

WESTERN PACIFIC  
*Mileposts*

JANUARY-FEBRUARY, 1968



# Mileposts

WESTERN PACIFIC

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\*Milepost No. 179

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. 179: Marysville, Yuba County Seat. Founded in 1842. Population over 11,000. Photo by Leonard Radcliff, district special agent, Sacramento.

## MANIFEST

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## "Cut-over" Day for MICS

MONDAY morning, September 25, 1967. For most of our railroaders, a normal Monday morning. Not so for a small group of systems analysts, computer programmers and communications department employees in the data processing center in San Francisco. That day was "cut-over" day for an important segment of the Management Information and Control System (MICS). The Message Switching/Data Accumulation System (MS/DA) became an operating reality. Computers in the San Francisco processing center assumed control of WP's teletypewriter stations by automatically routing and retransmitting or relaying all wire messages to, from, and between the various offices and terminals along WP rails.

Automatic message handling is an absolute necessity in MICS operation. The volume of train and yard employees' messages required to keep track of the movement of about 7,000 freight cars and 200 locomotives on WP rails on a typical day demands speedy, accurate and undelayed transmission.

Information regarding location and status of empty, loaded, clean, dirty and bad order cars is of the greatest importance to management, supervisors and line personnel responsible for "keeping 'em rolling." The accumula-

tion, storage and retransmission of such information is one of MICS's important goals.

### Complex system

MS/DA is the first step in implementing a complex communications/computer system that will soon maintain individual movement and status records for each car moving on our rails from time of delivery to us by connecting railroads until we make delivery on its outbound trip.

Message Switching is simply the ability to receive a message and send it on to destination. The beginning, or "Header," of a message contains the station codes to which the message is directed. Most WP'ers will recognize the station codes as the old wire "call"

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## "Cut-over" Day ...

names: GO, general office; SR, Sacramento; SN, Stockton; and others. A single message may be directed to as many as nine stations by including each station's "call" in the header. All circuits lead to the computer in San Francisco. On receipt of a message, the computer "looks" at the header, collects the entire message, then promptly sends it out to the intended stations. If the computer cannot for any reason receive the entire message, it immediately advises the sending station to repeat the message.

Planning for MICS began several years ago. In order to make the cut-over on September 25, railroad and computer specialists began studying

WP's information and communication requirements in 1962. Answers were required to such questions as: How many messages must be handled each day? How long are the messages? (Remember "TELEGRAM—BE BRIEF" form?) Which stations handle the bulk of the message traffic? What type and how much equipment would be required? How would conversion from the existing to the new system be made?

Slowly these and many other similar questions were answered. Switch panels and miles of wire were installed, as were computers and teletype equipment. Systems programmers then began the task of instructing the computer, with several thousand instructions, just how to accept, save and for-

## "Cut-over" Day ...

ward messages. These instructions, called the computer program, outlined procedures for handling 30 or 40 messages from as many stations, all at once without confusion. Above all, no message could be allowed to become lost.

### Torture tests

The computer program planning was finalized in early 1967. Writing of the program began in January, 1967 and many problems occurred before it met WP's requirements. Segments of the program, called routines, were written, rewritten, tested and retested until all worked smoothly like the works of a fine watch. When enough routines were assembled, preliminary testing began by hooking selected stations to the computer. During long hours of tedious testing, heartbreak, tears and jubilation were hopelessly intermixed. Programmers worked 'round the clock nursing messages through the complex computer program to find and correct the last remaining "bugs." Finally, the basic Message Switching system was complete. Next came the "torture" testing: heavy and continuous message loads, introduction of every conceivable type of operator and equipment error; wrong procedures were intentionally followed. If the computer failed to handle problems or loads properly, program or procedure changes were made so that it would. The testing teams' motto was that nothing—absolutely nothing, that could be done at, to or with a teletype machine could confuse the computer.

During this torture testing, telegraphers were trained in the use of the new teletype equipment and proce-

dures for using the system. Former Business Car 101 was outfitted as a rolling classroom to tour the railroad for six weeks to train field personnel involved in the message switching system. During the same period, network attendants, who monitor and control the computer equipment required by MS/DA, were trained in the management of the computer system.

Finally, cut-over day arrived. Original plans were to cut in the new system during April, 1968. However, long hours spent by systems programmers, and the excellent cooperation of field personnel, made it possible to first advance the cut-over date to November, 1967. Finally, 10:00 A.M. September 25, 1967 was targeted for shifting 10 selected stations to computer control. No one could guarantee the systems operational stability, a situation typical for complex systems of this type. It was planned, therefore, to cut stations over in groups of 10 or less, then if (a big word) the system proved inoperable the stations could quickly be returned to manual operation without seriously disrupting the company's operation.

### Success

Early in the morning of the 25th communications personnel began final checking of their lines for cut-over. Systems personnel prepared the computer equipment to take over the selected lines. The disc storage unit, having a storage capacity of over 18 millions of characters between time the computer receives it and retransmits, was cleared. The program (instructions) was loaded into the computer which has a memory capacity for some 48,000 characters. The com-

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The new system will enable WP to keep its customers better informed with up-to-the-minute information about their shipments.

## "Cut-over" Day...

puter was started at 9:30 A.M. but held in check; at 9:55 A.M. the switch was thrown to connect the 10 selected teletype stations to computer control; at 10:01 A.M. the computer was unleashed.

No fanfare . . . no explosions . . . no bells ringing!

The system simply went to work. Perhaps fewer than 20 persons were aware that Western Pacific had cut over to a system of Message Switching which ranks as a leader in railroad computer technology.



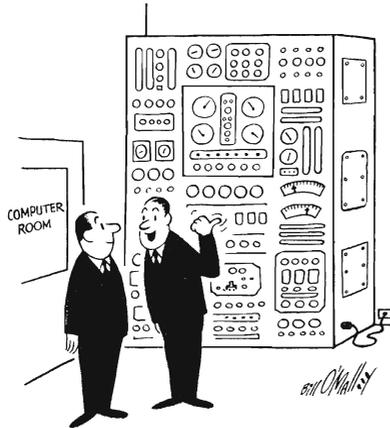
About three weeks later additional stations were cut in to achieve the present load of 22 stations on 20 teletype circuits. Planned expansion during 1968 will bring other operating stations and the Marketing Division's sales offices network under control, expanding the network to 66 stations over 29 lines. At least one of these lines will be used to receive and transmit data to another computer.

## Many Involved

WP's Message Switching System was designed and implemented by WP personnel assigned to the Systems and Information Services Department under the direction of R. L. Petersen. Augmenting these computer specialists was the close cooperation of the Signal and Communications Departments, the Marketing Division, and the Operating Department. Superintendent of Communications R. E. Enger and his entire staff were involved during the system design phases of the program. New teletype equipment was installed and is maintained by communication maintainers.

