

WESTERN PACIFIC
Mileposts

JANUARY-FEBRUARY, 1967



Mileposts

WESTERN PACIFIC

Volume XIX, No. 1

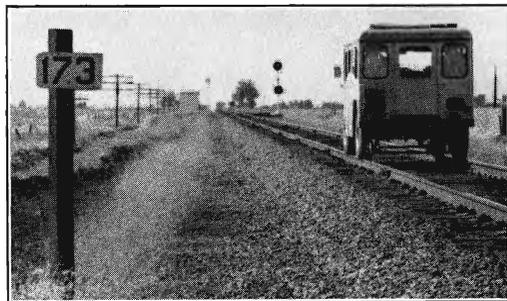
JANUARY-FEBRUARY, 1967

*Milepost No. 173

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



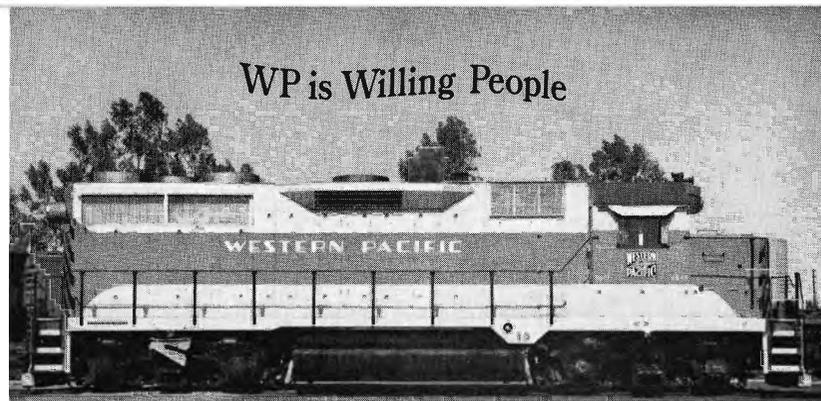
Member
 Association
 of Railroad
 Editors



*Milepost No. 173: A High-Railer with inspection party passes west toward East Arboga.

MANIFEST

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WHEN someone around Sacramento and neighboring vicinities needs help in getting "that little extra job" done, his first thought is—I'll ask Hy O'Rullian—he'll do it!"

Getting "that little extra job" done isn't much of a problem for Hyrum A. O'Rullian, whose full time duties as chief clerk for the mechanical department at Sacramento Shops are varied and time consuming. And, it's happened more than once when he had more than just one "little extra job" going at the same time, although Hy will be the first to admit "well, that might take just a little longer!"

This story of one of WP's Willing People begins at Salt Lake City where Hy was born on December 27, 1917. After completing Granite High School in Salt Lake, he attended the Latter-day Saints Business College there, and was managing editor of the school's student-faculty newspaper. While there he also won first place in a nationwide business letter writing contest. His next source of education was Woodbury College, Los Angeles, a school of business administration and journalism which were two of his majors in addition to accounting, followed by studies at Sacramento City

College, Sacramento. Just last year, Hy successfully completed a course in Jurisprudence with a final examination Grade A. He is now in the process of working toward completion of



Hy, right, receives congratulations from Sacramento Attorney Eugene Netherton for successfully completing course in Jurisprudence with final examination Grade A.

remaining few courses to receive his B.S. degree in business administration.

Between the years 1939 and 1948 Hy served, all at one time, as editor of *Sacramento Sporting News*, *The Yolo County Independent*, the *Delta Herald*, and the *Fair Oaks - Carmichael Ga-*

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WP is Willing People...

(Continued from Page 3)

zette, all published by one printing firm. It was during this period that Hy first became a Western Pacific employee, starting as a stenographer-clerk on November 10, 1941. He became secretary to the chief mechanical officer on March 22, 1944. In addition to keeping up his newspaper work with the above five papers (hours: 6:00 P.M. to 3:00 A.M.) he also edited and published *The Western Pacific Reporter*, a fine newsworthy tabloid issued from the Shops for WP employees until its last issue in March, 1949. All this was a little too much for even a Willing Person and he temporarily discontinued these extra-curricular duties.

But not for long. He was a player and manager of Western Pacific's one-time powerful softball and baseball teams which played champions in both California and Nevada, and while Hy was manager the teams won 112 games while losing only 11.

GETTING young boys and girls off the streets and headed in the right direction is one of Hy's chief concerns, and he has accomplished much success through his work with the Scouts, Little League and Pony League activities, and a "Project 90" Contest spearheaded by his church. Hy chairmanned a tour for the winners, who reached 90% or better in attendance and performance in youth activities, and took the winners—six bus loads—to a game at Candlestick Park, the Ice Follies, and for a tour of the Bay Area.

For three years, he has been a member of High Council of Sacramento Stake, Church of Jesus Christ of Latter-day Saints, and is extremely active in the Church's youth activities.



Hy won putting championship in tournament while golfing with Dick Coyne, American Steel Foundries, his boss Ed Cuyler, and Superintendent Jim Lynch.

For many years, the O'Rullian "touch" was responsible for the great success of WP Annual Retirement Parties, including colorful stage shows, bowling tournaments, and other employee activities. He has also handled arrangements for many years for the Pacific Railway Club's annual Sacramento meetings, and presently for their February 16 dinner.

Hy's organizing ability is recognized by the Association of American Railroads, and he has assisted with arrangements for the annual national meeting of AAR and Railway Electrical, and Mechanical Supply Association, one a two-hour program at San Francisco's Jack Tar Hotel.

While his athletic prowess is now generally limited to bowling, and golf for recreation, his trophy case is bulging with awards—10 softball, three baseball, 12 bowling, two Barbershop Quartette, and one for public speaking.

His hobby is collecting newspapers depicting major events. The collection dates back some 40 years, and includes items of major events including some from both World Wars and many other world-wide reports.

His memberships include the Pacific Railway Club, the Western Pacific

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C&O-B&O executive joins WP

Harold E. Meeker, manager of corporate planning for the Chesapeake & Ohio-Baltimore & Ohio until last November, was appointed executive assistant to the president's staff with general staff responsibilities.

He is a native of New York City, born March 24, 1929. Following his high school education in Forest Hills, N.Y., he attended Polytechnic Institute of Brooklyn, Brooklyn, N.Y. and then Michigan State College, East Lansing, Mich., and Indiana University at Bloomington, Indiana, receiving a B.S. degree in civil engineering.

He first worked for the Baltimore & Ohio in 1956 as a technical trainee at Baltimore, Md. In 1958 he was made



assistant to division engineer and one year later became assistant division engineer at Pittsburgh, Pa. He was transferred to Akron, Ohio as assistant trainmaster in 1960 and became trainmaster at Cowan, W. Va. in 1961. He returned to Baltimore in 1962 as industrial engineer which led to positions as supervisory industrial engineer, senior industrial engineer and assistant director of industrial engineering until he was appointed manager of C&O-B&O corporate planning.

Harold married the former Lorraine J. Bullinger of Brooklyn on May 1, 1954. They presently live at 1345 Arroyo Avenue in San Mateo with their five children—Kenneth J., 9, Lawrence, E., 7, Kathleen J., 6, Susan J., 3, and William E., 2 years.

Harold is a member of the Railway Systems & Management Association and enjoys photography and model railroading as hobbies.

WP is Willing People...

(Continued from Page 4)

Athletic Club, and Toastmasters International, having served as president of the latter two organizations.

The WP Blood Bank in the Sacramento area is under his chairmanship, and he is active in the Sacramento-Yolo County United Crusade. He has served as a member of the Admissions & Allocations Board for UC, and for many years has been chairman of the WP-SN United Crusade drives.

Hy married the former Dawn Ruth Sarbach of Montpelier, Idaho on August 30, 1939 and they have one son, Aaron David O'Rullian, age 23. Aaron served a two and one-half year for-

ign mission in Germany for his LDS Church, mostly in West Berlin. He is presently attending Brigham Young University as a junior and has a 3.5 grade average, majoring in zoology (medicine) with a minor in language.

