in 1948 but resigned from that service in 1954 to return to road service. Grant and his wife, Vi, make their home in Alameda near their son, Inspector of Transportation AL C. EVANS and his family. Their daughter, Althea, lives in Stockton and is employed by Charles Travel Agency.

Retired Water Service Maintainer DAVE COONS has been confined to his home by illness. We know he'd appreciate hearing from his friends and letters may be addressed to Dave at 732 North Harrison, Stockton.

Our deepest sympathy to the family of RAYMOND O. SWARTFAGER, 72, agent at Thornton who died in a Lodi hospital on December 6 after a short illness. Ray was born in Wyoming and lived in Utah 15 years before moving to California in 1925. He hired out as a telegraph operator in 1938 at Portola, and moved to Thornton as agent in 1945. He is survived by two sons, a daughter, two brothers and a sister, and two grandchildren.

Brakeman JOHN M. STARR, son of Conductor and Mrs. J. N. STARR, has been awarded a Crown Zellerbach Corp. academic scholarship. Jack is a junior at the University of Pacific, Stockton, and is majoring in business administration.

If your doctor tells you these days that you are as sound as a dollar, he could mean that you're half dead.—Gerber News

* * *

Working safely on the job will never hurt you!

* * *

There's nothing like the television ads to make you realize how many things there are in the world you don't need.

ELKO

Theda Mueller

ALBERT HACHQUET, district special agent-claim agent, and his family recently moved into their new home which they had constructed. Trainmaster K. P. WOOD purchased Al's former home on Elm Street.

MRS. DORIS THORNE, secretary to Division Engineer H. H. ELLIOTT, is recuperating from surgery. As luck would have it, Doris was confined during the Holiday Season.

Chief Clerk JOHN L. MURPHY has been spending most of his time in San Francisco assisting with the various problems in the accounting department, due to centralizing this department's work in San Francisco.

Assistant Superintendent WILLIAM G. HOWELL has recently been in the hospital but reports that he is now home and his ulcers aren't kicking up nearly as much as before.

NICK UNGERUM, J. V. Moan Commissary representative, was recently transferred to Chandler, Arizona. Moan Company has closed down its office in Elko.

Brakeman F. J. STEPHENS also spent some time in the Elko hospital because of a strep-throat. He has returned to his home and reports he is feeling much better.

ERNIE MUELLER, personal records clerk, and wife, THEDA, secretary to Superintendent JAMES F. LYNCH, spent a week's vacation in San Francisco enjoying the Shrine East-West Game. They stopped en route in Sacramento for a visit with Division Engineer and Mrs. CHARLES FORSETH, and stayed with Traveling Accountant JOHNNIE ETCHEBERE and his family while in the Bay Area.

Footboard Yardmaster DEAN MARTIN and his wife recently purchased a motel in Elko. Both Dean and his wife have full-time jobs besides operating the motel so won't be worried about time on their hands, especially during the busy summer season.

Brakeman H. R. STONER has not reported to work since his recent surgery, but it is understood that he is doing nicely and should make his appearance soon.

WINNEMUCCA

H. P. Mentaberry

Editor's Note: Thanks to Cashier-Roadmaster's Clerk H. P. MENTABERRY for reporting the Winnemucca column this issue during the absence of Correspondent RUTH G. SMITH.)

Kathleen Jane Rankin, daughter of Conductor and Mrs. A. M. RANKIN, and Harold S. Green of Boise, Idaho were married recently in St. John's Cathedral Chapel in Boise. After the ceremony the justweds were honored at a reception at the Downtowner in Boise where a wedding breakfast was served. The young couple plan to live in Boise.

The Methodist Church in Winnemucca was the scene of a lovely afternoon wedding on October 27 when Phylliss Lu Nell Vice and Ronald Lorin Fagg became man and wife. The bride's father is F. E. VICE, car inspector in the Winnemucca area. A four-tiered wedding cake graced the serving table at the Sonoma Inn where the reception was held. The couple honeymooned in San Francisco and will live in Winnemucca where Mr. Fagg is employed by Bell Telephone Company.

Alden H. Miller, an Army private,

is undergoing basic training at Fort Ord, California. Upon completion of his training he will either be sent to Army Specialist School or to advance infantry training. His parents are retired Telegrapher and Mrs. MARTIN C. MILLER.

We hope our regular Correspondent RUTH SMITH and her husband, retired Engineer JOHN SMITH, SR., are enjoying their three months' vacation, part of which is being spent in sunny Southern California.

SACRAMENTO STORE

Irene E. Burton

Store Helper CARLOS PREITO enjoyed his vacation during the Christmas Holidays with his family in Mexico City.

CHARLES REID, not to be outdone by all of our other grandfathers, announced the arrival of his second grandchild, Carol Ann Holley, who arrived late in November.

