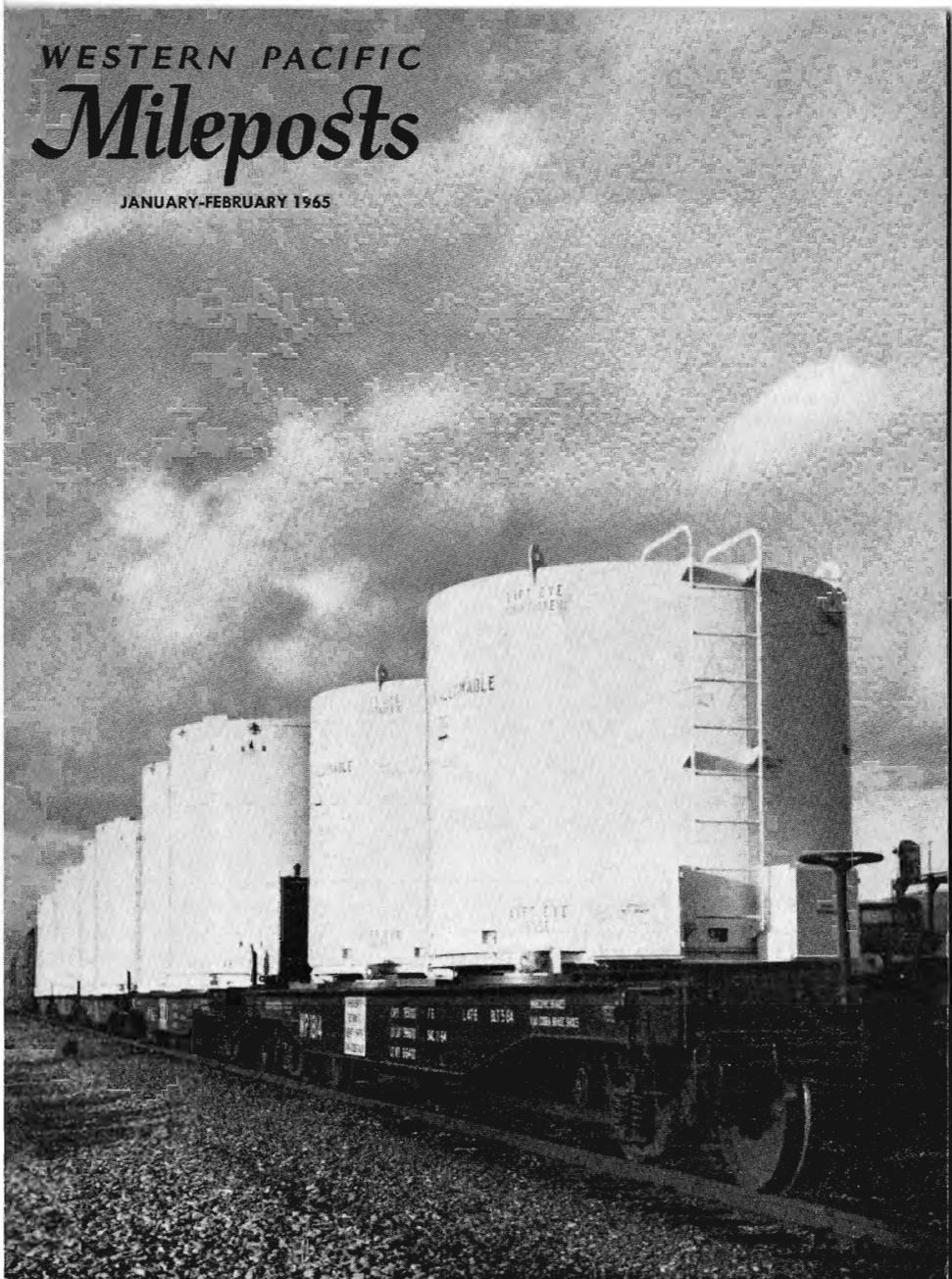


WESTERN PACIFIC  
*Mileposts*

JANUARY-FEBRUARY 1965



# Mileposts

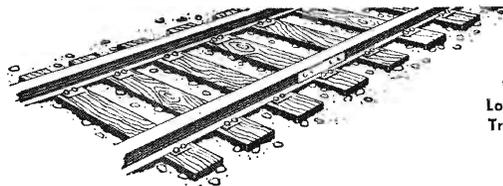
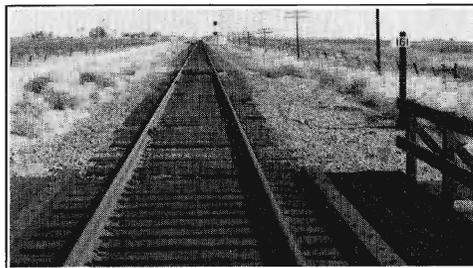
WESTERN PACIFIC

Volume XVII, No. 1

JANUARY-FEBRUARY, 1965

\*Milepost No. 161

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



\*Milepost No. 161;  
 Looking east toward  
 Trowbridge one-half  
 mile beyond.

## MANIFEST

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## ICC gives green light to WP independence

THE "proceed with caution" signal under which Western Pacific has been operating for more than four years was changed to "all clear" when the Interstate Commerce Commission on February 3 unanimously decided that "we are satisfied that the public interest in these circumstances requires the continued existence of Western Pacific as an independent carrier."

The ICC's decision overruled a recommendation made last September by an ICC Examiner following lengthy hearings, that the application of the Santa Fe to acquire control of Western Pacific be approved, and that Southern Pacific's application to acquire control of Western Pacific be denied.

When notified of the Commission's decision, President F. B. Whitman said that it carries three very favorable implications. "First, it terminates the long period of uncertainty under which all of us have been working for more than four years. Second, the denial of Southern Pacific's bid for control assures continuation of our opportunity to provide aggressive competition in the territory which we and our connections serve. Third, the decision appears to preclude in the foreseeable future the possibility of further attempts by other carriers to seek control of our railroad."

The decision also enables Western Pacific to plan for the future with confidence. President Whitman added, however, that the accomplishment of those plans will not be easy. "We must continue to improve our ability and skill so that we may grow as a progressive, financially strong independent company, aggressively competitive with our much larger neighbors. It is expected that the need for funds to provide essential new equipment, roadway improvements and industrial development—already the largest in our history—will continue to increase. These needs, mostly from earnings, must be met if we are to continue to compete effectively.

"WE must intensify our efforts to attain the highest standards in marketing and selling services of a very superior quality, and also produce those services at ever-improving levels of efficiency and economy. This calls for great imagination, resourcefulness, ingenuity and hard work so we may develop new and better ways of increasing sales and reducing costs. "Western Pacific employees have the ability, the skill, the interest, and the loyalty needed to get the job done, as proven by the railroad's present stature. We will achieve ultimate success by all of us working together."

## TITAN III-C's will streak skyward with 250-ton rocket shipped by WP

**T**HE heaviest solid-propellant rocket ever shipped by train left Milpitas, Calif., on December 28 en route to Cape Kennedy. Encased in white shipping containers, the first trainload consisted of eight segments and two nozzles, loaded two segments each on five Western Pacific heavy-duty special purpose flatcars with shock-absorbing under-frames.

The 250-ton rocket, 75 feet tall and 10 feet in diameter is being developed by United Technology Center, Sunnyvale, Calif., for the Air Force Space Systems Division. Pairs of the booster rockets, most powerful solid propellant yet scheduled for flight, will provide more than two million pounds of liftoff thrust for the Titan III-C standard space launch vehicle when flight tests begin at the Cape this year. The Titan III-C will launch the Air Force's Manned Orbiting Laboratory (MOL) and other manned and unmanned payloads.

The more than one million pounds of thrust developed by each of the big rockets would be enough, if conversion

**Left:** Artist's drawings of Titan III-C streaks skyward with more than two million pounds of liftoff thrust provided by UTC's booster rockets on either side of the Titan III-C core.



**Two photographers record first shipment of UTC booster rockets in WP train as they leave Milpitas on 2,900-mile trip to Cape Kennedy.**

were possible, to power 4,500 railroad locomotives—about nine million horsepower.