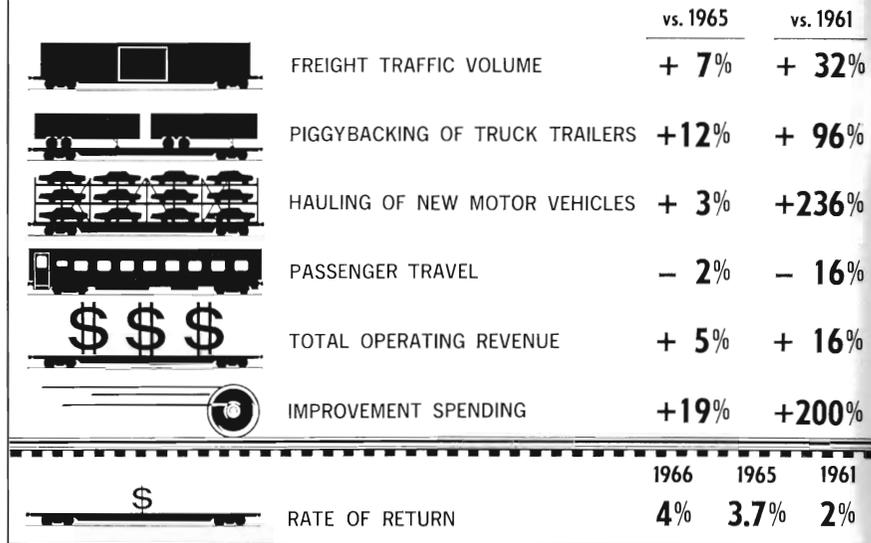
You'd have to admit that Hy O'Rullian easily qualifies for WP is Willing People recognition!

* * *

(This is one of a continuing series of stories about Western Pacific employees who deserve recognition as Willing People for special achievements attained at work or away from work. MILEPOSTS would like to hear from other employees who qualify for future articles.)

What the Railroads Did in 1966

1966: "YEAR 5" OF RAILROAD COMEBACK



From Association of American Railroads, News Service, Transportation Building, Washington, D. C. 20006.

WP had a good year, too

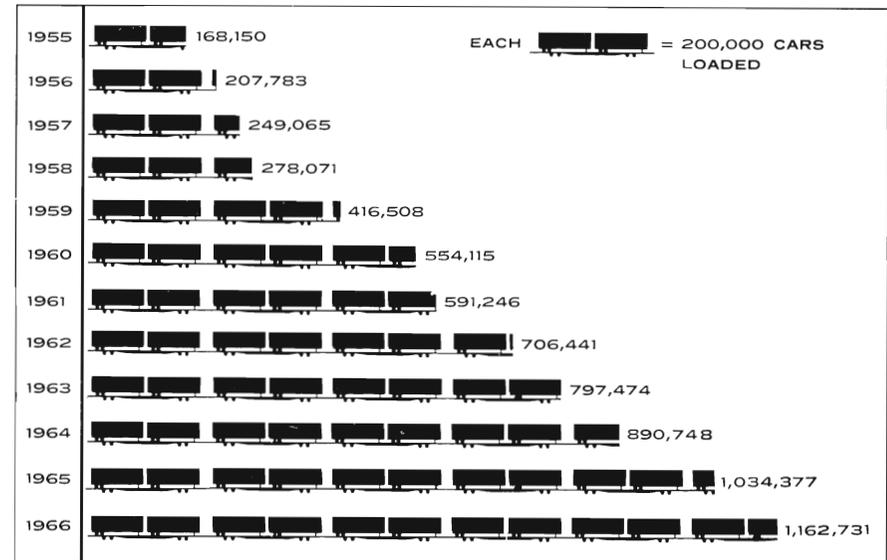
It was a good year for railroads in 1966. All-time records in freight volume and capital improvement spending highlighted operations of the nation's railroads as the lines rang up their fifth straight year of business gains.

Called "Year 5" of a new rail growth era by industry leaders, 1966 saw railroads handle 7 per cent more freight volume than in 1965, and a whopping 32 per cent more than in 1961, the last of four low traffic years.

While final figures were not avail-

able at press time, WP had a successful year, too. The Company's annual report for 1966, containing final results, will be mailed to active employees soon after its release in March. In late 1966, however, President Christy had this to say: "We're estimating an increase of 6 per cent in gross revenues for 1966; however . . . we expect a smaller increase in 1967, probably in the range of 2 to 3 per cent over 1966. Of course, resolution of uncertain elements in the economy could revise our forecast, and we're hopeful

PIGGYBACK REVENUE CARLOADINGS 1955-1966



that any such changes will occur on the up side."

Four per cent return

As for the nation's railroads, who saw gross revenues and net earnings rise this past year, one highlight was that the industry's rate of return on net investment was raised to a 4 per cent level for the first time in a decade.

Passenger travel continued its long-term downtrend, however, dropping 1 per cent despite a spurt during the summer's airline strike. WP's Cali-

fornia Zephyr operation is expected to again show a substantial after tax out-of-pocket loss, notwithstanding a number of revenue-increasing and cost-reducing steps worked out with the Burlington and Rio Grande, partner lines in the train's operation which will just about offset increased wage costs.

Piggyback growth continues

Nation-wide, piggyback traffic rose 12 per cent over 1965, and at year's

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What the railroads did...

(Continued from Page 7)

end was almost double the 1961 figure, a growth in which Western Pacific can claim much success as its brightest growth star. It is predicted that WP's piggyback revenues should run around 5 per cent of the railroad's total freight revenues.

Capital expenditures up

Capital expenditures reached the \$1.9 billion mark for the railroads in "Year 5," up one-sixth over 1965, and three times that spent in 1961. Spending for the most part was channeled into new rolling stock and over-all technological improvements. Western Pacific's \$7 million capital improvement program for 1967, including \$3 million for new freight equipment, is part of the railroad's four-year \$28 million program designed to meet the industrial growth of its service territory and provide its shippers with the latest types of high capacity and specialized freight cars.

While the number of rail employees dropped about 1½ per cent from 1965 to an average of 621,000, annual wage and fringe benefits per employee rose to an all-time high of more than \$8,700, and the industry's total labor bill of \$5.5 billion amounted to more than half of rail revenues.

In commenting on the 1966 transport legislative scene, highlighted by Congressional establishment of a new Department of Transportation, AAR's President Daniel P. Loomis said: "The railroad industry hopes the new Department will help bring about early and effective action on government transport policy inequities that have

long hampered railroad growth and development."

Freight charges down

Another important step by the railroads during 1966 was their again reducing freight charges, dropping the average to 1¼ cents per ton-mile of freight traffic. This represents a 15 per cent reduction since 1958—in sharp contrast to the almost-equal rise in the same period of the government's Consumer Price Index.

Railroads indispensable

Summing up the year's results, President Loomis declared that five years of freight traffic gains produced by sweeping technological and service improvements and deep pricing revisions have changed one of America's first major businesses into a new growth industry. Railroads are more and more becoming the streamlined and highly efficient volume transport system so indispensable to meet the growing needs of our growing nation.

Western Pacific is making plans to keep in step!

Added Duties for President Christy

At a meeting held in Oakland on January 26, President Myron M. Christy was nominated as a Trustee-at-large to serve United Bay Area Crusade for a three-year term.

In December, President Christy was reelected to serve as a director of the San Francisco Chamber of Commerce for another year, and also the Chamber's vice president for transportation.

Where are railroads going?

"New Directions in Modern Railroading," a 27-minute color film just produced by the Association of American Railroads, provides some of the answers. Featuring the development of advanced technology and new rail services, the film captures some of the dynamic action and vitality behind America's recent rail comeback.

Narrated by Chet Huntley, the 16-mm motion picture provides an inside look at how U.S. railroads are winning new business and regaining old with "customerized service" and other imaginative ideas for reshaping rail operations and services.

"Customerized" service

Typical of these new directions is the growing shift from hauling goods in carload lots to whole trainloads—via the "unit train." Also emphasized is the dramatic development of rail "rack cars" for moving new motor vehicles from auto factories, and the "piggy-backing" of highway trailers and containers on rail flatcars. These further highlights of the film show why "customerized" is the latest word for today's rail freight services:

The side-loading "all-door" freight car, a cost-saving innovation cutting valuable loading time for lumber.

A single pressure-controlled car—one "big bottle"—is replacing older practices for shipping individual containers of liquid hydrogen used in space exploration.

A four-cars-in-one "super jumbo" hopper, which was especially designed under rail supervision to haul coal. The car has a capacity of 150 tons, is equipped with sixteen doors, that

empty 17 tons in fifteen seconds.

Hot steel slabs weighing 6,000 tons are shipped 500 miles on regular schedules to mill for rolling into finished steel.

Unit train-loads of coal, running 351 days a year, shuttling 600 miles every 48 hours between mine and generating station, help to fuel the nation's electric utility industry and enable "King Coal" to compete with nuclear fuels.

Aerated cars handle dry bulk materials ranging from white flour to carbon black. Equipped with pneumatic loading and discharging mechanisms, these center flow hoppers speedily "inhale" cargo at plant and "exhale" at destination.