The installation of officers for the Brotherhood of Railway Clerks, Capital City Lodge No. 266, was held at the Elbo Room on January 19. Installed were President KENNY WILCOX; Vice President ALTON DABBS; Recording Secretary EVELYN RICHARDSON, all store department employees; Financial Secretary DON RICHMOND, transportation; Chaplain FRANK GRIMES, yard office; Sergeant-at-Arms DALE ROBINSON, and Inner and Outer Guard CLAUDE CRAIN, both store department employees.

GENE LAGOMARSINO was elected Local Chairman for the store department, and ED HAWKINS and BRUCE STILWELL were elected to a three-year term on the Board of Trustees.

The WP Sacramento Employees

Federal Credit Union held their annual meeting during a dinner at the Town House on January 18.

HORACE LATONA has returned to the Sacramento store after being in the purchase and stores department at San Francisco for about two years. Horace is back at his old job as purchase requisition clerk. CHARLES REID, formerly on that job has taken a position as store helper and is working on the pickup truck service.

SAN FRANCISCO

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

KENNETH D. LEWIS, secretary-clerk President's office, reports that Right-of-Way Engineer HARRY E. CARVER, engineering department, is the new Junior Warden of Peninsula Lodge 745, F&AM. The installation was held at San Mateo Masonic Temple in December.

Santa Claus arrived a bit early for Estimating Engineer BERT J. PRESS, engineering department, his wife,



Leo J. Gosney, vice president-comptroller, receives 40-year pin from President F. B. Whitman.



"How did you know I was on the California Zephyr?" asked "Engineer" Marc Press, as Marilyn Miller of Ukiah, Zephyrette Sonny Hanson, and an unidentified youngster wait for Santa's reply. Grand Junction Sentinel photograph by Robert Grant.

Shirley, son Marc, 4, and daughter Rhonda, 8. The early arrival occurred on the California Zephyr while the Press family were en route to Iowa for the Christmas Holidays. Somewhere between Grand Junction and Glenwood Springs, Colorado, old St. Nick made a surprise visit and went through the train making friends with the younger generation aboard, including Marc and Rhonda.

Brian Earl Staley made his first appearance at 2:32 p.m. on January 31, a little behind schedule. The 8-lb. 2-oz. boy is the first child of Public Relations Secretary MITZI LU STALEY (on leave) and husband, Earl.

It was reported by W. F. BOEBERT, chief special agent-claim agent, that retired Special Agent LAVON KIMBALL of Sacramento and his wife celebrated their Golden Wedding Anniversary on January 6 with an open house for friends and relatives. The Kimballs were married January 8, 1913 in Salt Lake City. Seven of their nine children are living, and they have 25 grandchildren and five great grandchildren.

At the U. S. Coast Guard Twelfth District Auxiliary's 16th annual conference and Commodore's Banquet, held in Oakland in December, JOHN W. GAVEY, project and assistant valuation engineer-signal department, was re-elected as Vice Commodore for 1963. John was also chairman of Operations Seminar among the conference and banquet committees.

KEDDIE

Elsie Hagen

Congratulations to Engineer ERWIN BENZ, who retired last October after 37 years of WP service. Ed says his future plans are indefinite, but we're sure fishing will be among any plans he may make.

Mrs. Loyd Whistler, wife of Engineer LOYD WHISTLER, was installed as Worthy Matron of the Eastern Star in Quincy. She is also very active with the Rainbow for Girls and just returned home after being a chaperone to a group of girls who spent a week in Hawaii right after Christmas.

Davney Simpson, daughter of Con-

ductor VIRGIL SIMPSON, and Penny Gregory, daughter of Engineer IVAN GREGORY, were among the group making the trip to the Hawaiian Islands. While there, the girls attended a Constitution at Scofield Barracks, and presented the new group with a charter holder dated December 7. The new Rainbow for Girls group is named Lei Lehua.

Wesley Shannon, daughter of Engineer JACK SHANNON, was married on December 22 to Gregory M. Hockenson, son of Mrs. Wilma Hockenson of Quincy. They were married in a double-ring ceremony in the Quincy Methodist Church. They are living in Quincy where her husband is employed with the Meadow Valley Lumber Company.

Engineer and Mrs. BILL HECKLA announced the engagement of their daughter, Judy, at their Christmas dinner. Lucky fellow is Werner Barth of Quincy. Judy is attending Heald's Business College in Oakland, and Werner is studying at San Francisco State College. Their wedding plans are indefinite.

Roadmaster CHET BARRY has purchased a new home in Oroville. Mrs. Barry and their daughter have moved into the new home, but Chet will remain in Keddie until his retirement this Spring.

Yardmaster JOE L. CLINTON did not make his usual trip to Council Bluffs, Iowa this Christmas, instead remaining in Keddie and enjoying visits with his old friends. He has recovered from a very bad cold and is now back at work.

Conductor and Mrs. JACK KRAUSE became grandparents for the first time on January 11 with the arrival of Kevin Palmer Krause. The little fel-

low's parents are Mr. and Mrs. Dan Krause, whose home is in Ridgecrest, California.