The coast-to-coast movement aboard a regularly scheduled freight train provided another demonstration of the soundness of the segmentation concept of large solid rocket construction. A monolithic rocket of this size would pose tremendous problems of production, transportation, and erection at the launch site. Loaded segments, on the other hand, can be moved safely by standard rail and highway carriers.

This initial shipment of the UTC rockets followed a southern route using the lines of Western Pacific, Southern Pacific, Louisville & Nashville, Seaboard Air Line, and Florida East Coast railroads. It is expected that about 23 more rockets will be shipped during the next 18 months. Plans are to alternate future shipments over the southern route and a central route following the lines of Western Pacific, Union Pacific, St. Louis-San Francisco, Atlantic Coast

Lines, and Florida East Coast railroads to Cape Kennedy.

Prior to the first scheduled shipment, a round-trip test shipment left San Jose on October 30, 1964 following the southern route to the Cape and return to Milpitas on November 13 over the central route. Test objectives were to prove that solid rocket motor segments can be transported by rail; to determine the characterization of vibration and acceleration; and to establish the availability of various rail systems' facilities for repairs and services. Using highly technical electronic instruments, technicians who accompanied the test run and who will accompany future shipments, also checked temperatures, wind velocities, packaging and load methods, tunnel and bridge clearances, and other technical controls essential to the success of the shipments.

The Titan III-C is expected to be a work horse military space booster, capable of orbiting a variety of manned and unmanned payloads of up to 25,000 pounds.

*(Continued on Page 6)*

## TITAN III-C's . . .

(Continued from Page 5)

The two rocket boosters which will put the Titan's III-C's into space are each composed of five center segments containing more than 72,000 pounds of propellant, two smaller end segments, nozzle, and thrust vector (steering) control tank. When locked together the five-segment motors stand more than 75 feet tall and produce more than one million pounds thrust. Their 10-foot

diameter is almost twice that of the Minuteman's first stage; their burning time is nearly twice as long, and their thrust is about eight times greater. Each of these building block segments contains more propellant than the entire Air Force Minuteman ICBM.

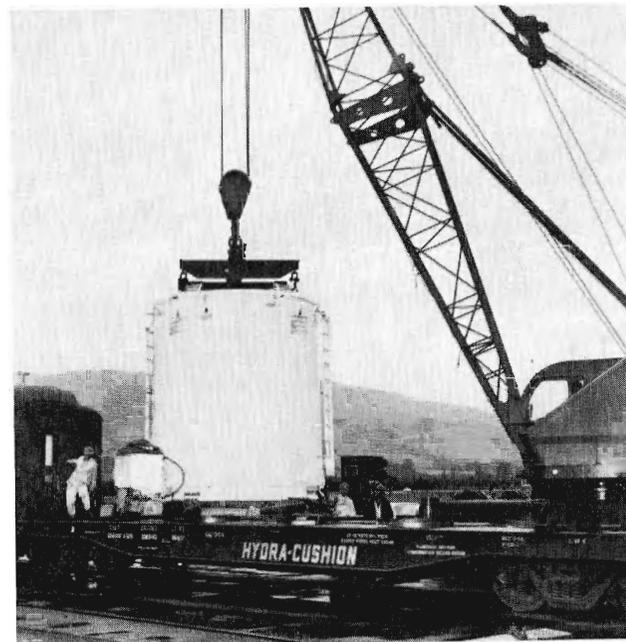
DEVELOPMENT of motors of such size and with the reliability required for manned flights posed some of the most challenging problems ever faced in the rocket propulsion field. Soon

(Continued on Page 7)



Shipping container is lowered over 40-ton solid-propellant rocket segment for protection during cross-country train trip to Cape Kennedy.

MILEPOSTS



One of the five 40-ton, solid-propellant center segments is swung aboard a heavy duty rail car after being trucked from UTC's Coyote, Calif., test site.

## TITAN III-C's . . .

(Continued from Page 6)

after the United Technology Center was established in the fall of 1958, UTC scientists and engineers set about solving such problems as how the big segments could be held securely together, how to assure the proper performance of thick propellant webs, how to develop uncooled nozzles able to withstand 5,000-degree exhaust gases for extended periods, and how to provide steering control. Feasible solutions to each of these problems were demonstrated in five successful NASA- and Air Force-sponsored static firings of big, segmented motors in 1961 and 1962.

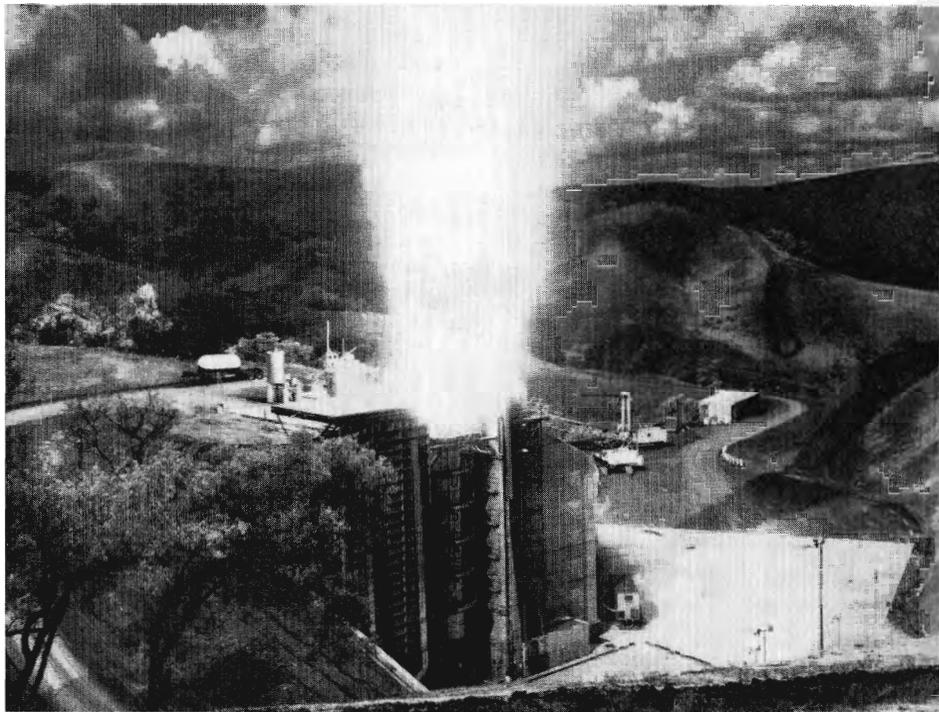
UTC's activity in the Titan III program is centered at the company's Sunnyvale Research and Engineering Center and at its Development Center near Coyote, Calif.

Development Center facilities include a 95-foot-tall vertical test stand capable of handling motors generating up to four million pounds thrust, and two solid-propellant mixing stations, each of which is able to turn out more than 5,000 pounds of propellant every few hours.

The propellant is mixed, poured into the steel segment casings, and cured in huge in-ground ovens at the Development Center. There, also, initial test firings of the segments and full

(Continued on Page 8)

JANUARY-FEBRUARY, 1965



## TITAN III-C's . . .

(Continued from Page 7)

five-segment motors were conducted.

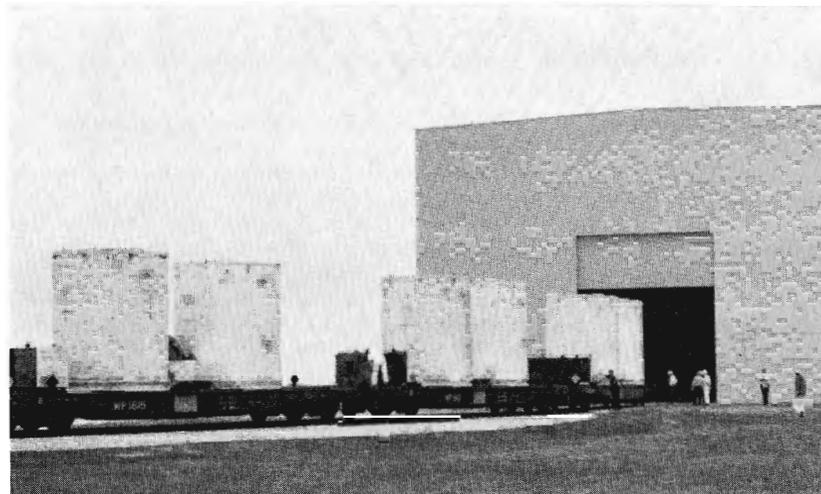
Edwards Air Force Base is the site of additional development and pre-flight firings of the 120-inch motors. At Edwards, UTC's staff of about 150 operates a \$10-million USAF test facility. Maj. Gen. Ben I. Funk, Air Force Space Systems Division commander, has described the facility as the "most sophisticated and highly instrumented test facility in the world."