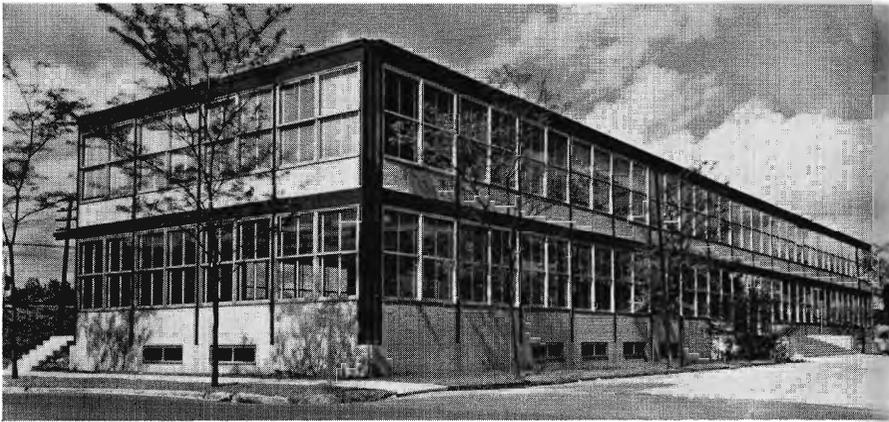
Railroads serve all

"It's been said that we Americans today live out of the freight car," concludes the AAR film. "For, pre-eminently, it's our railroads that bring the products of range, field, garden and orchard to wholesale markets."

The film shows how new directions in passenger transportation are being explored and developed by the railroads in partnership with the communities.

The film was produced and directed for the Association by Robert Yarnall Richie of New York City, and scenes were shot during the past year at railroad locations throughout the United States.

Requests for the film should be sent to the Public Relations Department, Association of American Railroads, Transportation Building, Washington, D. C. 20006 (phone NAional 8-9020).



AAR's research center aids railroad progress

A giant press that can bend a boxcar ... a room where train parts operate while temperatures plummet to -60° or soar to 140° ... the world's roughest section of railway track ... and other specialized equipment is in daily use at the Association of American Railroad's Research Center in Chicago. As a result, many shadows of the railroads of the future are taking form and hardening into new-service substance.

The Center (shown above) was founded in 1949 on the campus of the Illinois Institute of Technology, and is the focal point of much of this country's rail research effort. Since World War II, the AAR's work—augmented by the efforts of individual railroads and equipment manufacturers—has spearheaded a revolution in motive power, developed new types of specialized equipment, improved traffic control systems, and engineered stronger rail and smoother roadbed for today's higher speeds and heavier trains.

Western Pacific has been aided by the Research Center on several occa-

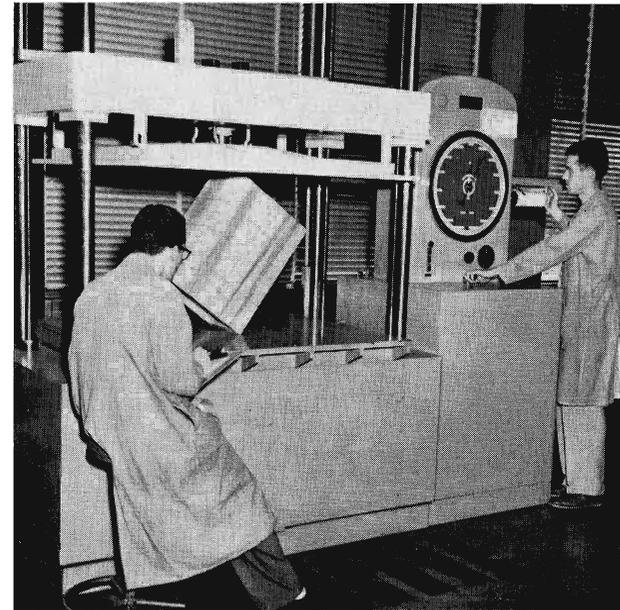
sions, most recently when staff members of the Center conducted an investigation to determine stresses in various members of four-truss spans under static loading conditions of a diesel locomotive and several loaded 100-ton hopper cars on several of the railroad's bridges.

The Research Center is not only a busy place, but a fascinating one, also. Its giant car press, for example, puts a one-million pound squeeze on passenger and freight cars in a test to find out if new rolling stock can meet modern railroading's high strength standards. If a car "gives" more than an inch, it flunks the test!

The "hot and cold" room, one of many stops for new oils and greases developed for railroads, houses a machine which can simulate in a bearing test the wear and strain of a fully-loaded freight car running at speeds up to 100 mph under widely varying temperatures. This program has helped railroads to increase from about 200,000 to nearly 2,000,000 miles the dis-

(Continued on Page 12)

Ways in which railroads are using atomic research techniques to improve operating efficiency of equipment are shown in new AAR film "Science Rides the High Iron." Above, radio-active isotope studies of lubricating oils are carried on in a radiology laboratory.



A strong, wirebound crate is put through a compression test by workers of the AAR Central Research Laboratory in Chicago in one phase of the widespread research program looking toward development of better containers for freight shipments.

AAR's research center ...

(Continued from Page 10)

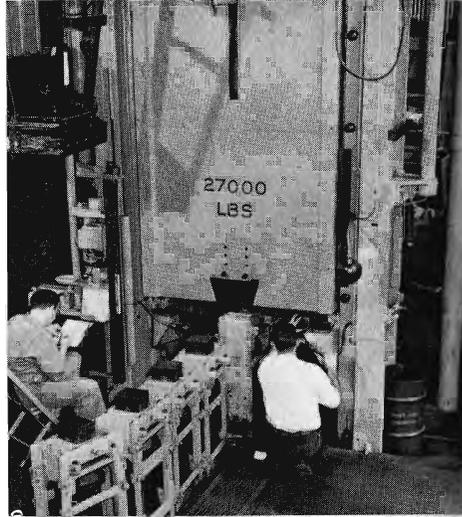
tance run by the average freight car without an overheated journal bearing.

The "world's worst section of track" is laid with rail with every known defect, and here electronic detector cars are tested for their ability to spot flaws.

On a switching impact test track, one of two locomotives pushes freight cars loaded with concrete blocks at varying speeds into a string of standing cars to test cargo loading and bracing methods and to evaluate the effectiveness of devices for cushioning cars and lading.

Other machines jostle and jolt crates

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Above: Draft gears must withstand strain without breakage or undue wear when machine drops 27,000-pound weight during test to insure that specifications for their use are met.

* * *

Left: Laboratory Assistant Mrs. Anita Runge demonstrates use of a cobalt camera in detecting metal flaws. The use of radio-active photography is but one of many techniques employed by the Center's staff of 77 technicians.



AAR's research center ...

(Continued from Page 12)

and packages so AAR aides can help shippers develop more reliable packaging systems for everything from transistors to newsprint.

AN instrument that can measure the hardness of a sausage skin or the toughest tool steel is one of the fascinating pieces of equipment in the metallurgical laboratory where studies are conducted on rail and axle problems. Axle designs developed through research make possible today's jumbo freight cars capable of hauling gigantic weights and volumes.

One huge testing machine, supported by a concrete shaft sunk 80 feet down in solid rock, is capable of dropping a 27,000-pound weight on freight car draft gears which must withstand the strain without breakage or undue wear.

The Center has complete testing equipment for rail and rail joints, rail

welds, lubricants, soils and ballast, ties and fastenings, timbers and girders. Twelve "rolling-load" testing machines constantly flex rail and joints to simulate actual use on an accelerated basis. Another device subjects tie plate fastenings to the same wear in two or three weeks they would receive in 20 years under moderate railway traffic.

The chemical laboratory is concerned with evaluating protective coatings and fireproofing compounds, trackside brush control, and chemical vegetation control agents to help develop more effective weed killers.

All in all, the personnel and facilities at the 4½-acre Research Center, representing an industry investment of over \$4 million, are constantly developing ways to aid individual lines, private institutions and rail equipment suppliers and manufacturers. The Center's goal is to promote more efficient railroad facilities to handle rising loads at diminishing costs for the shipping public.

Sometime

Sometime, when you're feeling important;
Sometime, when your ego's in bloom,
Sometime, when you take it for granted
You're the best qualified in the room;
Sometime, when you feel that your going
Would leave an unfillable hole;
Just follow this simple instruction
And see how it humbles your soul.
Take a bucket and fill it with water;
Put your hand in it, up to the wrist;

Pull it out, and the hole that's remaining
Is the measure of how you'll be missed.
You may splash all you please when you enter;
You can stir up the water galore;
But stop, and you'll find in a minute
That it looks quite the same as before.
The moral in this quaint example
Is to do the best that you can.
Be proud of yourself, but remember—
There is no indispensable man.

—Anonymous

Willing donors aid blood drive

THE WP Employees Medical Department blood drive, held in the medical department's office on January 17, brought in 54 pints of blood. Seven other willing donors could not be accepted at the time for various reasons.