Also becoming grandparents on January 11, but not for the first time, are Agent and Mrs. PETE HANLEY. Their newest grandchild is Jennifer Lee Chase, whose parents are the Hanley's daughter, Jane, and her husband Alvin Chase. Their home is in Danville, California. The Hanley's son Robert first made the elder Hanleys grandparents.

WENDOVER-SALT LAKE CITY

Esther Witt

J. B. Price

On December 20 John Parks, son of WP Hotel manager and Mrs. WALTER PARKS, was chosen to reign as King at the Junior Hi Christmas dance. Loretta Cordova, daughter of former Section Laborer and Mrs. JOSE CORDOVA, was chosen to reign as Queen.

Staff Sgt. Jesse W. Oakes left Larsen Air Force Base at Moose Lake, Wash., on November 28 for a new assignment in Aviano, Italy. His wife, the former Patricia Nuffer, daughter of Yard Clerk and Mrs. PRESTON A. NUFFER, will continue teaching in Moose Lake until Jesse can find a home abroad.

Our deepest sympathy to T&T Lineman and Mrs. THOMAS SHEA upon the death of Tom's mother, Mrs. Johanna Shea, in Glenwood Springs, Colo., on November 15 at the age of 98.

The Sheas and Mr. and Mrs. Howard DeVaney had as a house guest during December Mrs. Valda Lopez of Fairbanks, Alaska. Since the death of her husband, Yard Clerk VICTOR LOPEZ, Valda moved to Alaska where she is employed by the City of Fairbanks

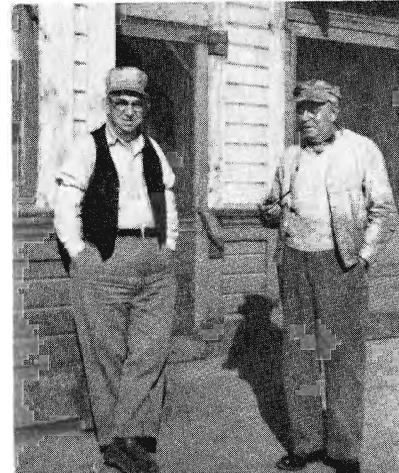


Valda Lopez, second from right, and her friends at State Line Hotel luncheon.

as a Warden and Correctional Officer in the Police Department dealing with delinquent teen-agers. She brought along several rolls of film of Alaska and the habits and livelihood of our northern neighbor which Tom Shea ran off for a number of Valda's Wendover friends. Mrs. Shea and Mrs. Devaney entertained for Mrs. Lopez at the State Line Hotel.

No manner of conniving could make Engineer JAMES G. ALBERTSON admit on November 29 that he was making his last trip on the WP and that he would retire on November 30 with 38 years of service. But a few in the know arranged for pictures which were enjoyed by all. Jim hired out as fireman on June 16, 1924, was promoted to Engineer in October, 1938, but did not

Just before his last run Engineer Albertson (left) talks with Mechanical Foreman Colvin.



begin a regular run until October 10, 1941. He has since worked at each Eastern Division terminal. Jim says he has very much enjoyed his work, even on the Wendover switch engine, and that it was a pleasure to work with all the men. The Albertsons will continue to live in Salt Lake. They have four children and 16 grandchildren.

We had another round of picture taking on December 7 when Fireman FRED ELLSWORTH was readying for his retirement on December 9 after 19 years of WP service. Fred hired out as fireman on the UP in 1915. He returned to the UP after World War I service and was promoted to engineer in 1922. He came to Utah in 1940 and in September 1943 hired out as a WP fireman. He has worked at all Eastern Division terminals. He married Florence Whitworth in 1945 and they have two daughters and five grandchildren. The Ellsworths now live in Oroville.

Fireman Ellsworth on helper engine 916-D.



WESTERN PACIFIC MILEPOSTS

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The "New Yorker," Baltimore & Ohio's new fast freight train, maintains 24½-hour schedule at speeds up to 70 mph between Chicago and New York.

* * *

The city of Elgin, Illinois, having extended its boundaries, the Elgin, Joliet & Eastern will, for the first time in its 75-year history, enter the city's corporate limits.

* * *

Denver & Rio Grande Western is building a \$5 million 36-mile spur to serve the \$25 million Texas Gulf Sulphur potash mine near Moab, Utah.

* * *

Union Pacific is road testing the world's first direct-fired coal-burning gas turbine-electric locomotive.

* * *

"Chessie," Chesapeake & Ohio's sleeping kitten symbol, is sleeping her way through her 30th consecutive calendar in the railroad's 1963 version. Chessie" has appeared on more than 7 million C&O calendars.

* * *

Santa Fe orders 24 hi-level cars from Budd Company for its Chicago-Los Angeles chair-car streamliner "El Capitan."

* * *

Frisco is testing concrete ties under continuous welded rail on curved high-speed main line 74 miles south of Springfield, Missouri.