Extensive aerospace ground equipment and a staff of more than 150 are involved in UTC's operations at Cape

Exhaust flames leap high into the sky in a static test-firing of 1-million-pound thrust solid-propellant rocket at UTC's test site.

Kennedy. The motor segments and inert components shipped to the Cape by train are transferred to the integrate-transfer-launch (ITL) rail network, assembled in the Solid Motor Assembly Building, mated with the liquid core vehicle, and moved to the launching site.

The 250-ton rocket that is scheduled to climb 130,000 feet in less than two minutes in its first flight test this spring, completed its 2,900-mile, cross-country train trip at an average speed of 40 miles an hour.



After 2,900-mile cross country train trip from Milpitas, Calif., the big rockets, largest ever shipped by train, arrive safely eight days later and enter storage building at the Air Force Eastern Test Range at Cape Kennedy.

## Two appointments for President Whitman

The Federal Reserve System's board of governors reappointed President F. B. Whitman to a 12-month term as chairman of the board of directors of the Federal Reserve Bank of San Francisco. He will also serve as federal reserve agent in 1965.

At a meeting in New York City on December 17, President Whitman was reelected as a board member of the National Industrial Conference Board, an independent and nonprofit institution for business and industrial fact finding through scientific research. Founded in 1916, the work of the Conference Board is made possible through the support of its subscribing associates, including business organizations, trade associations, government bureaus, labor unions, libraries, individuals, and colleges and universities.

## New WP director

Joseph Rosenblatt, president, Jomor Investment Company, Salt Lake City, was elected to Western Pacific's board of directors on January 5.

Mr. Rosenblatt's career of private and public service is well known to all Utahns. He is also a director of the San Francisco Federal Reserve Bank, Wayne Manufacturing Company, and other corporations.

His election continues Utah representation on WP's board in recognition of the important part the State of Utah plays in Western Pacific's operation, a role formerly handled so capably by the late Leland B. Flint, president and vice chairman of the board of Zions First National Bank of Utah.

# Storm Report

THE year-end storm which struck with devastating fury in the Feather River Canyon area traversed by Western Pacific's main line was the most severe in the 60-year history of the railroad. During the 20-day storm period, December 19 through January 7, a rainfall of 48.43 inches was recorded, of which 16.55 inches fell in two days on December 22 and 23.

While small to medium size earth and rock slides contributed to the destruction of the main line, the rainfall and run-off from side streams caused the major damage. In one 20-mile stretch between Pulga and Belden there were five major washouts and innumerable smaller ones.

Evidence of the amount of water is indicated by the measurement of peak flow in the Feather River just upstream from the site of the new Oroville Dam during the five major storm-floods in our history, shown below in cubic feet per second:

March 19, 1907	230,000 c.f.s.
March 26, 1928	185,000 c.f.s.
December 11, 1937	185,000 c.f.s.
December 23, 1955	203,000 c.f.s.
December 23, 1964	243,000 c.f.s.

The 1907 storm hit during construction and was very damaging to the partly completed line. The 1937 storm resulted in 10 days out-of-service but washouts were much less severe than this year. The '55 storm was the most costly because of downstream flooding which this year was controlled by the partially completed Oroville dam which reduced the peak flow from

243,000 c.f.s. to about 190,000 c.f.s. below the dam; and the need to build Tunnel 15 to by-pass the major slide face at Milepost 250.5. The building of Tunnel 15, too, prevented more serious damage this year as a giant slide again came down to bury the railroad's old grade and the highway below.

This year's storm would have been much more damaging were it not for the upgrading of standards on the line during the past 15 years, the availability of modern earth-moving equipment, and well trained gangs. The fact that the railroad was returned to service as quickly as it was considering the size of the problems and the extremely bad weather conditions, was due to the work of officers, supervisors and their forces, many of whom worked literally night and day for nearly three weeks under the most adverse conditions. Letters of commendation were sent by President Whitman and other officers to department heads praising all in their respective organizations.

The total bill for physical damage to the railroad, loss of revenue, detoured trains and other related charges will approach \$1,500,000.

## Rails haul one-third of Nation's auto production

Increased railroad use of auto-rack cars has boosted the rail share of new motor vehicle traffic in 1964, reports the Association of American Railroads at year's end. With about one of every three new automobiles now rolling by trains from manufacturing plants, the AAR estimates that American railroads will have hauled approximately three million new motor vehicles during last year.

## ICC acts to reduce grade crossing collisions

THE INTERSTATE Commerce Commission has ordered that all operators of trucks engaged in interstate commerce must now reduce their speed to a maximum of 25 miles an hour as they approach railway-highway crossings.

The new regulation, effective December 31, 1964, supersedes a previous general requirement which merely ordered reduction in speed to permit the vehicle to be stopped "in time."

The rule also enlarges the number of motor vehicles which must stop before entering a railroad crossing. All buses and all trucks hauling dangerous commodities must now come to a full stop not less than 15 feet from the crossing. Such commodities include petroleum, explosives, poison and compressed gases, chlorine, radioactive materials and similar products.

While the new rule amending an

ICC Motor Carrier Safety Regulation is not applicable to automobiles, the fixed speed limit does apply to trucks, whether operated for-hire or not-for-hire, on approach within 200 feet of a railroad crossing.

Commenting on the new ICC regulation, Joseph H. Hays, general counsel of the Association of Western Railways, and a leader in the railroads' campaign for grade-crossing safety, said:

"We in the industry hope that the states and cities will follow the lead of the ICC in imposing more precise requirements for safety at grade crossings. We assume that the highway departments will, in due time, install appropriate road signs indicating the 200-foot limit for the new speed zones."

The rule change follows a recent general investigation by the Commission, the first of its kind, into means of preventing train-motor vehicle collisions. While fatalities at grade crossings have been steadily reduced over the past 17 years, and today account for less than three percent of those killed in traffic accidents, such collisions still cause an average of over 100 deaths each month.

A concentrated program to reduce train-motor vehicle collisions has been carried on by the railroads and their train-service employees.

In most cases, the laws of the states regulate driving practices at grade crossings which in many respects favorably compare with ICC regulations. The 25-mile speed limit within a 200-foot zone is a new requirement.



## Storm passengers praise WP

(EDITOR'S NOTE: The three following letters are indicative of many received by our company, praising the efforts of our employees for their many courtesies while insuring the safety and welfare of the passengers during the recent storms which caused delays and detours of the *California Zephyr* trains.)

\* \* \*

I wish to add my voice in the chorus of praise due the Western Pacific Railroad Company. I was a passenger aboard a *California Zephyr* train when she was involved in the recent flood and snow disaster.

Everyone was treated the same and we were given the best of everything. The gentlemen who met us at different locations to assist were most courteous and calm.

I thank all of them and will continue to use your train.

Mrs. R. B. Bristow  
76 Owens Road  
Wahwah, New Jersey

\* \* \*

I wish to express our appreciation to Western Pacific Railroad for the courtesy shown us throughout the delay of our train due to the recent storm while traveling on your railroad to Colorado and return.

Also, to the crews which spent long hours laboring to get the train out of the Canyon, to the porters and dining car crew, and to your executive who came into South Shore Lake Tahoe to care for our needs during our brief stay there.

To all of the employees involved, our many thanks! Some people do not appreciate anything done for their comfort and safety under trying cir-



# Dear Editor:

cumstances, but not this couple. We are most grateful for what was done!

Mr. and Mrs. Lorin A. Paull  
967 Nevada Avenue  
San Jose, California

\* \* \*

This is to express our thanks and appreciation to a kind and understanding group of your employees at Portola, California.

Our family of four were unavoidably delayed January 6 and 7 returning to our home in Sacramento due to storm problems on your Feather River route. We and most of the other passengers aboard the *California Zephyr* felt that we were well cared for during this extended delay considering the difficulties encountered by your train crew and their many additional hours of duty.