As previously announced, each donor participated in a drawing for a Polaroid Camera (Model 104). The well-deserving winner, Joe Valerga, chief clerk-engineering, had just donated his 22nd pint of blood.



Dr. Ruth Fleming, who made drawing, presents Polaroid camera and film to winner Joe Valerga a 22-pint donor.

The biggest prize of all, however, was shared by Joe and all of the other member-donors, in that they had the satisfaction of being able to help some of our fellow members in a time of critical need. Nothing takes the place of blood in today's medical practice, and there is no source of supply other than through willing donors.

The donors discovered that giving blood is a completely painless process. All prospective donors are checked

carefully and a physician is in attendance at all times.

A similar drive and drawing is being held in Sacramento in February, sponsored by your Medical Department and organized by Hy O'Rullian. It is hoped that the Sacramento donors will equal, or even exceed, the showing made in the San Francisco drive.

Last year at San Francisco, Tony Quill, data processing, donated his 15th pint of blood, and won in the drawing a Sony AM-FM transistor radio. The Sacramento drive last year netted 44 units of blood and winner of the radio was Car Foreman A. J. Stout.

Additional blood drives will be held in the future. With the fine spirit and cooperation which has become characteristic of our people in both San Francisco and Sacramento we hope to next time exceed the results just accomplished.



An Irwin Blood Bank registered nurse prepares Joe Hamer, district sales manager-S.F., for donation, as Ann Barbee, accounting department, rests after giving her pint of blood.

New city busses for Stockton

Six carloads of new busses arrived in Stockton from Pontiac, Michigan, in January for use by the Stockton Metropolitan Transit District.

The routing, by which all six carloads moved over Western Pacific, was arranged by Wally Logan, sales representative for WP, and Miles Hoff, general manager and secretary, Stockton Metropolitan Transit District.

Terminal Trainmaster Jim Brown arranged to have the cars spotted at Western Pacific's piggyback ramp in Stockton yard for unloading, and all cars came through without damage.

On hand for the unloading were company and city officials concerned with the shipment, who are shown in the picture below with five of the modern busses.



L-R: Dick Collett, western sales representative, General Motors-Coach Division; Jack Kitchens, west coast representative, National Seat Co.; Richard G. Parsons, board of directors, Stockton Metropolitan Transit District; Stanley E. Dinkel, sales manager, Western Pacific; James Rishwain, mayor, City of Stockton; Carmen Perini, San Joaquin County Board of

Supervisors; Ralph Panella, Panella Trucking Co. and member of the board, Stockton Metropolitan Transit District; Fred Schneider, chairman of the board, Stockton Metropolitan Transit District; Wallace Logan, sales representative, Western Pacific; and Miles W. Hoff, general manager and secretary, Stockton Metropolitan Transit District.

Passenger's point of view

MILEPOSTS comes to me regularly through the courtesy of Rex Kearny, now retired from the SN. I am not connected with WP nor do I own any WP securities. One might say my interest in railroads is my avocation. I have just read the excerpts from Mr. Christy's ICC testimony. May I comment.

First, I am unhappy at the possibility of losing the *California Zephyr*. Since its inauguration (I have pictures of its first east-bound run, at Sacramento) my wife and I have travelled to Denver and Chicago several times—I've lost count, maybe six or eight. Our latest trip was to Denver in September 1966. Our enjoyment of the route does not diminish with familiarity. We have been served well and courteously in Pullman, diner, dome and lounge. Mr. Christy speaks truly when he says a sincere effort has been made to sustain good service.

Second, Mr. Christy's factual review of the economic aspects of the situation including the imminent need for new equipment seems to me to be much more forceful and logical than some of the statements made by those in opposition to the dropping of No's. 17 and 18. Sure, it's nice to have the train go through town every day in case one might want to use it sometime. Sure, it adds to the stature of a community to have more than one transcontinental train. But I have the feeling that many of those opposing the cessation of service hardly know what the inside of a day coach looks like, not to mention a Pullman. They ride Lucius Beebe's "hell-carts" and moan about losing the *Zephyr*.

So you see, Mr. Sherwood, I am in



Dear Editor:

a bad situation. I want the *Zephyr* to continue and if it does I'll be aboard from time to time. I will say this, however. If I WERE a WP securities owner I'd want my railroad run by people who face facts and say what they think. This, Mr. Christy has done.

E. C. LeCount
4521 South Land Park Drive
Sacramento, Calif.

* * *

Zephyr first love

Many thanks for your Christmas Card, and thanks for another year of MILEPOSTS. After nine years I was again in Chicago this past October, taking pictures for the Irish International Airlines. While waiting in Aurora, Ill., suddenly the *California Zephyr* raced by! I was very touched to see so unexpectedly my first love in American streamliners.

I wish you a very Happy New Year and may 1967 be a successful year for both you and the Western Pacific.

Dr. Milan Schijatschky
Theaterstrasse 2
8001 Zurich, Switzerland

* * *

Hopes Zephyr will remain

The latest MILEPOSTS came today and I've enjoyed reading all of it. I noted quite a few persons I knew in the Northern California area. I pass all

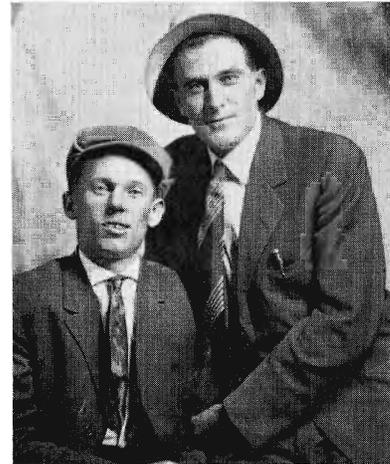
magazines on to a nearby "old folks home" among whose guests are several old rails. I carefully read your President's report on the *Zephyr*. I most earnestly hope a way can be found to keep it in service . . . if only a good mail contract could be obtained!

Col. L. L. Wardell
2133 Bohannon Drive
Santa Clara, Calif. 95050

* * *

Here 'tis, Ben

Find enclosed a picture of Ben Poppe and Jack Stratton, two of the



Ben Poppe and Jack Stratton in 1915.

oldest machinist pensioners from the Jeffery Shops who started to work for the Company in 1911. The picture was taken at the 1915 San Francisco Fair and Exposition. Be sure to publish this picture in MILEPOSTS and return picture to me. I have a lot more pictures for you to publish.

Ben Poppe
4811-34th Street
Sacramento, Calif.

* * *

Conductor's cap adds color

With this letter I am returning the conductor's cap which you so graciously lent us for the performance of Strauss's "Pleasure Train Polka" at the Civic Auditorium on January 31.

The concert was a great success, and the performance of the polka was all the more entertaining because of the use of an authentic railroad cap.

You may be assured of our appreciation for your willingness to be of assistance, and for your cooperation in making the cap available to us.

Kindest regards.

Joseph A. Scafidi, Manager
San Francisco Symphony
Association
War Memorial Opera House
San Francisco, California

* * *

Schools use Mileposts

Wanted you to know how much I have appreciated MILEPOSTS over the years. I note on recent issues that the Zip Code is incorrect and should be 94602. If possible, would you also mail me several extra copies of the September-October issue for use within our Oakland schools?

As a good friend of Roy Larson, your

(Continued on Page 19)



Terminal Trainmaster Andy Stene, takes a last look at ol' 334 before she left for Rio Vista

New home for 334

The last remaining steam engine, stored at WP's Oakland roundhouse for many years, moved to a new home in January. Western Pacific donated the old gal to the San Francisco Maritime Museum in December, 1964, but because of the 334's size they had no space for her storage.

The Museum then made arrangements with the Bay Area Electric Railway Association for her storage at the big BAERA museum at Rio Vista Junction where she is now on exhibit for all to see.

Old 334 was born a freight engine at the American Locomotive Company's Schenectady, New York plant in May 1929 and she went into service on the WP that same year. A Mikado, she was a bit hefty, carrying some 599,000 pounds with tender on her 2-8-2 wheel arrangement. She wasn't glamorous as were some of her rela-

tives who ran like the wind pulling passenger cars, but she did a fine job hauling long strings of freight cars across Nevada and in California until October 1952 when she was retired at the age of 29.

The old gal hadn't looked well for several years having been exposed to the rain, sun and winds and her once shiny body became dull and rusty, not very pretty for her future role as a Queen on display. A crew from the BAERA, led by Norman Borgwardt, went to work with brush and paint and soon had her restored to her original condition.

Roundhouse Foreman Cliff Conley and his crew worked on her insides and running gear so she could make the trip to Rio Vista Jct., not under her own power as in years before, but escorted in a drag freight behind

(Continued on Page 19)

Dear Editor: . . .