Coordination of training for teletype operators was under Bob Petersen's direction, with D. W. Chesworth as instructor and all WP agents acting as local arrangements and advisory committee men.

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"I ran all the data through—and it said: 'Read MILEPOSTS and be fully informed.'"

MILEPOSTS

## "Cut-over" Day...

The computer system design and programming was under direction of T. P. Wroblicky, manager-on-line systems, with R. L. Rademacher, supervisor of Message Switching System directly responsible for programming and implementation of the new system.

### "Willing People"

The successful implementation of this complex computer controlled message switching system is factual proof of the motto "WP is Willing People." Without the willingness to cooperate, which has been shown by the entire WP family, this important step in the Company's Management Information and Control System plan would not have been possible.

## Oakland "A's" at Traffic Club dinner

A sellout attendance is expected for the Oakland Traffic Club's monthly meeting at the Blue Dolphin in San Leandro on February 20. Donald D. Renner, Club president, will preside.

Chairman for the evening is Sheldon Glatt, Western Pacific's district sales manager in Oakland. "We've designated the fun-filled evening as 'Sports Night,'" said Glatt, "although the meeting is scheduled as 'Railroad Night.' I think that's a little off-base though," punned Glatt, "as the entire program will be handled by Oakland's new American League baseball club. Members of the team's management and certain players from the 'A's' will be present. It should be a great night and a lot of fun," said Glatt.

JANUARY-FEBRUARY, 1968

## Sacramento's annual Camellia Festival

There will be 10 days of beauty and fun during the 14th Annual Camellia Festival March 1-10 in Sacramento, termed the Camellia capital of the world. The tallest and largest Camellias in the U.S. are in Sacramento County, and more than 2,800 plants of the best varieties are in the State Capitol Park. The Camellia is the official flower of both the City and County.

Helping to promote the Festival, R. L. Runge, WP's district sales manager said there will be 10,000 bright Camellias on display in Memorial Auditorium on March 2 and 3.

Interesting events will take place each day such as a presentation and coronation of a Festival Queen, a parade of floats, racing sailboat regatta, and an art and photo exhibition. A Sacramento Symphony Camellia Concert will feature music to please every taste, there will be folk dancing and ballet, a fashion show, and golf tournament, and other festivities.

In 1954, after more than a century of Camellia culture and thirty years of Camellia shows, civic-minded Sacramentans felt this rich heritage should be shared with the rest of the nation. The first Camellia Festival, held in 1955, was an immediate success.

It has now grown to be one of the major events of its type in the United States, and last year more than 20,000 persons were involved in the production which attracted upwards of 300,000 spectators.

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## PASSENGER DEPARTMENT

Robert E. Gonsalves, passenger sales manager since 1962, was appointed director of passenger sales effective January 1. Bob's entire career has been in passenger work for Western Pacific,



first as passenger agent at Chicago on May 1, 1939 with the inauguration of the *Exposition Flyer*. He retained the title when transferred to Salt Lake City in 1941, and was made district passenger agent in the Utah city in 1945. He

came to San Francisco as special passenger representative in 1959. Bob, his wife, Grace, and 21-year-old son Thomas Edward, engaged to be married, live in Sunnyvale. Bob is an expert pianist and, hopefully, will be equally adept at the organ, his newest interest.

\* \* \*

Thomas A. Kyle moved into the position of assistant to director of passenger sales on January 1. Tom's entire career has been in railroading, first in 1922 in the passenger department of



the Chicago, Burlington & Quincy Railroad. He was passenger agent when he left the CB&Q in 1944 to work for Western Pacific as ticket clerk at Oakland. He next became city passenger agent, from which position

he entered the passenger department's

## PEOPLE

reservation bureau as assistant manager. He became chief of passenger reservations on August 1, 1964. Tom and his wife, Dorothy, live in Oakland. An enthusiastic bowler, Tom has a collection of trophies to attest to his skill at rolling high scores, both in individual and team events, and he also scores well in golf.

## SALES DEPARTMENT

George A. Schroeder was appointed district sales manager at St. Louis, Mo. effective January 31. After his discharge in 1952 from the Marine Corps following a four-year enlistment, he



worked for about three years with the Pennsylvania and N.C. & St. L. (L&N) railroads. He first worked for WP as a steno-clerk in the district sales manager's office in Washington, D.C. in October, 1955, then

went to Chicago in December, 1957 as a sales representative, and most recently represented the railroad in northern Indiana, Illinois and eastern Iowa territories as senior sales representative. George and his wife, Helen, have four children—George, 16, Elizabeth, 14, Pamela, 12, and Vicky, 7.

## ON THE

## MOVE

S. R. Dinkel has been representing the railroad as senior sales representative at Seattle, Wash. since December 1, 1967. He first worked as a clerk for the Santa Fe in 1948, spent 1952 and 1953 as staff sgt.



squad leader with the Army's 2nd infantry division in the Korean conflict, and entered WP's marketing department in March, 1954 as a statistical clerk. He was next a clerk in the Oakland sales office and then became chief clerk at Sacramento, then Reno and San Francisco. After a short time as chief clerk for the Standard Realty & Development Co. Ralph returned to WP's sales department as traffic representative and most recently was T.O.F.C. sales representative. Ralph and his wife, Eloise, have three children—David, 15, Terri Ann, 13, and Brian, 11. He is a low handicap golfer and excelled in baseball, basketball and football during earlier years.

\* \* \*

James J. Bailey, Jr. was appointed sales representative at Chicago effective December 1, 1967. After military service in the Korean conflict Jim

worked for about six years in various clerical positions for the Pittsburgh & Lake Erie, New Haven, and C&O railroads. He first worked for Western Pacific in April, 1962 as chief clerk in the Pittsburgh, Pa. sales office, and on September 16, 1964 Jim went to Seattle,



Wash. as sales representative. Jim and the former Mary C. Connolly of Pittsburgh were married on August 5, 1961 and their daughter, Mary Beth, is now three. Jim golfs and bowls.

## SPECIAL AGENT'S DEPARTMENT

Elmer H. Carleton was appointed chief special agent and general claim agent effective January 1. A native of Honolulu, T.H., his entire career has been in WP's special agent's department



first as a patrolman at Oakland on January 16, 1940. He was a train rider between Oakland and Stockton from June, 1942 until he was made assistant special agent at Oakland in April, 1943. On September 1, 1947 he went to

Elko as district special agent and claim agent, and he has been assistant chief special agent and claim agent since September 1, 1952. Elmer and the former Cissy Hogan of Quincy, Calif. were married on November 20, 1943 and their daughter, Jill, is now 20.