Unfortunately my wife became ill during this delay and was unable to continue the trip beyond Portola. At this point your Dr. Bross assisted by Special Agent and Claim Agent Loy Hibbs arranged for her admittance to the Portola Hospital. From that time until her release from the hospital three days later, these two fine men plus the efficient and kind hospital staff took a personal interest in our welfare. Mr. Hibbs, in addition to his demanding railroad duties, personally arranged for motel accommodations

and other necessities for myself and two children. We want you to know that we appreciate very much this interest in our welfare, especially since Mr. Hibbs had been on duty many additional hours plus his natural concern about his wife being confined in the hospital. Dr. Bross was also doing double duty due to Dr. Brown's illness.

Then, as your passenger service seemed about to return to normal there was an additional delay over the route. Again, Mr. Hibbs came to our aid by arranging to personally transport us by automobile to our home in Sacramento. This he volunteered to do after spending most of the previous night at the scene of a derailment.

This devotion to duty and interest in passengers' welfare by these fine people should not go unrecognized. Would you please extend our thanks and sincere appreciation to them for their outstanding performance under adverse conditions.

L. Ray Gibson  
Senior Engineer  
Pacific Telephone  
Sacramento, Calif.

**Handle Cars Carefully!  
STOP damage to  
Freight, Cars and  
Customer Good-Will**

## Many Thanks

I did not think when moving from one city to another one would run into too much difficulty, but I had quite a time finding a place to live. I finally found a four-room apartment, and when everything is straightened around I think it will be very comfortable.

I do not know if you knew that I am getting myself a color television set, due to the most generous gifts presented me before leaving Sacramento Store. It was difficult to leave so many wonderful friends.

May I say "thank you" to you for your kindnesses during the time I was correspondent for the Sacramento Store. It was an enjoyable experience.

Have not had time to sit as yet as things have been going and going . . . may have to forego the sitting and rocking!

Irene E. Burton  
2325 Roosevelt Avenue  
Richmond, Calif. 94801

\* \* \*

## Reasons Justified

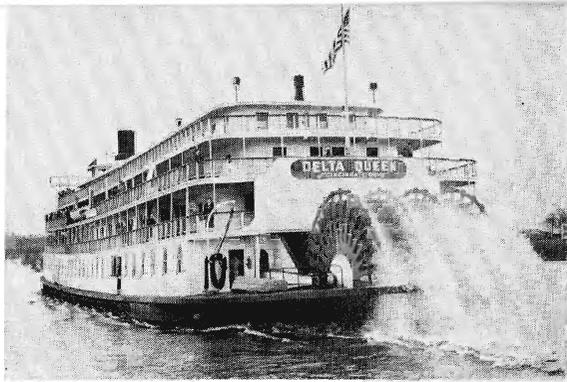
My apologies for failing to note your first postcard to MILEPOSTS readers concerning your mailing list.

I would like to continue receiving issues of the magazine, and am on your mailing list in the name of my father, Edgar J. Mattingly, a pensioner who died nearly two years ago.

My interest is partly personal and partly professional. I grew up along the Western Pacific and know many of the people and places mentioned in the magazine. In addition, I am on the news staff of *U. S. News & World Reports*, and read MILEPOSTS as one

(Continued on Page 14)

# “Azalea Trail Cruise”



FRANK RAUWOLF, Western Pacific's tour director, has announced a new 21-day fantastic tour through the Deep South, beginning March 16.

The tour begins at Oakland aboard the railroad's *California Zephyr* for a two-day scenic ride through the Feather River Canyon and the Colorado Rockies during daylight hours to Denver. Cars are then transferred to the *City of St. Louis* for the run to Kansas City and St. Louis for a stopover there with time for sightseeing. Baltimore and Ohio's *National Limited* will carry the party to Cincinnati for another stopover and tour of the city before boarding the *Delta Queen*, which formerly plied the Sacramento River and now is America's only remaining river steamer.

Following the Ohio and Mississippi

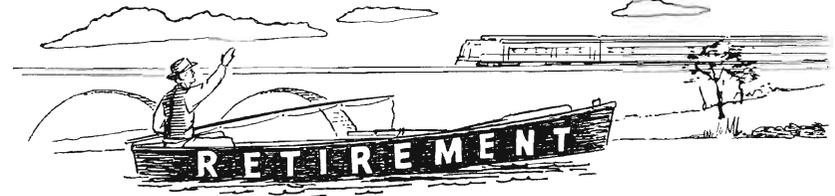
ivers, passengers will enjoy seven luxurious, relaxing days featuring good Southern-style cooking, deck games, entertainment and unusual scenery enroute to New Orleans.

The “Azalea Trail” begins at New Orleans, following the shores of the Gulf of Mexico to Mobile, Alabama for an overnight stay, followed by a “Natchez Pilgrimage” through the historic and romantic South of pre-Civil War days.

The tour then returns to New Orleans where complete tours of that City's famous points of interest will be made during a two-day stopover which will allow time for shopping and other leisure activities.

The return trip will begin on April 3, passing the corners of Texas and Arkansas, and on through the colorful Ozark Mountains to Kansas City. Then on through southern Wyoming to crest the Continental Divide via Sherman Hill, through Weber River Canyon to Ogden and Salt Lake City for transfer to the *California Zephyr* before arriving at Oakland on April 5.

Cruise rates, reservations and further information about the “Azalea Trail Cruise” are now available at any Western Pacific passenger office or from travel agents.



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:

*Avery M. Anderson*, Sacramento Northern carpenter, Sacramento, 11 years 2 months.

*John B. Basanez*, carman, Elko, 19 years 1 month.

*William C. Brown*, machinist helper, Oakland, 37 years 3 months.

*Irene E. Burton*, stock control clerk and MILEPOSTS correspondent, Sacramento Store, 17 years.

*James E. Engstrom*, marine captain, San Francisco, 37 years 10 months.

*Leroy S. Field*, signal foreman, San Francisco, 33 years 1 month.

*John F. Flynn*, general diesel supervisor, Oroville, 20 years 7 months.

*Glen B. Gorham*, locomotive engineer, Salt Lake City, 44 years 4 months.

*Herbert C. Hodges*, brakeman, Stockton, 24 years 3 months.

*Edwin D. McKinley*, locomotive engineer, Oakland, 37 years 4 months.

*Lincoln C. Parkinson*, locomotive engineer, Stockton, 34 years 2 months.

*Loren W. Quigley*, conductor, Portola, 23 years 4 months.

*James Sullivan*, marine oiler, San Francisco, 37 years 4 months.

*John Sypher*, locomotive engineer, Portola, 38 years 4 months.

*Kenneth L. Taylor, Sr.*, fourth cook, Oakland, 13 years.

*Domenico B. Turano*, Sacramento Northern track walker, Yuba City, 27 years 2 months.

*Wesley H. Williams*, clerk, San Jose, 19 years 2 months.

*John H. Wood*, rate and bill clerk, Stockton, 16 years 8 months.

*Charles H. Wright*, switchman, Oroville, 14 years 4 months.

## 1965 retirement and unemployment rates set

The Railroad Retirement Board reminds employers and employees that the tax rate under the Railroad Retirement Tax Act is scheduled to rise from 7¼ to 8½ percent on January 1, 1965. Contributions under the Railroad Unemployment Insurance Act will remain at the maximum rate of 4 percent in 1965.

The railroad retirement tax rate applies to the first \$450 of employee earnings each calendar month. Employers match the amount paid by employees. Under the unemployment insurance law, the monthly limit on taxable earnings is \$400, and contributions are paid by employers only.

The scheduled increase in the retirement tax rate was provided by the 1959 amendments to the Railroad Retirement Tax Act. Under this act, the

(Continued on Page 18)





# 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:

*Trinidad Chaidex*, retired track laborer, November 1964.

*Stephen B. Corven*, retired statistical clerk, December 24.

*Sermon J. Davis*, B&B carpenter, January 15.

*William A. Fenton*, retired Central California Traction Co. brakeman, November 1964.

*John Fulton*, retired boilermaker, November 1964.

*Wilber Harlan*, retired boiler fireman, November 1964.

*Neal E. Hulse*, retired machinist, November 1964.