(Continued from Page 17)

retired vice president-finance, I have practically grown up with Western Pacific and I am always interested in reading MILEPOSTS. Please accept my sincere thanks for your help and with all good wishes.

Ralph Kerchum
Principal
4350 Bridgeview Drive
Oakland, Calif. 94602

* * *

Arthur C. Williams

This is to inform you that retired Brakeman Arthur C. Williams passed away at his home in Van Buren, Arkansas on January 1, 1967.

As ever, his wife.

Mrs. Juanita Williams
114 South 8th Street
Van Buren, Arkansas

Do you remember, Ruth?

I still read and enjoy MILEPOSTS. See by the one I received today that Ruth Wise's husband is retired. I gave Ruth piano lessons years ago in Portola.

Mrs. J. J. Haskin
P.O. Box 455
Orangevale, Calif. 95662

* * *

Coming your way

I have missed the last four issues of MILEPOSTS. I have moved from Walnut Creek to Oroville, but have been in the Northwest all summer and fall. That is why the delay in letting you know how much I miss the friendly, newsy little magazine.

May I wish you a very Merry Christmas and a Happy New Year!

Mrs. Elverna Charlesworth
3425 Orange Avenue
Oroville, Calif. 95965

New home for 334 . . .

(Continued from Page 18)

modern diesel power which long since displaced her from her once proud role.

But, somehow, she didn't seem to mind. Even though not operating under a full head of steam, ol' 334 nevertheless brought a lot of traffic to a standstill as she rode the rails with an opportunity once again to be an eyestopper!

She'll be glad to see any old friends who want to look her over at the Bay Area Electric Railroad Association's Museum located between State Highway 12 and the Sacramento Northern Railway at Rio Vista Jct. where she is in good company with a fine collection of historical railroad equipment.

Thanks for the Help!

The response to the Editor's request in the November-December 1966 issue for back issues of MILEPOSTS was tremendous. More than 300 copies of the various issues have been received from employees, pensioners, and other readers who are good friends of Western Pacific.

This could have been a sneaky way for the Editor to learn if MILEPOSTS is read, but it wasn't. He's just happy that the files now contain at least one copy of each issue, and he's most grateful to all those who contributed!

* * *

Better communications may not be making the nations of the world any friendlier, but at least they are getting a little clearer idea of why they're all mad at each other.

MILEPOSTS



IN GOLD

MILEPOSTS congratulates the following railroaders who are eligible for Service Pin Awards during the months of January and February, 1967:

40-YEAR PINS		
Victorio C. Garza.....	Section Laborer	Division
Axel F. Rintala.....	Assistant Treasurer	San Francisco
D. F. Segur.....	Conductor	Division
35-YEAR PIN		
Robert W. Nuzman.....	Section Foreman	Division
30-YEAR PINS		
Arthur M. Allen.....	Office Manager-Marketing	San Francisco
Harry L. Alt.....	Locomotive Engineer	Division
Leonard W. Bond.....	Painter	Sacramento
Robert Colvin.....	Mechanical Foreman	Wendover
Clarence C. Cox.....	Dist. Special Agent-Claim Agent	Sacramento
Myron E. Gibson.....	Locomotive Engineer	Division
Frank U. Gilliam.....	Locomotive Engineer	Division
Reginald C. Hoskin.....	Sheet Metal Worker	Sacramento
Stanley O. Kister.....	Carman	Oroville
Glenn M. Metzdorf.....	Conductor	Division
Millard A. Parks.....	Conductor	Division
John R. Rossi.....	Secretary to President	San Francisco
Woodrow L. Spillman.....	Locomotive Engineer	Division
Harry I. Stark.....	Senior Sales Representative	San Francisco
Edward W. Steuhen.....	Electrician Foreman	Sacramento
25-YEAR PINS		
Herbert F. Austin.....	Chief Clerk-Freight Claims	San Francisco
Richard M. Beam.....	Brakeman	Division
Alonzo J. Beatty.....	Brakeman	Division
George E. Bowers.....	Head Accounting Clerk (MILEPOSTS' Correspondent)	San Francisco
Greenwood W. Breedlove.....	Sheet Metal Worker	Sacramento
James H. Brown.....	Terminal Trainmaster	Stockton
Norman F. Brown.....	Locomotive Engineer	Division
Harold J. DuFour.....	Locomotive Engineer	Division
Ernest E. Evans.....	Chief Clerk-Industrial	San Francisco
John B. Gore.....	Sales Representative	San Francisco
Burnell L. Green.....	Storekeeper	Oroville
Harlan G. Henneman.....	Checker	Oakland
Robert L. Hoff.....	Locomotive Engineer	Division
Howard C. Huffman.....	Chief Clerk-Buyer-Dining Car Department	Oakland
Vernon E. Johnson.....	Sheet Metal Worker	Sacramento
Horace F. Latona.....	Purchase Requisition Clerk	Sacramento Store
Albert E. Madan.....	Chief Clerk	Sacramento Store
Eleanor G. Madsen.....	Government Accounts Clerk	San Francisco
Ambrose McGraw.....	Switchman	Division
Jerry E. Miller.....	Yardmaster	Oroville
Francis E. Rist.....	Switchman	Division
Joe F. Roberts.....	Yard Clerk	Oakland
William F. Royal.....	Programmer Analyst	San Francisco
James L. Rush.....	Conductor	Division
Harold Sapp.....	Section Foreman	Division
Lester H. Stoltzman.....	District Sales Manager	Pittsburgh, Pa.
Lars B. Tang.....	Conductor	Division
Peter J. Thill.....	Locomotive Engineer	Division
Adin A. Thomsen.....	Locomotive Engineer	Division
Russell M. Thorpe.....	Conductor	Division
Raymond W. Tidd.....	Conductor	Division
A. L. Vizina.....	Storekeeper	Elko
John W. Weddell.....	Roundhouse Clerk	Portola
Raymond V. Wright.....	Brakeman	Division

20-YEAR PINS

Ralph Brusco.....	Carman	Sacramento
Daniel J. Curran.....	Carman	Oakland
Elmo W. Epps.....	Switchman	Division
Ernest P. Howell.....	Brakeman	Division
Della C. Kessler.....	Interline Clerk	San Francisco
Elaine M. Obenshain.....	Trainmaster's Clerk (MILEPOSTS' Correspondent)	Stockton
Roy M. Peterson.....	B&B Carpenter Helper	Division
Carl L. Rowe.....	Dispatcher	Sacramento
William T. Sandtrock.....	Yard Clerk	Oakland
Ruel R. Sims.....	Switchman	Division

15-YEAR PINS

Aniel R. Bascherini.....	Electrician	Oroville
Robert H. Bissell.....	Hostler Helper	Oroville
C. E. Bossen.....	Signal Supervisor	Winnemucca
Kenneth C. Carter.....	Switchman	Division
Phyllis Hibbs.....	Nurse's Aide	Portola
Nita Lovett.....	Stenographer-Clerk-Marketing	San Francisco
Audrey V. Mathes.....	Secretary-Law	San Francisco
G. L. Neilson.....	TCS Maintainer	Wells
Tony Pitts.....	Boilermaker	Oroville
Burton J. Press.....	Assistant Engineer-Costs	San Francisco
Leonard C. Ramsey.....	Welder	Division
Cecil W. Smith.....	Carman	Stockton
J. E. Vlasak.....	Circuit Designer	Sacramento
William M. Weir.....	Sheet Metal Worker	Oakland

10-YEAR PINS

D. L. Acker.....	Brakeman	Division
Tillman A. Atkins.....	Machinist's Helper	Oroville
R. C. Ditmanson.....	Dispatcher	Sacramento
Elizabeth L. Ferguson.....	Roundhouse Clerk	Oroville
Virgil L. Gearhardt.....	Electrician	Oroville
L. W. Howard.....	General TCS Maintainer	Sacramento
Louise C. Larsen.....	PBX Operator	San Francisco
C. E. Lear.....	Clerk	Oroville
George J. Manikas.....	Machinist	Sacramento

(MILEPOSTS' apologies to Crane Operator Alvin C. Gregg, shown in the July-August issue as section laborer; and to Locomotive Engineers Allen E. O'Connell, John P. Rice, Raymond R. Williams, Eric C. Heckers, and L. P. Wirthlin, shown in the November-December issue as firemen.)