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Albert D. Hachquet was appointed assistant chief special agent and claim agent at San Francisco effective January 1. After serving as a 1st sgt. with the U.S. Army from 1941 to 1945, Al



first worked as station agent for United Air Lines at Elko. He joined the Nevada Highway Department as a field computer at Elko in 1947 and went to work for WP in 1952 as a district special agent at Elko. Al and the

former Beth Lind of Elko were married in 1949 and their children are daughter Jacque, 16, and son Mark, 14. He has completed correspondence courses in Scientific Crime Detection through the Institute of Applied Science of Chicago, and Claims Adjusting through Universal Schools of Dallas, Texas. He served as Director of District #5, Nevada Peace Officer's Association.

\* \* \*

Robert F. Stenovich was appointed district special agent and claim agent at Elko effective January 1. He became a WP employee at Elko on June 7, 1943 and later that year entered the U.S.



Navy. Bob received his discharge as a petty officer 2/C in 1946 and returned to WP as a district special agent and claim agent. He attended the California Highway Patrol Academy in Sacramento and from 1959 until 1965 he

was superintendent for the Nevada Highway Patrol at Carson City. During this time he held several offices, including president and secretary, for the Nevada Peace Officer's Association. He again became a WP district special agent and claim agent in 1966 and last worked at Sacramento. Bob and his wife, Shirley (deceased) were married in 1948 and their children are sons Chan, 17, Tommy, 11, and daughter Tamara, 7.

### FREIGHT AGENT

Grant S. Nilsson became assistant agent at Oakland effective January 1. A native of Oakland, Grant attended Oakland City College and just a few days after his 21st birthday entered



the U.S. Marine Corps on August 25, 1959, at Camp Pendleton. He served two years overseas and received his discharge as sergeant on August 9, 1965. He became a Western Pacific Employee on October 9, 1965 working

at Oakland as relief clerk #1 during which time he received considerable experience in various assignments which led to his present position. Grant and the former Eleanor Powell were married on July 29, 1961 and they have three children, Janea, 5, Gary, 5, and Christopher, just one. Grant won the Brown Belt in judo while overseas with the Marine Corps and presently enjoys swimming and tennis.

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### FREIGHT CLAIM DEPARTMENT

Henry Teller was appointed to a newly created position of supervisor of claims on December 1, 1967. Hank went to sea at age 17. He secured his 3rd Mate's license in January 1928 and



now holds a valid license as Master of ocean vessels (unlimited). He had an extensive career as a Naval Reserve officer, was commissioned Ensign in 1928 and saw active duty in World War II, during which he served as Executive

Officer on several ships and as Commanding Officer of USS Warrick-AKA 89, and in the Korean war. He retired as Commander in 1965 with some 25

years of service. Hank first worked for WP as yard clerk at Oakland on June 29, 1937. During the next nine years he worked in various yard and freight offices at Oakland and San Francisco and became a freight claim investigator on August 1, 1946. He later became an inspector and was, most recently, an adjuster. Hank and his wife, Ruth, have two sons, John de P., 22, and Henry David, 20, both now in the Naval Reserve. Hank actively pursues music—vocal, piano, organ, alto and descant recorder—studies history, mythology and legends, classical literature, philology and linguistics and Oriental rugs.

### Rail salesmen lead poll

In its January 1968 issue *Modern Railroads* magazine reports that in a poll recently conducted by "The Carrier Salesman," 46% of railroad sales representatives rate a "No. 1" in competing against airline, industrial, motor carrier and forwarder salesmen.

Rail salesmen were rated first in 6 of the 12 categories in the poll, and tied for first in another. Their top ranking—knowledge of rate and regulatory matters, and knowledge of equipment.

"I make progress by having people around me who are smarter than I am—and listening to them. And I assume that everyone is smarter about something than I am."—Henry J. Kaiser

\* \* \*

"I have yet to find the man, whatever his station in life, who did not do better work and put forth greater effort under a spirit of approval than he would ever do under a spirit of criticism."—Charles Schwab

\* \* \*

You can't fool all of the people all of the time—but these highway interchange signs come pretty close!

**LET'S MAKE A DATE**

**IN '68**

**... TO KEEP  
SHIPMENTS  
MOVING  
SAFELY ...**



**Make Shippers Aware  
That Railroaders Care**

JANUARY-FEBRUARY, 1968

## Busy times for a railroader retired for nine years

If you had worked hard for nearly 46 years, how would you spend your time after retirement? That was a question Gordon M. Middleton kept asking himself about ten years ago. By the time he retired on September 30, 1959 as a general car supervisor, Gordon had his answer—help other people.

Born in Portis, Kansas on March 25, 1894, Gordon began his railroad service on January 1, 1914 as a laborer for Central California Traction Co. in Lodi, Calif. In June, 1915 he went to Southern Pacific's maintenance of way and signal departments and later was in train service. After World War I service, Gordon read about Western Pacific's prospects for growth and became a carman at Stockton on December 20, 1918. He became car foreman in 1937, transferred to Oakland in 1942, and became general car supervisor in August, 1945.

The Middletons have two daughters, Mrs. Margaret Edwards, wife of a San Francisco doctor, and Mrs. Barbara Peoples of Los Angeles. There are six grandchildren.

Returning from a visit with Mrs. Peoples, Gordon and his wife, Bernice, took Highway 1 and passed through Morro Bay, liked what they saw there, and now live at 2416 Hemlock Street.

The Middletons soon became acquainted with their neighbors and it wasn't long before Gordon was helping other people, particularly children in the area. No stranger to the use of

tools, he began making doll furniture and each of 19 little girls in the area has been given a doll bed, 12 x 21 inches in size, which have been appraised by a furniture dealer as worth \$25 each. The mattresses, pillows and bed covers are made with painstaking detail by Mrs. Middleton.

Gordon also learned to read braille and he now corresponds with many blind people. "When I see a poem or description I think they would like to have, I copy it in braille and send it to them." He copies parts of the Bible for one woman in Palo Alto who is very religious.

(Continued on Page 13)



"We're amply repaid when we see the children's smiles," said Gordon and Bernice Middleton.



## WP diesels in West Australia

In MILEPOSTS' last issue (Page 17) one of two WP diesel units is pictured being lifted aboard the S.S. *Bal Karin*

### Busy times...

Gordon likes to make spool beds. After an article about him appeared in "Modern Maturity" magazine last fall, one Sacramento woman sent him 300 spools for his hobby.

Gordon has learned to add legs to clam and abalone shells, making them into stands, snack dishes and other useful articles which he also gives away.

"Whenever some youngster gets a ball stuck on a roof," said a neighbor, "here comes Mr. Middleton with his ladder to get the ball down."

Last Labor Day, Gordon entered

at Oakland before sailing for Port Hedland, Western Australia.

On hand to greet their arrival in Port Hedland was none other than Frank R. Woolford, retired chief engineer, who will be in the area until about February 1 as an engineering consultant for the Mt. Newman Mining Co., new owners of the engines. The 917-A and 923-A are being used during construction of a 270-mile railroad from Port Hedland to a new mine site, and later will probably haul cars of iron ore for export.