*Leonard E. Lanphear*, retired roundhouse clerk, December 14.

*Charles B. Lawson*, retired Sacramento Northern conductor, December 13.

*William A. Lentz*, retired shop laborer, November 1964.

*William B. Long*, retired roundhouse clerk, December 17.

*Salome C. Mena*, retired Sacramento Northern section laborer, December 1.

*Charles T. Mitchell*, retired stationery engineer, date unknown.

*William A. Nannary*, retired blacksmith, December 15.

*John Norgren*, Sacramento Northern carman, October 1964.

*Charles A. Pike*, retired clerk, December 1964.

*Dario C. Reyes*, retired track laborer, November 1964.

*Orrie F. Ridenhour*, retired switchman, November 1964.

*Paul F. Rutherford*, terminal trainmaster, January 19.

*Austin J. Smith*, retired conductor, December 26.

*Laron H. Sorensen*, retired locomotive engineer, November 1964.

*Victor Stassi*, retired Sacramento Northern conductor, November 1964.

*Henry F. Turner*, December 12.

## RRB tax rates . . .

(Continued from Page 17)

tax rate for employees and employers alike in years after 1964 is equal to 7¼ percent plus the difference between the current social security tax rate (3½ percent in 1965) and 2¾ percent. Future increases in the social security tax rate will therefore affect future railroad retirement tax rates.

The unemployment contribution rate for a year is determined by the balance in the railroad unemployment account (including for this purpose the balance in the administration fund) on the preceding September 30. The maximum rate of 4 percent applies when the balance is less than \$300 million.

# MILEPOSTS



# IN GOLD

MILEPOSTS congratulates the following railroaders who are eligible for Service Pin Awards during the months of January and February, 1965:

<b>45-YEAR PIN</b>		
James L. Collins .....	Conductor .....	Eastern Division
<b>40-YEAR PINS</b>		
W. J. Hallam .....	Signal Supervisor .....	Sacramento
Lester P. Hamilton .....	Yardmaster .....	Stockton
<b>35-YEAR PIN</b>		
Emilio Jaramillo .....	Section Foreman .....	Eastern Division
<b>30-YEAR PINS</b>		
William F. Boebert .....	Chief Special Agent & General Claim Agent .....	San Francisco
Wilbur C. Hardy .....	Motor Car Maintainer .....	Western Division
<b>25-YEAR PINS</b>		
Elmer H. Carleton .....	Asst. Chief Special Agent & Claim Agent .....	San Francisco
John W. Naylor .....	Agent-Telegrapher .....	Burmester, Utah
<b>20-YEAR PINS</b>		
Calvin C. Blackman .....	Carman .....	Oroville
Roderick Davis .....	Painter .....	Oakland
Bessie Mae George .....	Laborer .....	Oroville
Clayton E. Heineman .....	Carman .....	Western Division
William L. Hermance .....	Fireman .....	Sacramento
Anne Irwin, Mrs. .....	Stenographer-Clerk .....	Sacramento
Robert E. Kennedy .....	Brakeman .....	Western Division
Walter F. Lord .....	Machinist .....	Oroville
Charles F. Malis .....	Fireman .....	Eastern Division
George E. Manning .....	Revising Clerk, Sr. ....	San Francisco
Lee W. Marshall .....	Sales Representative .....	San Jose
Florence M. Rath, Mrs. ....	Interline Clerk .....	San Francisco
William D. Rucker .....	Carman .....	Sacramento
Wilfred D. Scott .....	Brakeman .....	Western Division
James A. Smith .....	Waiter .....	Dining Car Dept.
Jack Woods .....	Brakeman .....	Western Division
<b>15-YEAR PINS</b>		
William C. Bond .....	Dispatcher .....	Elko
James E. Franklin .....	Carman .....	Mechanical Dept.
Max Fregoso .....	Manifest Clerk .....	San Francisco
Vincent S. Latino .....	Electrician .....	Sacramento
Robert D. Nordstrom .....	Asst. Engineer Bridges & Structures .....	San Francisco
Manuel G. Ramirez .....	Laborer .....	Stockton
Gerald F. Smith .....	Carman .....	Stockton
Carlos A. Tidwell .....	Electrician .....	Oakland
James C. Weaver .....	Laborer .....	Portola
<b>10-YEAR PINS</b>		
D. E. Fleetwood .....	Telegrapher .....	Niles
L. Gonzales .....	Laborer .....	Western Division
W. Kampstra .....	Carpenter .....	Western Division
S. Love .....	Switchman .....	Oakland
Erma Ray, Mrs. ....	Stenographer-Clerk .....	Portola Hospital
G. E. Smith .....	Extra Gang Foreman .....	Extra Gang #50
J. F. Torres .....	Laborer .....	Western Division
E. Valerio .....	Laborer .....	Western Division
J. M. Vlasak .....	Asst. Mgr. Data Processing Center .....	San Francisco

Notice on a bulletin board in a Volkswagen assembly plant:

"Thinking big around here is cause for dismissal."

A man pays a luxury tax on his billfold, an income tax on the stuff he puts in it, and a sales tax whenever he takes anything out of the billfold.



## PORTOLA

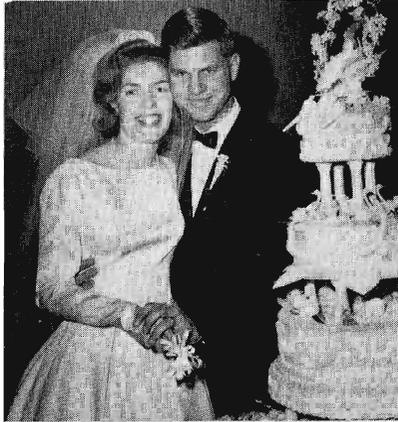
On November 13 Engineer and Mrs. W. C. FILBECK were installed as Worthy Patron and Worthy Matron of Portola Chapter No. 321, Order of Eastern Star. Pictured with them is their daughter, Kathy, who was in charge of their guest book for the evening.



Engineer and Mrs. Filbeck and daughter, Kathy

Our sincere sympathy is extended to the family of Trainmaster L. E. THOMAS whose son, Gerry, died on December 22 as a result of an automobile accident when returning from school at the University of California at Berkeley for the Christmas holidays.

# Caboosing



Mr. and Mrs. Russell E. Comer

Margie Yount, daughter of Trainman and Mrs. HAROLD E. YOUNT, was married December 13 to Russell E. Comer of Salinas, California. The wedding took place in the First Baptist Church in Reno, followed by a reception in the Holiday Hotel. The bride, a past Worthy Advisor of Portola Assembly of Rainbow for Girls, is a graduate of Portola High School and California State Polytechnic College of San Luis Obispo, where she majored in ornamental horticulture. The groom attends Cal Poly and is majoring in ornamental horticulture and business administration. He is affiliated with the Kappa Chi Fraternity. The couple will live in San Luis Obispo until Russell com-

pletes his course. Margie's brother, Jim, is a brakeman working out of Stockton.

## OROVILLE

Helen R. Small

Congratulations to Engineer J. D. BLAIR and wife of Portola upon the arrival of their first grandson, Wade Stanton, born on January 10 in San Mateo. His father, Gary Blair, is in the U. S. Marines and stationed in Okinawa and his mother is living in San Mateo.

A fine crowd attended the retirement party held in honor of General Diesel Supervisor JOHN F. FLYNN at Oroville Inn on December 11. John retired on December 31 after more than 21 years with Western Pacific. After a good long relaxing rest, John plans to do considerable traveling and put to good use the set of luggage presented by his many friends.

Succeeding John Flynn as general diesel supervisor is former Diesel Foreman W. F. STEVENS who has been with Western Pacific since 1944.

DON A. DAVIS was promoted to succeed Stevens as diesel foreman.

Retired Conductor WILLIAM J. REEDER has been suffering with a fractured disc in his back and at the present time is in the Oroville Community Hospital.

Retired Conductor WALTER BARTON has also been hospitalized, first for an allergy, and shortly after returning home he fell injuring a hip, from which he is recovering at Meeker Rest Home in Oroville.

The Oroville WP Employees Federal Credit Union held their annual meeting on January 22 in the Oroville Women's Community Club building. A dividend of 4½% was declared.