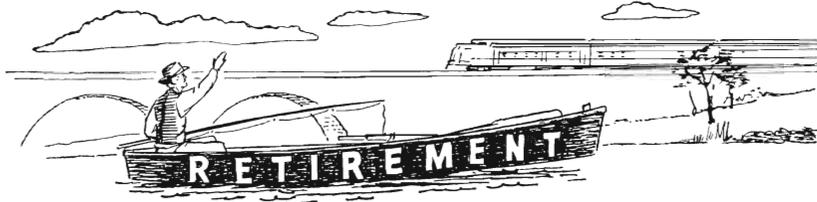


In 10 years "Liz" has traveled 1,750,000 miles

As the *California Zephyr's* senior Zephyrette, Elizabeth Liebfort has traveled nearly two million miles between Oakland and Chicago since she joined the service on Christmas Day in 1956.

"Liz" is one of ten Zephyrettes in the service, and she has enjoyed every minute of her duties on the cross-country run. "There's always something to do—babysitting, tour guide, hostess, midwife, travel consultant—you name it," said "Liz."

Born on a farm in North Pearl, Iowa, she once studied fashion designing, but thinks travel is more fun.



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

Clyde E. Brown, Sacramento Northern agent, Chico, 18 years 4 months.

Lee H. Cutburth, Central California Traction Co. bridge carpenter, Stockton, 14 years 3 months.

Doris A. Doherty, clerk, San Francisco, 23 years 7 months.

Claude E. Finley, train desk clerk, Sacramento, 38 years 6 months.

Charles E. Fisher, freight car repairman, Stockton, 15 years 8 months.

Timothy Hanlon, locomotive engineer, Stockton, 38 years 7 months.

Nuncio D. Leonardini, boilermaker, Sacramento, 19 years 5 months.

Lace L. May, Central California Traction brakeman, Stockton, 9 years 4 months.

Guillermo Mendoza, section laborer, Stockton, 43 years 7 months.

George F. Miller, Sacramento Northern lineman, Sacramento, 38 years 9 months.

Donald J. Moffitt, blacksmith helper, Sacramento, 30 years 5 months.

Clarence O. Muskopf, electrician, Oakland, 21 years 3 months.

Hans H. Pautke, carpenter, Elko, 24 years 6 months.

Newell Payne, Sacramento Northern ticket clerk, Marysville, 25 years 6 months.

Louis J. Pearce, locomotive engineer, Winnemucca, 24 years 2 months.

Frank O. Perkins, electrician helper, Oroville, 23 years 8 months.

William W. Smith, roundhouse foreman, Stockton, 37 years 2 months.

Gustave A. Surmelis, Central California Traction track foreman, Stockton, 11 years 6 months.

Sylvester C. Tidwell, Sacramento Northern track foreman, Dozier, 35 years 6 months.

Sickness Benefits

The Railroad Retirement Board urges employees to get applications for sickness benefits to a Board office promptly. Some 25,000 employees lost benefits last year by undue delay in filing!

A doctor's statement of sickness is required to be filed not later than 10 days after the first day benefits are claimed. However, when employees are unable to meet this requirement while hospitalized, or when his doctor cannot file the statement on time, employees will not be penalized for late filing if the delay is beyond his control.



WINNEMUCCA

Hank Mentaberry

We all hope for a rapid recovery for Division Lineman JOHN MILTON who recently underwent back surgery at St. Mark's Hospital in Salt Lake City. He is expected to remain in the hospital for about a month.

We were all deeply saddened by the death of Carman HENRY BERRY's wife, Adele. She had been a lifetime resident of Winnemucca and had gone through our local schools. Adele was well known for her excellence in competitive women's sports and at one time was active in women's softball and tennis.

Adele and Henry raised two children, Diane and William, both of whom graduated from Michigan State University and now are in the teaching profession in Sacramento.

Our warmest condolences to the Henry Berry family!

Annual Bowling Tournament

The 16th Annual Western Pacific Handicap Bowling Tournament will be held Saturday, April 8, at the Mardi Gras Lanes in Sacramento, it was announced by Hy O'Rullian and Jim Quick, tournament chairman and secretary, respectively.

A record number of teams from California, Nevada, and Utah is expected to participate. The event is ex-

PORTOLA

The Portola WP Brotherhood of Railway Clerks held its annual Christmas dinner and party at the Red Feather on December 16. The dinner, prepared by the L.D.S. Church Relief Society, was attended by about 35 persons. Retired Cashier EARL D. FONDA, who has been a member of the Clerks' Union for over 46 years, was party participant with most seniority.

The temperature was below zero on January 6 when two Extra Gang 420 employees, MARTIN WOOD and WILLIAM HOUDYSHELL, spotted a man clinging to a snow stake for support along County Road A-23. Upon investigation, they discovered Antonio Castelli, 85, of Beckwourth, Calif., in a near frozen condition. They took Castelli to the Portola Police Station from where he was taken to the local hospital by Chief Harris. Castelli was

(Continued on Page 24)

pected to attract teams from not only Western Pacific, but Rio Grande, Southern Pacific, Santa Fe, and Sacramento Northern railroads. The tournament will include team, doubles and singles events and, in addition to prize money, trophies will be given this year.

Entry blanks and other details are available from Hy O'Rullian.

attempting to reach the hospital by foot, but apparently took the wrong road and was finally about five miles from Beckwourth on the Calpine Road. As of this date, Castelli is doing fine.

MECHANICAL DEPARTMENT

Clara R. Nichols

Congratulations to TRUMAN N. FASSETT, shops supervisor, who was recently elected Noble Grand of Sacramento Capitol Lodge No. 87, I.O.O.F. Truman has been a member of this organization since 1928. Other positions held by Truman in the Lodge were Scene Supporter and Warden. He is also a Past Master of Kit Karson Lodge 734, F. & A. M., and is one of the three remaining charter members who organized the Lodge.

Another of our employees receiving city-wide recognition is HERMAN F. SCHULTZE, recently elected and installed as Master of Masonic Lodge Concord No. 117. Herman also held the same position 10 years ago. In addition, while coming up the line, he held all other offices in the Lodge. He is a member of the various Scottish Rite Bodies and the Ben Ali Shrine, and holds membership in the Order of Eastern Star.

It is a coincidence that 10 years ago, both Truman Fassett and Herman Schultze were Masters of their respective Lodges at the same time, just as they have been elected this year.

We extend congratulations to Electrician Apprentice and Mrs. MIKE BOND on the arrival of a daughter, their first child!

We were glad to welcome back to work File Clerk CLAUDE L. EDWARDS, following an extended illness which required hospitalization.

A surprise visitor recently was IRENE BURTON, former MILEPOSTS' correspondent and now retired from the Store Department. She plans a trip to the Orient in the very near future.

We are also glad to have back on the job again, ELIZABETH "BETTY" FERGUSON, roundhouse clerk at Oroville, who was absent because of illness.

(EDITOR'S NOTE: Inadvertently, credit was not given to JOE LAMALFA for his picture of CLIFF BENNETT and Shop Superintendent R. E. SCHRIEFER which appeared in this column on Page 24 of the November-December issue. Sorry about that, Joe!)

KEDDIE

Elsie Hagen

We're sorry to report the misfortune of Conductor HANSON MATHEWS, who had been living in a trailer at Keddie, but lost it in a fire which occurred during his absence.

Yardmaster JOE CLINTON had his first flying experience when he travelled to Council Bluffs, Iowa for his annual Christmas visit with relatives and friends. He has gone by train in the past, which I understand was the means of his transportation home.

Conductor ALDEN THOMAS' son, Jerry, was home for the holidays from school in Yuba City.

Quincy is expanding! A new Post Office is planned for next year on a site already established, and we now have our second radio station, an FM operation under call letters KFRW, and is very fine.

At the same time Quincy lost a very old landmark during December when the Hotel Quincy burned to the ground. The cause has not been determined at this writing. The property had been a hotel site since the 1800's. It was known

as the Plumas House when it burned down in 1923 and was rebuilt as the Quincy Hotel.

PFC Vance Terry returned to the service on December 26, after being on leave and at home with his parents, Engineer and Mrs. HARRY ALT, but his station was indefinite at that time.

BILL FOSDICK, retired and living in Keddie, has not been well and we hope that he will soon be feeling better.

Conductor JACK KRAUSE, who injured a knee while working between two cars, returned home from the hospital and has graduated from crutches to a cane. Still having trouble with the knee his convalescence will be slow, but he is improving.

NEW YORK CITY

Richard J. Tracy

"Oh-h-h Paris!" were the first words spoken by KAREN ANNE O'DONNELL, our steno-clerk, on returning from a European vacation. France was her favorite of all, which included mountain climbing in the Swiss Alps, a visit to a real "Cockney" pub in London, a tour of the underground Catacombs, seeing the Pope in Rome, visiting the Palace and famous Casino at Monte Carlo, seeing Flamenco dancing in Madrid's "Gypsy Caves," swimming along the French Riviera, and enjoying an authentic Medieval dinner in an old Irish castle in Shannon (authentic meaning the only Medieval utensils available for eating were—your fingers!). She brought back many fond and lasting memories of England, Ireland, France, Switzerland, Monaco, Italy, Spain and Portugal.