With a letter to President Christy dated December 29, Frank enclosed a page from the December 30 edition of *The West Australian* showing the 917-A being unloaded after a 350-mile overland haul to Port Hedland from a siding 117 miles east of Port Dampier.

The above picture was taken by Colin Matheson, Port Hedland correspondent of *The West Australian*, and was sent to MILEPOSTS by the newspaper's Managing Director J. E. Macartney.

some of his hobbies in the Rock-O-Rama Hobby Show in Morro Bay and, as a result, a newspaper reporter from San Luis Obispo gave him a nice write-up.

Gordon is a member of the Retired Railway Men's organization, through which he met a former WP railroader, George Potter, of Morro Bay.

"I'm sure I made a wise decision back in 1959. It has helped me to fulfill an active life in retirement and at the same time, I hope, bring some happiness to my little friends and neighbors."

A "Willing Person" wouldn't you say?



At an area-wide United Crusade kickoff rally "Go-Go" girls award Fair Share pins to Chief Clerk Hy O'Rullian and Chief Mechanical Officer Ed Cuyler, the first two contributors. Fair Share pins were received by 18 other employees at a final meeting.

## Sacramento WP-SN employees exceed United Crusade goal

Western Pacific and Sacramento Northern employees excelled in exceeding their goal in the 1967 Sacramento Area United Crusade drive, according to Chairman H. A. O'Rullian. His report, following conclusion of the drive, was too late for MILEPOSTS' last issue.

"With a 9% increase over last year's goal, WP employees achieved a 16% increase, and SN employees 14%, for an overall average increase of 15%," said O'Rullian.

"To top it off, WP and SN employees this year had a contest with SP em-

ployees. The results appear below."

O'Rullian also reported that a significant fact is that WP-SN's increase came more from the rank and file employees while a substantial amount of SP's increase came from officers and men of evaluated ranks.

"These employees are to be commended for their support given this year's campaign, and much credit is also due to committee members E. T. Cuyler, J. C. Lusar, H. J. Madison, B. L. McNeill, Jr., H. J. Mulford, and R. L. Runge who worked very hard on the campaign," O'Rullian concluded.

Total Employees	Per Cent Contributing	Average Contribution Per Capita	Average Contribution Per Donor
WP-SN 444	71	\$10.68	\$15.20
SP 2800	63	\$ 8.41	\$13.21

MILEPOSTS

## MILEPOSTS



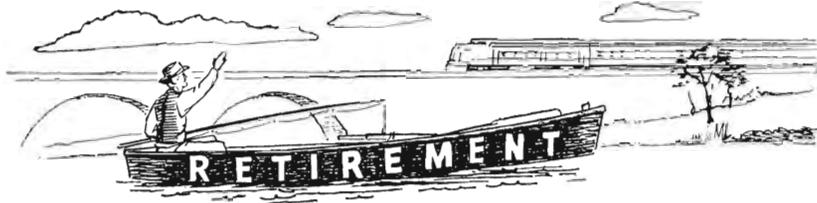
## IN GOLD

MILEPOSTS congratulates these railroaders whose Service Pin Awards occur during January and February, 1968:

LeRoy Foster	45-YEAR PIN Train Desk Clerk	Oroville
L. N. Kamusky	35-YEAR PIN Sales Representative	Buffalo, N.Y.
A. C. Evans	30-YEAR PINS Transportation Inspector	San Francisco
Walter H. Snyder	Claim Inspector	San Francisco
Peter E. Anderson	25-YEAR PIN Relief Clerk #2	Elko
Henry Bitz	Sheet Metal Worker	Sacramento
George S. Coope	Switchman	Division
Jack C. Downing	Locomotive Engineer	Division
George P. Fields	Walter	Dining Car Department
Phillip B. Gomez	Hostler Helper	Division
George Hall	Locomotive Engineer	Division
Elizabeth S. Helmick	File Clerk	Sacramento
Cora A. Hettinger	Laborer	Oroville
Alma H. Jensen	Relief Clerk #1	San Jose
Benjamin F. King	Locomotive Engineer	Division
Charles W. Lawless	Switchman	Division
Robert C. Lemmon	Locomotive Engineer	Division
James F. McNabb	Conductor	Division
Milford E. Parker	Chief Clerk-Valuation	San Francisco
Earle E. Pashby	Conductor	Division
Daniel Reule	Machinist	Sacramento
Henry W. Sprague	Conductor	Division
Daniel A. Tatomer	Conductor	Division
Lorenzo D. Wakefield	Locomotive Engineer	Division
Albert B. Wheat	Locomotive Engineer	Division
Kenneth G. Williams	Head Timekeeper	Sacramento
James E. Baker	20-YEAR PINS Mgr. Sales-Special Equipment	San Francisco
Douglas J. Bruce	Claim Investigator	San Francisco
Harold Dirks	Statistical Engineer	San Francisco
Dave Eckhart	Passenger Carman	Oakland
Walter A. Elbert	Carman	Elko
J. M. Ferrol	Chief Clerk-Interline Accts.	San Francisco
David K. Fulton	Electrician	Oakland
Kenneth L. Heineman	Signalman	Oroville
Ray F. Hobbs	Roadmaster	Division
Thomas T. Keys	Lye Vat Attendant	Sacramento
Wilbert E. McGain	Carman	Oakland
Austin G. Sanders	Extra Gang Foreman	Division
Hartford W. Van Fleet	Switchman	Oakland
F. F. Ziegen, Jr.	Interline Clerk	San Francisco
G. M. Blackwell	16-YEAR PINS Assistant Foreman	Division
J. E. Esqueda	Laborer	Division
Milo G. Kacer	Telegrapher	Division
N. King	Chief Clerk-General Accounting	San Francisco
E. R. Obenshain	Conductor	Division
William M. Reid	Rate & Division Clerk, Sr.-Revenue Acctg.	San Francisco
R. W. Smith	Switchman	Division
Velbert Spomer	Carman	Sacramento
Marcel W. Womack	Machinist	Oroville
William E. Blackerby	16-YEAR PIN@ District Sales Manager	Spokane, Wash.
Pedro Mancias	Laborer	Division
Donald O. Schroen	District Sales Manager	New York

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

*Joseph D. Astobiza*, electrician helper, Oroville, 29 years 8 months.

*Leonard B. Davis*, machinist, Oroville, 23 years 2 months.

*Andres Domingo*, carman, Elko, 23 years 6 months.

*Joseph N. Dudley*, car inspector, Oroville, 41 years 10 months.

*Fred B. Elwell*, locomotive engineer, Winnemucca, 25 years 2 months.

*Fortina Garcia*, store helper, Elko, 37 years 5 months.

*Leonard P. Hanley*, agent, Keddie, 36 years 2 months.