Director W. B. "BERTIE" LONG died suddenly at Reno on December 17. "Bertie" was employed as roundhouse clerk for many years and had been retired for several years.

## WENDOVER-SALT LAKE CITY

Esther Witt, J. B. Price

Sincerest but belated sympathy is extended to Conductor ALVA L. ALLEN whose mother, Mrs. Frances Allen, passed away from a heart ailment on November 15.

Conductor LARS B. TANG suffered a personal injury to a knee and has been off duty for some time. We wish him a speedy recovery and also hope that Mrs. Tang has improved in health.

Miss Linda Nuffer, daughter of Yard Clerk and Mrs. PRESTON A. NUFFER, returned to Wendover after a visit with her sister and family in Europe and a tour of European countries.

Roadmaster JACK H. JONES enjoyed a visit from his family during the Christmas holiday season. They are residing in Portola where the children are attending school.

Carolee Naylor, daughter of Agent JOHN W. NAYLOR of Burmester, has accepted a secretarial position in the district sales office under management of C. J. FISCHER.

Sales Manager CHARLES J. FISCHER, incidentally, was elected president of the Railroad General Agents Association of Salt Lake City recently, heading a membership located throughout the Intermountain Region.

On December 1, 1964 the Wendover hotel and beanery, with its many memories of past years, was closed. Accommodations for the men are being furnished by the Wend-over Motel. We will miss the services and

chit-chat of Manager WALTER PARK and Waitresses IRENE CHARLES, ESSIE MAE GARFIELD, IDA MAE BOYLES, and relief waitress LUCY NAYLOR, as they were a part of the railroad. Wherever each of them go and whatever they do, we wish for them the very best!

Retired Fireman FRED ELLSWORTH of Oroville, suffered a stroke on September 17 but is making a rapid recovery.

Fireman ROY MAINE has been in San Francisco for further examination, and his wife, Ruth, had the misfortune to break an arm. We hope both are well soon.

Retired Engineer WILLIAM F. SIECKMAN and wife, Grace, of Sullivan, Missouri, are both recovering from major surgery which took place just before Christmas.

Former Beanery Cashier ART PERRY is enjoying good health after a year spent in and out of hospitals. He resides in Wahoo, Nebraska and is still interested in his many railroad friends.

Former Fireman ROBERT N. COLLINS suffered a heart attack on October 15 but is making recovery at his home in Hawthorne, Nevada.

Retired Conductors HARRY E. BAKER and GUY PARRY are spending the winter in a trailer park in Phoenix, Arizona, and retired ENGINEER GREGG is in good health and lives in Long Beach, California.

Thanks to retired Conductor GUS SNOWBERGER for the above paragraphs of information which makes us wonder if Gus and his wife, Jennie, got the rain they so much wanted for their flower garden in San Gabriel, Calif.?

Switchman DAN W. LEE is confined to Toole Valley Hospital and we hope that he is making a speedy recovery.

Conductor FRANK E. HOWELL is also

wished a speedy recovery from surgery, although we might add that that is a terrible way to spend a vacation.

We were also glad to hear from retired Engineer and Mrs. HYRUM CLEGG who are making their home in Los Angeles and enjoying every minute.

## KEDDIE

Elsie Hagen

Julia Ann Dunn, daughter of Conductor and Mrs. ED DUNN, was married to John E. Frazier, son of Mr. and Mrs. John D. Frazier, in the Methodist Church of Quincy by Reverend C. A. Nylund. Miss Janet Reid was Maid of Honor and bridesmaids were Cynthia Redstreak and Davney Simpson. Larry Etter was best man and Julia's brother, Edwin L. Dunn, Jr., and Melvin Green were ushers. The bridegroom is a graduate of Quincy High School and is employed by the Meadow Lumber Company. Julia is a senior in Quincy High School. The young couple planned a honeymoon drive through



Mr. and Mrs. John D. Frazier

the Redwoods and on into Oregon, but heavy rains changed plans and they drove to Lake Tahoe. A reception in the Quincy Hotel dining room followed the wedding.

Train Desk Clerk WILBUR STUBBLEFIELD and his wife and little daughter, Mary Ann, spent a recent vacation visiting in Sacramento with the LAUREL FISHERS, in Lancaster, Calif., to visit with the R. D. KENNEY family, then on to Bellflower, Buena Park for a visit with friends and relatives. They also enjoyed visits to Disneyland, Marine Land and Knotts Berry Farm.

Richard Thomas spent his Christmas leave from Camp Pendleton with his father, Conductor ALDEN THOMAS and brother Jerry.

We were sorry to learn that Conductor BLACKIE ADAMS, formerly of Keddie, is very ill at his home in Oroville.

JOE CLINTON spent the Christmas holidays in Council Bluffs, Iowa, with relatives and friends and reported that the weather there was no better than ours at that time. RAY CHAPMAN, retired lineman, spent the holidays in the Los Angeles area.

Our deepest sympathy to the family of JIM BREEDLOVE, retired locomotive engineer, who passed away on November 11.

CLAUDE EDWARDS is still absent because of illness although reported to be somewhat improved, and MELVIN WHALER, train desk clerk, has been ill for several weeks.

Our apologies to Conductor and Mrs. WILBUR STUBBLEFIELD, SR., for having reported in the last issue that Bill's mother passed away. Mrs. Nettie Monro, the deceased, was the mother of Mrs. Stubblefield. However, Bill's

mother is in the hospital recovering from a heart attack, and hopes to be home before long.

Engineer CLARENCE BANCROFT's son, Raymond, will marry Chris Pederson of Walnut Creek on January 30.

## SACRAMENTO STORE

Jack Miller

Miss Jeanette Ann Rouse, daughter of Edward and Clerk ELAINE ROUSE, became the bride of Mr. Jimmy Springer at the First Baptist Church in West Sacramento on January 15. Our best wishes to the young couple.

VERNE NELSON, retired check clerk, keeps in contact with us and at the time is home caring for Mrs. Nelson who is quite ill.

Retired Section Stockman JULIUS FRICK is a regular visitor, too, and we are glad to report that he is in good health.

A retirement luncheon honoring IRENE BURTON, stock control clerk and



Mr. and Mrs. Jimmy Springer

A. S. Kasper, E. Lagomarsino, and H. J. Madison wait for Irene Burton to cut a cake at her retirement luncheon.



veteran MILEPOSTS correspondent for this department, was held on December 29. Attending the luncheon in the conference room were 34 store employees, including Manager of Purchases and Stores AL S. KASPER and Head Buyer FRANK BROGDON from San Francisco. The luncheon included a delicious black raspberry jello salad made by Mrs. Hawkins, wife of Section Stockman ED HAWKINS. A monetary gift was presented to Irene along with best wishes for many, many happy years ahead.

LEE GAITHER was given a two-day leave to visit his very ill grandmother in Los Angeles which also made it possible for her to see for the first time her four-month-old grandson.

The storms which kept our railroad tied up so long had the store warehouse crews on the go. It was necessary to lease two additional trucks to keep the sandbags, culverts and other supplies moving to the trouble spots along the railroad.

BRUCE STILWELL moved upstairs to the position formerly held by IRENE BURTON, and CHUCK REID replaced Bruce as section stockman. DALE ROBINSON is on the uptown truck.

## WINNEMUCCA

Ruth G. Smith

Midnight Yard Clerk and Mrs. DON DEW are parents of a son, William Christopher Dew, born December 15 at Brigham City, Utah. Don says he hopes the boy will become the fourth generation railroader in his family, as his namesake, and grandfather, has been an Atlantic Coast Line railroader for 48 years.

Assistant Supervisor of Roadway Work Equipment and Mrs. JOHN T. SMITH are the parents of their third daughter, born January 1. The baby has been named Darcie Maureen. She is the eighth grandchild for retired Engineer JOHN SMITH and Roundhouse Clerk RUTH SMITH.

Brakeman and Mrs. ROBERT L. WIRTHLIN became grandparents on January 11 with the arrival of Jerry Alan at Humboldt General Hospital, the son of Mr. and Mrs. Bob Wirthlin.

Mr. and Mrs. Terry Gabiola of Winnemucca are the parents of a daughter born January 12. Mrs. Gabiola is the daughter of Fireman and Mrs. SCOTT PUTNAM.