Welcome to BILL GURGURICK, former chief clerk in Pittsburgh, who is now our sales representative-special equipment. Bill, his wife, Sandra, and

13-month-old son, Paul will reside in Queens Village.

We also welcome LINDA GRISEL, new secretary to Sales Manager WILLARD M. WORKMAN. Linda was born and raised in Northern California and her biggest desire has always been to travel. On October 16 last year, Linda and two roommates started their adventures across the U.S. to settle in New York. She has a sister, BETTY, a MILEPOSTS' correspondent and steno-clerk in the transportation department at San Francisco. Linda was employed in our marketing department there before coming to New York. She loves warm weather (New York?), water skiing, going to the beach, having picnics and any outdoor sport. Until her plans take her back to California she is thrilled about living here and hopes to see all the exciting places she has heard so much about.

LOS ANGELES

Joan Karlin

You probably read how irate the Los Angeles fans were about having a TV-blackout during the Super Bowl game. And how even the radio stations were giving instructions on how to get the game that was being seen on TV as nearby as San Diego and Santa Barbara. Well, KIRK S. EYER, sales representative, and his brother-in-law put up a TV extension on his antenna and sat easily through the entire game, enjoying every minute . . . while others were spending \$12 and more to see the game from the stadium, or spending money on motels outside the Los Angeles area.

Speaking of football, your correspondent was one of the lucky ones to attend the Rose Bowl Game in Pasadena. It was a real thrill!

SACRAMENTO STORE

A. E. Dabbs

Petty Officer William Madan, sonar technician, and son of Chief Clerk AL MADAN, is taking part in the 7th Fleet operations off the Coast of Vietnam aboard a destroyer.

Sacramento Storekeeper NINO PONCIONI, Mrs. Poncioni and their daughter, Pam, left Sacramento by air for Anchorage, Alaska to enjoy Christmas and New Year holidays with their



Christmas in Alaska with the Poncioni family.

daughter and son-in-law, Sharon and Alan Baldwin. Their arrival in Anchorage at 7:30 P.M. was marked by clear skies and a 6° temperature. While there, in addition to having their family together, they had a wonderful time attending various parties, programs, and skidooring and driving around in the snow viewing the beautiful scenery. They took many beautiful still and motion picture shots, and one highlight was a flight over the famous Kenic Glacier. They enjoyed Alaska very much.

OAKLAND

John V. Leland

Switchman FRANK J. ADAMS, who retired August 31, 1952 as bullring switchman, passed away last October at the age of 80. Our deepest sympathy is extended to his wife, Elsie.

The British Consulate in San Francisco recently announced that Queen Elizabeth has awarded a membership in the Order of the British Empire to Mrs. JEAN MCHARDY, executive secretary of the British Benevolent Society.

Our Head Bill Clerk LOIS CHASE called our attention to the fact that Jean was head of the British War Relief in the Oakland area prior to and during World War II and that she has been connected with the British Benevolent Society for over 30 years. Jean, who was a director of this organization during the time she worked as interchange clerk and train desk clerk from which latter job she retired at Oakland some years ago, told how the Society helps in a practical way all persons in trouble in this country who were born under the British flag, including many who are newly arrived in this country.

OROVILLE

Helen R. Small

Congratulations to all the newly-weds!

NORMAN L. OWENS, roundhouse laborer, was married to Toni Moulton of Okmulgee, Oklahoma, in Reno on December 19.

Daughters of Fireman and Mrs. WALTER J. WILLIAMS were married in November. Lorraine became the bride of Charles Luzovich in the Mount Rose Wedding Chapel in Reno. Bettie Marie became the bride of William H. Clark

in a candlelight ceremony in the First Methodist Church, Reno. Lorraine and Charles made a honeymoon trip to Salt Lake City and are making their home in Sacramento where the groom is stationed at McClellan Air Force Base. Betty and William honeymooned at Lake Tahoe and are living in Richmond where both are employed.

June Townsend, daughter of Conductor and Mrs. ALBERT TOWNSEND, became the bride of Airman 1-C Allen Unfried of Langley Air Force Base, Virginia in the First Methodist Church in Oroville on December 18. June is presently employed in a dentist's office in Marysville and the groom recently returned from a tour of duty in the Philippines. They left in January for Langley Air Force Base to make their home.

Agent and Mrs. ARTHUR I. REICHENBACH, JR., announced the engagement



of their daughter, Cheryl Denise to Jon Wilson Bright of Oroville. Both are Oroville High School grads and are now attending Yuba College. Jon is also employed by PG&E. February 25 is the date set for

their wedding.

Agent "ART" REICHENBACH, JR., is also 1st Sergeant of the Oroville National Guard Company and he and seven other members served in Governor Ronald Reagan's honor guard at the inaugural ball. He reports that it was a wonderful evening. "Art" also reports that Company B, 1st Battalion, 184th Infantry unit of Oroville recently received a letter of recognition

from the State Governor for being one of the few National Guard units in the state to pass the training tests every month.

SAN FRANCISCO

George Bowers, Jean Bruce, Elizabeth Fagan
Lawrence Gerring, Betty Grisel, Carl Rath

We all send our best wishes to N. A. SCHOEPLIN, auditor of revenues, who is recuperating at home following his recent operation. We hope it won't be long before you're back on the job again, Nick!

Those new faces you've seen around the third and fourth floors at general office are those of JOHN SUSEOFF, WALTER HARPER, and ARNOLD SKOOTSKY, who were transferred from the freight office in San Francisco. We extend to them a hearty welcome!

Congratulations to NANCY METZ and her husband, Jerry, on the birth of a son, Jeffrey Lawrence, on December 28.

Also, to GABRIEL SCHLEMMINGER and her husband, Klaus, whose son, Peter Michael, arrived in the evening of the same day.

Both Nancy and Gabriel are auditor of revenue department employees.

We're sorry to report the death of Kurt Borgwardt on December 9. Kurt was the brother of ELISABETH BORGWARDT, who retired from the communications department last June, and another sister, Charlotte. Attending the funeral services were CARL RATH, MARY MCFADDEN, HERB KNAPP, and GEORGE GORDON, all of the department.

Condolences to L. B. LARSON, freight pricing manager, and OSCAR H. LARSON, chief clerk-transportation, and their families in the death of their mother, Mrs. Huldah Larson on January 2.

BOB GOLDEN, secretary-clerk president's office, made another trip to Europe late last year. Highlights of his trip were attending the performance of "La Gioconda" at the new Metropolitan Opera House in Lincoln Center, New York; in England, a visit to mysterious Stonehenge on the Salisbury Plains; and in Italy, the November floods. Bob reports that a week after the flood he was in Venice and there were no traces of any catastrophe left except for an occasional watermark on some buildings. In Florence, the devastation was as reported by the press. Despite the floods, Bob had a wonderful tour and for the most part excellent weather, especially in Rome, Naples, Sorrento and the Isle of Capri.

SID HENRICKSEN dropped in the office in January while enroute to the doctor for his quarterly checkup, and looks better than he did when he retired as chief clerk-engineering about two years ago. He plays golf regularly with a group of old-timers and on occasional Saturdays with DICK HOCKER, industrial department, BOB BILLS, information systems section, and Ed O'NEIL, accounting. Sid says he can't beat 'em, but he keeps those guys honest!

Auditor of revenues employees were happy to see MARIA MORALES return to work following an automobile accident. Though one of her legs is in a cast, Maria is able to hobble around and it's good to see her smiling face.

Another member of the accounting department, LILLIAN SWARTZBURG, is also courageously getting around with the aid of crutches since she fell and broke an ankle. We hope she will soon be rid of her crutches.

WENDOVER-SALT LAKE CITY

Esther Witt, J. B. Price

Mrs. Janet "Net" Anderson passed away at her home in Grantsville, Utah on December 20 at the age of 86 after an extended illness. She leaves to mourn her loss five sons and four daughters, among them being Conductor DEWARD C. ANDERSON and Mrs. Lind (Myrtis) Hutchinson. Our deepest sympathy is extended to all members of the bereaved family.

John Parks, son of former WP Hotel Manager and Mrs. WALTER H. PARKS, was home on a 20-day leave during the holiday season. John joined the Marine Corps last fall and has completed his basic training. He returned to Camp Pendleton for further training after which he is expected to be sent to Vietnam with the Air Wing.

While Mechanical Foreman ROBERT COLVIN was in the hospital for nearly three weeks in December we were glad to have AIMEL R. BASCHERINI with us as relief foreman. Bob returned to work on December 28 and we hope he will now enjoy good health.