*Stanley T. Helton*, B&B carpenter, division, 30 years.

*Marion F. Hill*, travelling accountant, San Francisco, 19 years 4 months.

*Hans J. Larsen*, conductor, Oroville, 37 years 2 months.

*Julian Lobatos*, section laborer, Sacramento, 18 years.

*Emmett R. McCoy*, switchman, division, 15 years 1 month.

*Robert V. McGinnis*, locomotive engineer, Oroville, 29 years 6 months.

*Alvin Miles*, conductor, Portola, 32 years 2 months.

*Nelden Nyrehn*, signal maintainer, Wendover, 15 years 2 months.

*Albert W. Plaas*, carpenter helper, division, 17 years 7 months.

*Lawrence D. Taylor*, conductor, Oakland, 35 years 8 months.

*Alvin L. Vizina*, storekeeper, Elko, 25 years 10 months.

### Income tax reminder

All persons who received supplemental annuity payments from the Railroad Retirement Board in 1967 are reminded that such payments are taxable under Federal income tax laws. To assist these persons in filing their current Federal income tax return, the Board will prepare individual statements reporting the total amount of supplemental annuities paid to each

person who received this benefit in 1967. These statements will be mailed early in February.

All other benefits under the railroad retirement and unemployment insurance systems are exempt from Federal or State income taxes in the United States, and should not be reported on a person's 1967 income tax return.

## Three well-known rails end century of service

THE start of the new year opened the doors to new ways of life for three Western Pacific railroaders whose combined meritorious careers total just over 100 years service with Western Pacific.

Senior member of the trio, with 36 years two months service, is John F. McKenzie, who retired as district sales manager at St. Louis, Mo. on January 31, 1968. The records show an even 33 years service for William F. Boebert in the number two spot, who last worked as chief special agent-claim agent on December 31, 1967. The "junior member" of the threesome, if you can so regard an enviable 31 years three months service, is Russell J. Cleland, who relinquished his title of director of passenger sales on the last day of December.

\* \* \*

JACK MCKENZIE was born in Terra Haute, Ind. on January 13, 1903. Following graduation from Terra Haute's Wiley Public High School he entered service with the C&EI Railroad in his home town as office boy-messenger. His ability was soon recognized and he advanced to more responsible clerical positions, during which time he furthered his education by attending various evening courses at Wabash Business College. He was promoted to chief clerk in the same railroad's traffic department in 1926, and in August, 1928 Jack accepted a position with the Missouri Pacific Railroad in Chicago as traffic representative.

His first Western Pacific service, in November 1931, was as traffic representative in Chicago. He became chief clerk there in 1935. Jack's next promotion was to position as district sales manager at St. Louis in 1937 which position he held at the time of his retirement.

Last November 21 a number of his industrial and close railroad friends held a dinner party as evidence of the high regard they hold for this long-time railroader. He was presented with an album of calling cards of his many WP friends with some remembrance from all.



Jack and Kathleen McKenzie

Jack was married in Chicago on June 8, 1935 and he is looking forward with his wife, Kathleen, to establishing residence in southern Wisconsin which

(Continued on Page 18)

### Three-well-known rails . . .

will afford him many opportunities to participate in some of the outdoor activities such as fishing, hiking and swimming he so thoroughly enjoys. He also makes a real hobby of reading and organized discussion.

During his career, Jack has been active in associations such as Missouri Athletic Association of St. Louis, The Traffic Club of St. Louis, The Traffic Club of Memphis, Tenn., The Traffic Club of Evansville, Ind., Off-Line Railroad Association in St. Louis, and R.P.O.E. Lodge No. 86, St. Louis.

\* \* \*

You wouldn't think a person having 33 years of railroad service had done much else, but William F. Boebert had before that time been around a bit. Bill was born in Woodburn, Ore. on December 4, 1902. During his first six years out of Ilwaco High School in Ilwaco, Wash. he had been in 38 states and had made two round trips through the Panama Canal, working where jobs were available. In 1919 he was a "whistle punk" for a Washington state logging firm. He spent summers from 1921 to 1927 working as a clerk



Lewis A. Moran, deputy chief forester, California Division of Forestry (right) holds an award citing Bill Boebert for his contributions in forest fire prevention work.

or brakeman for the OWRR&N Railroad in Ilwaco and for a little variety worked the remaining months of those years as a seaman between San Francisco, New York and Richmond, Va. The next two years were spent as a ferry deckhand on San Francisco Bay for the SP Company and in 1929 he hired out with the PG&E Company as a laborer and "straw boss." A victim of the depression years, Bill then worked seasonally as a section laborer for Silver Falls Timber Co. in Oregon until 1935.

His first WP service was as a patrolman at San Francisco on January 10, 1935. He next was a trainrider out of Oakland for about two years and on March 4, 1936 became assistant special agent at Portola. Three years later he went to Elko as special agent, came to San Francisco as assistant chief special agent-claim agent on October 1, 1947, and became chief special agent-claim agent on September 1, 1952.

During his many years in police activities, Bill was a president and director of the Northern California Chief Special Agent's Association, and an active member of the Nevada Peace Officers Association, Bay Counties

(Continued on Page 19)

Peace Officer's Association, San Francisco Police Athletic League, and holds a Life Membership in the California Peace Officer's Association. He is a member of Elko Lodge #15 F. & A.M. and Royal Arch Masons #11 of Elko, and the San Francisco Chamber of Commerce.

Bill also established an enviable record in forest fire prevention work and his citations for outstanding achievement in this work have been received from California and Nevada state divisions of forestry and the California Division of the U.S. Department of Agriculture. One of his most cherished commendations was received last November from John Edgar Hoover, director, Federal Bureau of Investigation, Washington, D.C. who wrote to thank Bill for the friendly cooperation extended to the FBI during his association with Western Pacific and said: "We will certainly miss our contacts with you, and your many friends in the FBI join me in sending very best wishes for good health and all possible happiness in the future."

Since most of Bill's duties have been out of doors, he enjoys camping, hiking and beach-combing. He has purchased an over-the-cab camper so he and his wife, Evelyn who were married in Lakeport, Calif. on November 12, 1938, can tour the United States, Canada, and Mexico starting next Spring. (Probably with the Volkswagen in tow!) There will be a visit with his son, William Earl Boebert, 28, in Boston and other relatives in Maryland.

More than a hundred friends and WP co-workers turned out at a dinner in Oakland to honor Bill on Sunday, December 3 and to wish him and Evelyn many happy years.

LITTLE did Russell J. Cleland know when he was born in Toronto, Ont. on November 18, 1903 that he would spend nearly 48 years of his life in a railroad career, over 31 of those years with Western Pacific. After attending South Vancouver High School and a business school in Vancouver, B.C. Russ went to work as a clerk for the Canadian Pacific Railway in Vancouver on March 20, 1920. He got in trouble the first day by making up a ticket wrong and proceeded to tear it up. He learned the hard way, for the city ticket agent made Russ paste the parts he had torn up together again.