Engineer CHARLES L. "MISSOU" HAWKINS retired on January 4. He hired out as a fireman on June 16, 1924 and was promoted to engineer on October 10, 1941. He and his family moved to Winnemucca in 1935. His son, Fireman CALVIN L. "PAT" HAWKINS and daughter, Mrs. Norma Kincaid, of Boise, Idaho, have presented him with four grandsons and three granddaughters. "Missou" intends to remain in Winnemucca.

Retired Water Service Maintainer JOHN SCOTT died in Winnemucca on January 7 at the age of 75. John first came to Winnemucca in 1912. He went to work for Western Pacific in 1925 and retired in 1955.

## STOCKTON

Elaine Obenshain

Western Pacific employees at Stockton contributed \$1,447 to the San Joaquin County United Crusade. Assisting in canvassing the employees were Carman R. J. CLEMENTS, Switchman T. M. CUTTER, Brakeman R. L. SHANKEL, and Engineer R. W. TURNER.

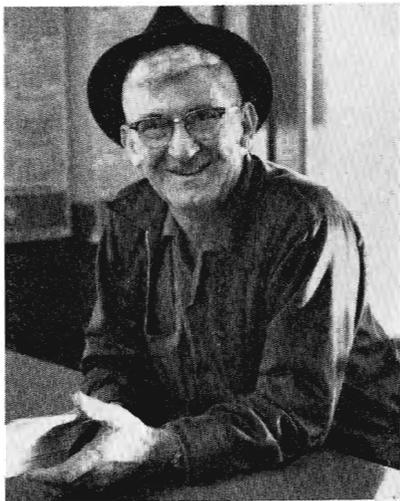
Rate and Bill Clerk JOHN H. WOOD retired December 4 with 16 years and 9 months of service with Western Pacific. John and his wife have moved to Santa Cruz where he plans to occupy his time in real estate sales work. To insure his keeping all of his papers



Clerk John H. Wood holds briefcase presented to him in behalf of his co-workers by Agent H. K. Reese honoring John's 17 years service.

intact John's fellow employees presented him with a brief case. Our best wishes to John on his retirement and new venture!

Brakeman HERBERT C. HODGES retired December 24 with 22 years and 2 months service. He started his railroad career in 1910 as a fireman on the Mopac, worked on the Frisco in 1911 out of Ft. Smith, Arkansas, served in the U. S. Army from 1916 to 1920, worked as a brakeman on the SP from 1920 to 1925 when he went to work in the woods in the Northwest. He came to Western Pacific on October 3, 1942. He was married in 1957 to the former Ruby L. Henson. His plans are to relax until Spring and then, with his wife,



A happy day for brakeman Herbert C. Hodges as he retires from WP with 22 years service.

do some travelling. We wish him a long and happy retirement.

Our deepest sympathy to retired Clerk CHARLIE SMITH, whose wife passed away November 27 after a long illness.

Dan Fischer, son of Engineer and Mrs. L. J. FISCHER, SR., underwent an emergency appendectomy on Christmas day, which is certainly no way to spend the Christmas holidays and his vacation!

Our sincerest condolences to JOHN C. STERNER, special agent-claim agent, whose wife passed away on January 26.

Stockton WP Employees Federal Credit Union held their 11th annual meeting on January 28. A dividend of 4½ per cent was declared. The assets of the credit union have grown from \$83 in 1953 to \$202,995.45 in 1964, with 382 shareholders. During the year 133

loans were made, totaling \$134,221.91.

Terminal Trainmaster PAUL E. RUTHERFORD died in his office at Stockton yard on January 19 at the age of 55. Born in Winnemucca, Nevada on November 25, 1909, Paul entered WP service as a crew caller on July 26, 1922 while continuing his education at night school. He had been at Stockton for the past five years. Paul was a member of Winnemucca Lodge, No. 19, F.&A.M. and a past patron of the Silver State Chapter, No. 6, Order of the Eastern Star. He is survived by his wife, the former Evelyn Laca of Winnemucca, daughters Georgina Cameron and Florence Buehler, son Paul R., five grandchildren, Matthew Cameron, Yvette and Paul F. Rutherford, and Lisa and Bertram Buehler. Georgina lives in Stockton, Paul in Reno, and Florence in Livermore. Our deepest sympathy is extended to the family.

## ELKO

Theoda Mueller

The first baby born in Elko in 1965 was little Julie Ann Jones, daughter of DIANA, relief stenographer in the superintendent's office, and CURTIS JONES, extra gang foreman. Julie Ann was the official winner in the "New Year Baby Contest" and received many lovely gifts donated by the various merchants.

DORIS THORNE, secretary to division maintenance engineer, and her husband, Al, spent the holidays in Death Valley, Calif. They stayed at Furnace Creek Inn and toured Scotty's Castle among other attractions.

HARVEY HENRY, second trick wire chief, recently bid in a job on the Western Division, and T. A. RIGGS,

formerly of Elko, bid in the vacancy and moved his family back here from California where he had been working.

Conductor F. E. HOWELL is now at home recuperating from minor surgery and reports he is doing very well and expects to be back on the road soon.

BETH WOODWARD, Assistant time-keeper, and her three children travelled to Dragerton, Utah for the holidays. A sister from Houston, Texas also joined the family for Christmas and New Years.

GEORGE GLAZIER and his family were called to Vancouver, B. C. the last week in December due to the death of George's mother. He reports a very wet and hazardous return trip through the northwest during the peak floods. Our sincere condolences to George and his family.

Diesel Foreman FRANK COLEMAN and family enjoyed the New Year weekend skiing at Alta, Utah. He reports the snow was great and all enjoyed the opportunity to ski since there has been insufficient snow here

this winter to try the sport. It has been a great disappointment to the many children who received ski equipment for Christmas.

FLORENCE "SCOTTY" DUNCAN, PBX operator, joined her three sisters and two brothers in Denver, Colorado for the Christmas holidays. This is the first family reunion where all have attended in many years. It was too short a time, said Florence, but wonderful.

Janice Dore, daughter of Agent and Mrs. R. A. DORE, worked vacation relief in the superintendent's office during the Christmas holidays while she was home from school at the University of Nevada.

## SAN JOSE

Agent KEN DUNTON reports that Clerk WESLEY H. WILLIAMS retired on December 31. He began his railroad career with the SP in September 1919, but not having sufficient seniority he was forced out. He then worked with the NWP and UP before returning to SP. He finally settled with WP on



Attending retirement luncheon for Clerk Wes Williams, left facing camera, were retired Trainmaster Phil Prentiss (back to camera) and next to Wes, Ken Dunton, Matt Willoughby, and Paul Scott.

November 15, 1945 and retired at the age of 65.

CARL R. NIPPER, assistant to director of industrial development, sent in a news clipping concerning the death on December 31 of Alice May Potter, age 84. Mrs. Potter was the widow of ARTHUR C. POTTER, Western Pacific general agent at San Jose for 31 years. He died in 1951.

## OAKLAND

John V. Leland

We lost a good employee on January 15 when Carpenter SERMON "JIM" DAVIS, 59, lost control of his car on Middle Harbor Road near our yard and was crushed to death when the car rolled over. "Jim" lived in a trailer near the scene of the accident.

The Transportation Club of Alameda County is sponsoring two 18-week courses at Chabot College beginning the week of February 8. WALTER TREANOR, general attorney for WP, will instruct classes in "Freight Loss and Damage" which will include a comprehensive discussion of the rights, remedies and responsibilities of the various types of transportation claims. "Fundamentals of Modern Transportation" is the other course with L. E. Burkhart, traffic manager for Peterbilt Moyer Co., as instructor. Both are accredited three-unit courses.

Marine Oiler JAMES SULLIVAN retired December 31 after more than 38 years with WP. "Jimmy" was oiler aboard the *Virgil G. Bogue* when another ship collided with her and the "Bogue" went down at the mouth of the estuary near Oakland Harbor Light Station about 1936. He was instrumental in getting the other men off the ship and got out of it himself with

only a skinned knee. One of the deckhands was badly burned and another subsequently died of his injuries. "Jimmy" later became assistant chief engineer and then chief of the *SS Hercules* and assistant chief engineer and acting chief of the *SS Humaconna*. After entering service as a marine fireman in August 1927, he was made relief first assistant chief engineer on the steamer *Feather River*.