A speedy recovery is wished for retired Engineer WILLIAM WOODALL and we hope his stay in the hospital will be of short duration.

Edgar T. Wetherington of Pocatello passed away at St. Anthony Hospital on November 27 at the age of 95 years. "Uncle Ed" leaves to mourn his loss his niece, ANNA BELLE ALBRECHT, with whom he made his home both in Wendover and Pocatello where they moved after Anna Belle retired; also two nephews, Hugh and Paul Wetherington of Arco, Idaho. Mrs. Wetherington passed away on June 9, 1959 while the family were still in Wendover. Our deepest and most sincere sympathy is

extended to Anna Belle and the family.

The home of Conductor and Mrs. DEWARD C. ANDERSON was the setting for the marriage of their daughter, Miss De Ona Anderson, and Randy Jack Sorenson, son of Mr. and Mrs. Rodney Jack Sorenson, on December 26. After a honeymoon trip the bride resumed her studies at Westminster College while the bridegroom completes his tour of duty with the Armed Services. Congratulations and best wishes for a happy future to these newlyweds.

Yard Clerk DANIEL F. MATTHEWS has returned to work after a week's stay in the hospital with kidney and liver infection. We are all glad to see him feeling so good, and hope that good health will be with him for a long time.

Old Man Winter moved in on us on December 5. He thought to soften the blow he would start with a slow, warm rain and then work on up to an all-day snow on December 6. He then put us in a deep freeze, bananas and all, and there we stayed put with temperatures ranging between 10° and 25° for the rest of the month. January has brought several days of respite which we have enjoyed, so looks like the banana belt has left us for another year.

STOCKTON

Elaine Obenshain

Miss Sharon Diane Rossiter, daughter of Clerk ETHEL ROSSITER and her husband, Larry, and CALVIN H. SMITH were married on November 26 in Lincoln Presbyterian Church. Sharon's sister, Linda, was a bridesmaid; her older brother, Gary, an usher; and her youngest brother, Kevin, distributed



Mr. and Mrs. Calvin Smith

rice bags. After a honeymoon in the Lake Tahoe area they are living in Stockton, and Calvin is now in our car department.

Gary Rossiter, by the way, is one of two Linden High School students selected to apply for American Abroad scholarships under the American Field Service program. Gary, a junior, plays in the high school band, played on the junior and varsity football teams and on the varsity base-



ball team. He is a member of the Rally Committee, California Scholarship Federation, CFS and AFS; is on the honor roll and received the Mathematical Association of America award in his sophomore year.

Our best wishes for a long and happy retirement to Roundhouse Foreman W. W. SMITH, who retired on December 31; and to Engineer TIMOTHY HAN-

(Continued on Page 31)



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:

Burnside F. Adams, retired marine fireman, Berkeley, December 26.

Thomas F. Bedford, retired recheck clerk, Seal Beach, June 1966.

Ben D. Bell, retired roundhouse foreman, Sacramento, August 1966.

Charles M. Colvin, retired Sacramento Northern brakeman, Concord, October 1966.

James R. Cope, retired locomotive engineer, December 20.

Andrew B. Corra, retired clerk, December 30.

William T. Dunn, retired machinist helper, Oroville, August 1966.

Ralph N. Emerson, retired Tidewater Southern employee, Oakland, September 1966.

Elmer R. Fletcher, retired baggage-man, Sacramento, September 1966.

Albert A. Green, retired train checker, Modesto, September 1966.

Henry Hilzinger, retired section foreman, Redwood City, January 17.

Henry M. Houston, retired dining car waiter, December 8.

Thomas E. Ivins, retired pitman, San Francisco, August 1966.

Frank T. Kelly, retired signal maintainer, Oakland, January 9.

Samuel Kirkham, retired switchman, Moraga, September 1966.

John Larsen, retired marine mate, San Francisco, June 1966.

James L. Lee, retired Central California Traction brakeman, Escalon, date unknown.

Henry B. Lincoln, retired communications inspector and relief division lineman, Long Beach, September 1966.

Isabella S. MacLeod, retired stenographer-clerk, Oakland, date unknown.

Harry J. Martin, retired section laborer, Princeton, West Virginia, August 1966.

James F. Martin, retired Central California Traction watchman, Stockton, July 1966.

Ramon Martinez, retired extra gang laborer, Sacramento, October 1966.

Frank N. Navarro, retired track laborer, Sacramento, April 1966.

Claybe L. Neubourg, retired car distributor, Grand Junction, Colorado, June 1966.

William R. Parks, retired Sacramento Northern yardmaster, November 30.

Edward H. Payte, retired brakeman, Los Angeles, date unknown.

Nels P. Peterson, retired fireman, Grand Junction, Colo., September 1966.

A. J. Piers, retired dispatcher, Sacramento, January 19.

Nicholas G. Pinedo, track laborer, December 15.

(Continued on Page 31)

In Memoriam ...

(Continued from Page 30)

Robert C. Pratt, retired clerk, Santa Cruz, Calif., July 31.

Charles S. Quillen, retired telegrapher, St. Helens, Ore., October 1966.

Aaron M. Redwine, track laborer, Sacramento, May, 1966.

Frank C. Reubens, retired machinist, Oakland, date unknown.

Frank Reyes, retired industry clerk, Stockton, July 1966.

John Rothery, retired Sacramento Northern conductor, Bakersfield, August 1966.

Demetrio Salarno, retired Sacramento Northern track walker, Sacramento, May 1966.

Librado Sandoval, retired section laborer, Salt Lake City, October 1966.

Oran B. Smith, retired telegrapher, La Fayette, Ind., May 1966.

Peter Sniur, retired B&B carpenter, San Francisco, March 1966.

Salvador Soto, retired maintenance of way laborer, Livermore, November 1966.

Erastus L. Tomlinson, retired carman, November 23.

James Tsekuras, retired section foreman, Assos, Corinthias, Greece, November 1966.

Daniel P. Ugarkovich, retired Sacramento Northern B&B carpenter, Belgrade, Yugoslavia, July 1966.

George Vardes, retired Sacramento Northern warehouseman, Marysville, January 17.

Jesse C. Walker, retired switchman, Sacramento, August 1966.

Ross B. Walker, retired fireman, Cornelius, Oregon, September 1966

Caboosing ...

(Continued from Page 29)

LON who retired the same day with just over 36 years of service.

Switchman and Mrs. S. W. COOPER became grandparents for the fifth time on November 30 with the birth of Mark Daniel, to their son, Lyle, and daughter-in-law, Joan Cooper.

Brakeman and Mrs. C. W. BRINK became delighted parents through adoption of Jeffery Michael, born December 5.

Miss Judith Anne Gilliam, daughter of Engineer and Mrs. FRANK U. GILLIAM, changed her name to Mrs. Robert Harrison Ehlers during a mid-November ceremony in Bethany Lutheran Church, San Diego. They are living in the Point Loma area of San Diego where both are employed.

Our deepest sympathy to Switchman M. W. KEELE, whose father passed away on December 14; and to Switchman A. A. KESSEL who lost his father on December 27.

Navy Lt. Claude D. Wilson, Jr., son of retired Carman and Mrs. CLAUDE WILSON, SR., was killed in the air over North Vietnam recently. He had won a hero's accolade the month before and had only 18 more days to serve in his Southeast Asia tour of duty. Our sincere condolences to his parents, wife and children, and sister.

SAN JOSE-MILPITAS

Lee Marshall, Phil Hazlett

Hearty congratulations to Car Desk Clerk CLAYTON ASHLAND of the San Jose freight office who completed 30 years of service on December 14. He was appropriately presented a 30-year Service Pin by Agent PAUL F. SCOTT to honor the occasion.

WESTERN PACIFIC MILEPOSTS

526 Mission Street
San Francisco, Calif. 94105

Return Requested



To speed freight service, Burlington has begun through operations using pooled diesels with New York Central, Union Pacific, and Great Northern.

* * *

Santa Fe announces daily through sleeping car service daily each way between Chicago and Phoenix, Ariz.

* * *

Canadian National has increased its "Rapido" service from two to eight fast non-stop daily trains between Montreal and Quebec.

* * *

Four freight trains labeled "experimental" by N&W saving as much as 12 hours in terminal time moving intact over N&W-UP run with only crew changes.

* * *

New York Central received first shipment (400) of Swedish concrete ties to an American railroad for installation in new Alfred E. Perlman electronic freight yard at Selkirk, N.Y.

* * *

The 500th Century series unit, a 3,000-hp 630, was delivered by American Locomotive to Pennsylvania Railroad during December.

* * *

Illinois Central announces new \$15½ million system-wide electronic management information system to become operational in 1967.