Russ and Millie Cleland

Russ came to San Francisco as a ticket clerk for the CP in January, 1928. His WP service began on September 19, 1936 as ticket agent at San Francisco, and a little over one year later he became city passenger agent. He was sent to Los Angeles as district passenger agent on February 1, 1939, and on July 1, 1942 he entered the freight traffic department as general

(Continued on Page 20)

### Three well-known rails . . .

agent at Oakland for the next eight years. Russ was brought to San Francisco on April 1, 1953 as office manager and was made general freight agent two and one-half years later. He started out 1959 as assistant to vice president-marketing, became sales manager at San Francisco, and returned to passenger traffic on November 1, 1963 as director of passenger sales.

During the war years Russ sold tickets on Army, Navy and Seabee bases and on over 500 ships of war of just about every description. On his first ticket sale at Camp Parks, Russ and his crew returned with \$70,000 in cash which he said is a lot of money even if YOU don't have it. His boss, Walter C. Brunberg, said Russ was a real hustler when making money for WP and once sold tickets *outside* a bomb shelter because he wanted to beat SP to the sales whose men were selling *inside* the shelter!

At a retirement dinner for Russ in San Francisco on November 30, over 200 persons paid him tribute and enjoyed his little bit of table hopping, where, at each of ten tables representing *California Zephyr* stops on our railroad, Russ was presented with a small "gag" gift representing some feature of the train. Good sport that Russ is, he appeared to enjoy it all more than anyone.

Russ has held memberships in the American Association of Passenger Traffic Officers, American Association of Passenger Rate Men, National Defense Transportation Association, Skat Club of North America-S.F. Chapter, Northern California Passenger Club of S.F., and the Pacific Railway Club.

On October 29, 1929 in Vancouver

Russ married the former Mildred Marie Irwin. They are looking forward to a trip to the Hawaiian Islands, a gift from Russ's many friends. Other activities will be maintaining their beautiful garden at a cottage-type home in Walnut Creek and Russ will now find more time for bowling, boating, and golf, and visits with relatives in Vancouver.

## Retirement taxes and benefits go up

**B**ECAUSE OF legislation enacted by Congress in January, providing for substantially higher benefits for railroaders under their retirement and unemployment insurance programs, railroaders will have a bigger bite taken from their paychecks beginning January 1, 1968. The new tax rate, for services given after December 31, 1967, will be 8.90% on that part of the individual's gross earnings that do not exceed \$650 in any one month. This will amount to a maximum deduction of \$57.85 per month. Of the 8.90% to be paid by employees, 1/2 of 1% is for Health Insurance Benefits (Medicare).

The tax paid by employers for the new employee benefits goes up, too, since they match dollar-for-dollar the tax paid by employees for retirement benefits, and the entire tax paid for employees' unemployment and sickness benefits.

Due to the great volume of work required by the Railroad Retirement Board to make adjustments, the Board urges beneficiaries and employees not to write to the Board about their benefit increases before April 1. The time

(Continued on Page 21)

## Medicare benefits improved

The Railroad Retirement Board reports improved hospital and medical benefits in the Medicare program for qualified railroad workers, beneficiaries and their families, as well as for individuals covered under Social Security.

One of the most important changes made it easier to claim payment for services under the supplemental medical (doctor bill) insurance program. After January 1, 1968, if the beneficiary prefers, he can be paid before he pays the doctor by simply sending the unpaid itemized bills along with his Request for Payment form.

Also, a person who failed to enroll during his initial enrollment period may now sign up during the first three months of any year, provided this is not later than three years after his first opportunity to do so.

Other improvements are:

Effective January 1 enrolled persons will have additional days available for hospital care. A lifetime reserve of 60 days is provided for each person after he exhausts the present maximum of 90 days for a particular spell of illness, but the patient will have to pay the

first \$20 for each day in the hospital in the 60-day reserve period.

Services of pathologists and radiologists to hospital patients will be paid for in full after March 31, 1968.

Beginning January 1 the medical insurance program will pay for the purchase, or rental, of wheelchairs, hospital beds, and other necessary equipment.

The monthly premium for beneficiaries and others enrolled in the medical insurance program will go up from \$3 to \$4 beginning April 1. The increase, matched by the Federal government, is needed to meet increased costs. The higher premium will be automatically deducted from annuities of persons enrolled in the program. Persons paying cash premiums directly to the Board will be notified when to pay the new rate.

The WP Employees Medical Department reports that its Medicare Supplementary Plan will be amended to coincide with the changes in Medicare's benefit schedule. Also, the increase in the monthly Medicare premium rate will be absorbed by the Medical Department for actively employed Medicare Beneficiary Members who are submitting their premium notices to the Department for its remittance.

A person may also give notice to drop medical insurance at any time. If such notice is given on or after April 1, 1968, the insurance will be discontinued after the end of the next calendar quarter.

The Internal Revenue people know what to give a man who has everything: An audit.

## In Appreciation

I want to express my deep appreciation to the many Western Pacific friends who were so kind to me, Kathleen, John and Patricia, following the loss of our beloved husband and father. I especially want to express my warmest gratitude to Robert Gonsalves and Arthur Allen, and to the wives of many WP employees, for their aid and comforting assistance when it was most welcome. I am also most grateful to Myron Christy, Donald Loftus, Russell Cleland, Kenneth Plummer, Eugene Macomber, and Arthur Lloyd, who took time from their busy schedules to serve as pallbearers, and for their other acts of kindness. We are eternally grateful to all.

Mrs. Frank J. Rauwolf  
1072 Rembrandt Drive  
Sunnyvale, Calif.

\* \* \*

## Pleasant Event

Mrs. Boebert and I express our appreciation and many thanks to all who participated in making my retirement dinner and party such a pleasant event. The gifts and awards presented are also greatly appreciated. We consider ourselves quite fortunate in my having been associated with Western Pacific and its many fine employees these many years. We wish all of them a happy and successful future!

William F. Boebert  
1035 Peralto Avenue  
Albany, Calif.

\* \* \*

## "Hello"!

I received the September - October issue and enjoyed reading it very much. Noticed the names of some of



# Dear Editor:

my old friends still on the railroad. I was a switchman in Stockton yards for several years before I took my pension at 65.

Walter V. Green  
R. R. I.  
Thomson, Ill. 61285

\* \* \*

## Many, many thanks!

To my many, many friends and co-workers in general office, I wish to thank each one for the very generous gift given me on my retirement. It is impossible for me to thank each one personally, so am asking that my note be published in MILEPOSTS. Again, thank you, and best wishes to all for a very Merry Christmas and a Happy and Prosperous New Year!