"Jimmy" and his wife, Madeline, have recently moved to Oakland and are busily occupied in getting settled in a newly purchased home. A daughter, Patricia Ann Sullivan, lives in San Francisco.

## SACRAMENTO SHOPS

JOE R. LAMALFA, chief draftsman, reports that first prize in the Western Pacific Amusement Club's annual deer derby for the most perfect set of horns



was won by RAY PAULE, blacksmith, shown below with his award-winning exhibit.

A number of Western Pacific bowlers, including those from the shops,

will compete in the 14th annual WP Handicap Bowling Tournament being held at the Telescope and Rainbow Lanes in Elko, Nevada, on the Washington's Birthday weekend. According to HY O'RULLIAN, chief clerk, and one of the contestants, about 100 bowlers are expected to be on hand.

Teams east of Portola, including the Denver & Rio Grande and Union Pacific from Salt Lake City, will bowl Saturday, February 20. All California teams will bowl the next day, including participants from the Santa Fe Railway.

Tournament arrangements are being handled by GEORGE NAYLOR and JACK HASTINGS, Elko; HY O'RULLIAN and JIM QUICK, Sacramento; EARL BROWN, San Francisco; and GEORGE BENEDICT, Stockton.

## SACRAMENTO

Night Chief Dispatcher CHARLES R. "DICK" PFENNING was appointed to position of vice president of the American Train Dispatchers Association and will be headquartered in Marion, Iowa. He is the second Western Pacific dispatcher to hold the position, as pointed out by E. J. HILLIER, chief dispatcher, who said when presenting "Dick" with a clock-radio and purse containing more than \$50: "Twenty years ago, the ATDA tapped DEWEY GELL from this office, and Dewey never could break loose from his vice-presidency until he retired in 1963. First Dewey—and now Dick. Seems like if the ATDA moves ahead it must have a VP from the Western Pacific. That must mean the WP, some of the time, and this office much of the time, turns out some pretty good men."

"Dick" Pfenning, according to JOHN

L. BARRIER, general chairman ATDA System Committee, Sacramento Northern Railway, was born in Buhl, Minnesota on May 21, 1920. He stepped into the telegraph shoes of his mother, father, and only brother in 1937 and chipped away his amateur standing as telegrapher with the Great Northern in Minnesota and Wisconsin. He assisted General MacArthur in the embattled Pacific Theatre and was discharged as captain in 1948 after serving four years with the U. S. Army.

"Dick" became a WP telegrapher in 1948 and was rapidly promoted to train-dispatcher and then to night chief dispatcher.

Pfenning attended several schools including Sacramento State College and performed with various groups to study juvenile delinquency and adult crime problems. He also served his community as deputy-sheriff and voluntary fire chief. "He attacks every venture with a definite purpose," said Barrier in summing up his friend. "The fulfillment of that purpose can be found in his ability to achieve harmony and unison with truth and justice between persons. This would include management and labor, as well as being able to eliminate selfishness and cynicism by developing a cooperative understanding between all parties."

More than 20 of "Dick's" friends watched him gape in wonder at a table teeming with refreshments, totally unprepared for the surprise party given on October 26, 1964. The party in a large measure, was made possible by the untiring efforts of GRAYCE JOSSER-RAND and ELSIE GONSALVES.

Last year the railroads hauled about 2.4 billion tons of freight—a total of 622 billion ton-miles.

## SAN FRANCISCO

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

Congratulations to HARRY E. CARVER, right-of-way engineer, on his recent installation as the new worshipful master of Peninsula Lodge 745, F. & A. M. in San Mateo.

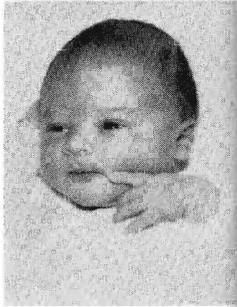
Our sincere sympathy to the family of STEVE CORVEN, who died on December 24, just two days prior to his 89th birthday. Steve retired from the accounting department on his 81st birthday in 1957 after a WP service which began on April 24, 1926 at the age of 51.

DONALD L. LOFTUS, director of market development, was appointed chairman of the Ad Hoc Committee on Universal Machine Language Equipment Register, formed by the Association of American Railroads' newly organized Data Systems Division. Don's committee will develop formats and procedures to provide for the industry — in machine processable form — information on the physical characteristics of freight cars.

The Western Pacific S.F. Employees Federal Credit Union declared a 4.5 per cent dividend at its annual meeting held on January 11. Elected to serve as officers for 1965 were: Directors R. R. BEEBE, RITA CONNOLLY, HELEN DECKER (secretary), C. H. FLAIG, V. W. GEDDES, J. C. MILLER (president), J. B. MORGAN, E. G. RASSO, W. A. REED, JR., W. S. VAN SKIKE, and MRS. EVE VAN SKIKE (treasurer and general manager). M. E. PARKER and FRANK COLLIGAN were elected to the supervisory committee, and MRS. E. MADSEN, J. G. SANDSTROM, and M. BAPATISCO were elected to the credit committee.

Christmas 1964 was especially wonderful for AUDREY MATHES, law depart-

ment secretary, because of the arrival on December 21 of her first grandchild. Audrey spent Christmas week in El Monte, Calif., with her daughter, Anne and husband, and David Frank Matlin who tipped scales at 7 lbs. 11 oz.



Spokane Sales Representative Charles N. Tackett (center) received 35-year service pin from Vice President W. C. Brunberg (left) and Sheldon Glatt, Seattle district sales manager, during Seattle Transportation Club annual dinner.

### Benefits exempt from income tax

Persons who received retirement or survivor benefits under the Railroad Retirement Act in 1964 are reminded that such payments are NOT subject to Federal income tax. The pamphlet of instructions which accompanies Form 1040, U. S. Individual Income Tax Return, states that benefits received under this Act should not be reported as income on the return.

Likewise, unemployment or sickness benefits paid to employees under the Railroad Unemployment Insurance Act need not be reported on the Federal income tax return.

## It Can Be Done

Somebody said that it couldn't be done,  
But he with a chuckle replied,  
That "maybe it couldn't" but he would be one  
Who wouldn't say so till he'd tried.  
So he buckled right in with the trace of a grin  
On his face. If he worried, he hid it.  
He started to sing as he tackled the thing  
That couldn't be done. And he did it.

Somebody scoffed: "Oh, you'll never do that,  
At least no one ever has done it."  
But he took off his coat and took off his hat  
And the first thing he knew he'd begun it.  
With the lift of his chin and a bit of a grin,  
If any doubt rose he forbid it;  
He started to sing as he tackled the thing  
That couldn't be done, and he did it.

There are thousands to tell you it cannot be done,  
There are thousands to prophesy failure;  
There are thousands to point out to you, one by one,  
The dangers that wait to assail you,  
But just buckle right in with a bit of a grin,  
Then take off your coat and go to it.  
Just start in to sing as you tackle the thing  
That cannot be done, and you'll do it.

—Author unknown

# RAILROAD LINES



For the first time since December 1950, Chicago & North Western declared a dividend on common stock payable quarterly in 1965, aggregating \$3 per share.

\* \* \*

First train of lead-zinc ore moved over 432-mile, \$86-million, government-built Great Slave Lake railway in Canada's Northwest Territories under Canadian National's operation.

\* \* \*

With passenger mileage in 1964 increased by 40% and revenue up by 19%, due principally to its Red, White and Blue fare plan, Canadian National will spend \$1 million in 1965 to rebuild or face-lift 700 of its 1,200 passenger cars.

\* \* \*

Association of American Railroads estimates that the railroads in 1964 will have hauled approximately three million new motor vehicles—about one-third of the nation's production, using a fleet of more than 10,000 auto-rack cars.

\* \* \*

Largest livestock car in the world, Northern Pacific's 85½-foot "Pig Palace," can carry 325 hogs, calves or lambs, weighing about 225 pounds each; has two decks, eight doors, metal shutters and roller bearings.

\* \* \*

Atlantic Coast Line gets ICC approval to build rail line into reclaimed area of Florida Everglades south of Lake Okeechobee to serve vegetable and sugar cane producers.

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