Carl H. Flaig  
1440-27th Avenue  
Oakland, Calif. 94601

(Editor's note: Carl's letter was received too late for the last issue, and just a few days prior to his death on December 31.)

\* \* \*

## Selmer O. Ostby

I mailed in my Dad's medical dues early for the first quarter of 1968 as he always liked to be early. He passed

## Enjoying Florida

Another year has rolled by and we are both feeling fine now. Ben's eyes are very bad but he manages very well although he has some rough days at times. We took a long two-month trip this past summer via car, train and bus. Spent three days in Reno, then on to see Ben's two boys in Mountain View and Los Angeles, and Den's son in Trona. Ben will be 75 years old January 9. We are both thankful to feel good plus being among many good neighbors and friends, but we do miss old friends. It is a delight to hear from them at this time of year. Think often of your visit with us in Gerlach when Ben was agent there. Good health and kindest regards to you both.

Den and Ben Battles  
617-51st Avenue Dr. - W.  
Fairlane Acres  
Bradenton, Florida 33505

Russell C. Ostby  
1156-8th Avenue  
Sacramento, Calif.

## RRB annuities

About 1,600 retired employees whose last railroad service was with Western Pacific were receiving annuities from the Railroad Retirement Board at the end of 1966, the Board reports. Their annuities averaged \$140. Some 620 of these employees had spouses receiving \$63 monthly, on the average.

During 1966, 140 former WP employees were added to the Board's rolls, including 98 who retired from active railroad service. Annuities to the latter group averaged \$184.

At the end of 1966 the Board was paying an average of \$149 a month to 430,200 retired employees; 199,800 of them had wives who were receiving annuities averaging \$64 a month.

## Rail retirees live longer

A recent study by the Railroad Retirement Board shows that the average railroad man retiring at age 65 can expect to receive his annuity for about 13.2 years. One retiring at age 62 can expect to receive his benefit for about 15.3 years.

Comparable figures for the entire U.S. working force show that the average man who retires at 65 can expect to receive benefits for 12.7 years.

The study shows that of every 1,000 employees who retire at age 65, 839 will be alive 5 years after retirement, 628 after 10 years, 401 after 15 years, and 199 after 20 years.



## KEDDIE

Elsie Hagen

We will all very much miss Yardmaster JOE CLINTON who died at the home of his sister, Helen Kanaley, in Council Bluffs, Iowa on December 18. He had left Keddie on December 8 to spend the Christmas holidays with his sister, a nephew and niece, and friends. He first worked as a call boy for the Chicago Great Western in Council Bluffs and later became passenger agent. In 1929 Joe was a deputy sheriff and assistant county recorder of Pottawattamie County and active in civic, political and religious affairs. He came to San Francisco about 1941, worked for about a year for SP and had been with WP at Keddie since that time. He was a member of St. Francis Church, Order of St. Christopher, Elks Lodge of Quincy, and was a Past Grand Knight of Knights of Columbus Council 1045 for three terms. Burial was in Council Bluffs.

Engineer and Mrs. IVER GREGORY announced the engagement of their daughter, Jenny, to Gary Barlow, all of Quincy. Jenny is employed in Sacramento and Gary is attending Sacramento State College. Wedding plans are indefinite.

Conductor and Mrs. JACK KRAUSE, Keddie residents for a number of years, are moving to Indian Falls.

Seaman Gary D. Metzdorf, son of

Conductor and Mrs. GLENN METZDORF, reported for Seventh Fleet duty at the U.S. Naval Air Facility in Okinawa. Their other son, Glenn, Jr. returned to Kodiak, Alaska after a 30-day leave at home.

Our deepest sympathy to the family of RAYMOND HOLLBROOK, retired employee, who died on November 22 in Weimar Medical Center. He is survived by his wife, three sons, and two daughters.

Mr. and Mrs. Howard "Booty" Holt lost their home in a fire just before Christmas. They plan to rebuild. Mrs. Holt is the former wife of WILMER CHAPMAN, deceased.

Conductor ALDEN THOMAS, who recently moved to Stockton, reports that his son, Jerry, was engaged to Susan Mayfield during the Christmas holidays. Jerry attends Sacramento City College. No wedding date has been set.

Retired Lineman BOB CHAPMAN, a patient in Plumas District Hospital for several weeks has returned to his home in Keddie.

Mrs. Anna Segur, 80, died January 3 in a Paradise, Calif. rest home where she had been confined. She had not been well since the death of her husband, retired Conductor DON SEGUR, on July 6, 1967. She is survived by a son Don Segur, Jr. of Portola, and a niece, Mrs. Marjorie Dunn, of Quincy. Burial was in Quincy.

## PORTOLA

Mr. and Mrs. EARL D. FONDA celebrated their 50th Wedding Anniversary on December 25. Earl was employed by WP as a clerk for 35 years. He holds membership in Grizzly Lodge No. 601, F. & A.M., and was Master in 1928. He belongs to San Jose Scottish Rite bodies and is a K.C.C.H. He and his wife, Uldene, have been members



Fondas at 50th Wedding Anniversary party

of Portola Chapter, No. 321, Order of Eastern Star since 1924 and were honored by their Chapter on January 12. They also belong to the White Shrine of Jerusalem.

## LOS ANGELES

Joan Karlin

GORDON KNAPP, sales representative, entered the hospital on January 16 and was placed in traction for a back injury.

Welcome to our new Chief Clerk STEVE LaROSA who came from the San Francisco marketing division. Steve, his wife, Diane, and daughter Lisa Marie, are living in La Crescenta. He

replaces DENNIS SMITHBURN who left WP on December 15 and is now with Goodman Lumber Co. in South San Francisco. Dennis and his wife, Gloria, native San Franciscans, are expecting their first child next April.

Your correspondent was pleased to receive her 15-year Service Pin in December, presented by District Sales Manager FRANK SCHMALENBERGER.

## WENDOVER-SALT LAKE CITY

J. B. Price, Esther Witt

B. of L. E. Honor Club held its 13th Annual Banquet on November 11 at Senior Citizen's Hall, Salt Lake City, to honor retired engineers of 1967. Engineer FRANK SMITH was Western Pacific honored engineer, but was unable to attend. Guest Speaker was Assistant Grand Chief J. R. Birrell.

The home of Conductor and Mrs. THOMAS E. CROSLY was saddened on December 21 due to the death of Tom's mother, Mrs. Sarah Ellen Crosley. Another home saddened was that of retired Engineer ROLLO F. HOWELL, whose brother, Voil L. Howell passed away on December 25 in a Provo Hospital after an extended illness. Our sincerest sympathy to the bereaved families.

A very gracious host in November was our Mechanical Foreman GRANT J. MORGAN, who gave retired Conductor FRANK R. BOULWARE and his Scout Troop from Salt Lake a tour of one of our engines and a caboose, explaining the use of both and the operation of the engine. The boys enjoyed a short ride on the engine. Scoutmaster Boulware also took the boys hiking, cave exploring, and toured the Speed Race Track.

Sincere sympathy to retired Engi-

neer GLEN B. GORHAM whose wife, Nanetta, died on January 7 after a long illness.

We're sorry for our Salt Lake employees who are fighting smog getting to and from work, while we at Wendover have enjoyed nice sunshine.

Retired Fireman JOHN P. DOWLING, 83, died in a Salt Lake City hospital on January 1. A native of Colorado, he went on the rodeo circuit in 1896 and won many championships as a performer. He operated a large ranch in Colorado in the early 1900's and was a fine horseman and an expert in their care. He then worked for the Rio Grande before he became a Western Pacific employee and retired at Wendover in 1957. John and his wife, Jesse, and son, Ray, then moved to Grand Junction where Mrs. Dowling passed away in 1962. John and Ray then moved to Salt Lake City. Our sincerest sympathy goes to Ray and the Dowling family.

## OROVILLE

Helen R. Small

During the weeks of January 8 and 15 General Electric representatives held mechanical and electrical instruction classes on the new 751-755 locomotives at Oroville depot.

Conductor HANS J. LARSEN made his last trip into Oroville on December 1 on a westbound *California Zephyr* after more than 37 years of service. Hans and his wife live in Paradise.

Brakeman CHARLES SMITH retired on November 30 after 23 years of service. The Smiths will continue to live in Oroville.

Clerk B. G. MORRISON has transferred from the store department in Portola to the Oroville store.



Lt. and Mrs. Vasilio Vasiliou

In a Greek Orthodox Church wedding ceremony performed in St. Paul's Episcopal church, Jacqueline "Jackie" Wald, youngest daughter of Car Foreman and Mrs. WADE H. WALD, became the bride of Lt. Vasilio Vasiliou of the U.S. Air Force, son of Mr. and Mrs. George Vasiliou of Oroville. More than 125 guests attended the double ring ceremony on November 26 and following reception and buffet dinner at Prospector's Village. The newlyweds left on a honeymoon trip to Panama City, Fla., where Lt. Vasiliou is stationed.

Retired Roundhouse Foreman RAYMOND T. RONAN died at the age of 69 on December 29 after a lengthy illness. He had lived in Keddie the past five years. Ray is survived by a son, George, of Quincy, and three grandchildren. Burial was in Memorial Park Cemetery, Oroville.

Recent visitors in the trainmaster's office were Road Foreman W. D. EYRE, from Elko, and retired Lineman A. F. McDONALD, of Oroville.



Guest of Honor John Mentaberry, seated second from left, with his nine children. Seated with John are Dolores Jones, Mary Yrueta, David and Eddie. Standing are Annie Bengoa, Fausto, Henry, John Jr., and George Mentaberry.

## WINNEMUCCA

Henry Mentaberry

My father, John Mentaberry, was honored at a dinner party on December 9 at the Winnemucca Hotel on the occasion of his 85th birthday. Among the 43 persons present for the gay occasion were Mr. Mentaberry's six sons and three daughters, shown in the accompanying picture.

## ELKO

Henry Wallock

Four of our railroaders retired in 1967 with a combined service of one month less than 109 years. To all four, and their families, we wish them many happy years ahead filled with good fortune and good health.

Carman ANDRES DOMINGO was born in Spain and came to the United States in 1916, first working in mines in Bingham Canyon, Utah. He married Angelina Juaristi in Salt Lake City in 1933, came to Elko to live and worked for the Elko Lamoille Power Co. until April 15, 1944. He then was employed as a boilermaker helper by WP, and in 1948 he transferred to the car department where he remained until re-

tirement on October 31. Andres and his wife have two children, Rose Marie Yraguen and Andy Domingo, and six grandchildren, who live in Elko. Andy is a brakeman for the railroad.

Carman GEORGE D. EMERICK was born July 25, 1897, in Elgin, Kansas, and moved to Hennessey, Okla., when Oklahoma was still Indian territory. His father moved to Wyoming in 1910 to homestead and where George lived until 1930 when he moved to Sacramento to work for SP. In August 1945, George moved to Elko to work for WP. His plans are to remain, with his wife, in Elko.

Store Helper FORTINO GARCIA was born in Ravan, Mexico on August 12, 1900. He worked for WP as a section hand in 1925, then worked as a silversmith for the Elko Saddle Shop until 1930 when he returned to WP as a roundhouse laborer. He later became a boilermaker helper, hostler helper, stationary fireman and carman and entered the store department in July 1954. The Garcias will remain in Elko.

ALVIN L. VIZINA was born at Dollar Bay, Mich. on May 30, 1896. He has been a Nevadan since 1906 and in Elko since 1912 and first worked for WP in



The four retirees standing behind their wives are, from left, Al Vizina, Fortino Garcia, Andres Domingo, and George Emerick.

1916 as a call boy. He worked in the shops in 1919 and 1920 and entered the store department in 1927. He became storekeeper on January 1, 1942. Al and his wife, Olive, have a daughter, Doris, and two sons, ALVIN, JR., carman at Portola, and Bob, news director for Reno radio station KOH. Al enjoys flower gardening, drumming with a dance band, and spending time with 15 grandchildren and six great grandchildren.

A 50-star three by five foot American Flag, owned by the Elko Daily Free Press, has flown over Elko on many occasions. In August last year the flag was sent to Bear Cat, Vietnam where Brakeman WILLIAM J. THOMPSON of Stockton, received the Air Medal for combat aerial support of ground operations as an Army Warrant Officer and helicopter pilot. The flag was sent to Thompson, son of retired Engineer and Mrs. WILLIAM THOMPSON, to let his company know of Elko's support of the men in uniform, and to fly it for a few days. The flag was returned by Bill with the accompanying letter: "I must say I feel

greatly honored to be selected to fly the flag in my company here in the Republic of Vietnam. I speak for my entire unit when I say we were proud to display our nation's colors for you."

GEORGE M. LEWIS, car foreman, has been in Elko General Hospital since December and I know he would enjoy receiving cards from his friends. His condition is critical.

## SACRAMENTO STORE

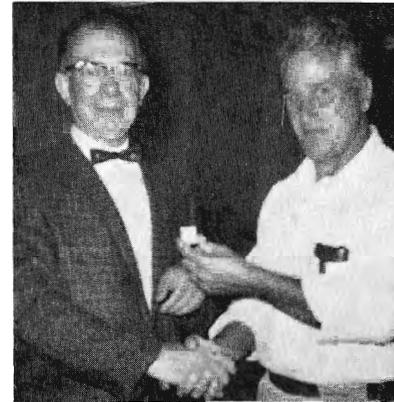
Al Dabbs

CARLOS PRIETO, store helper, and wife Shirley, returned from six weeks vacation in Mexico where they visited with his family and relatives in Mexico City, Puebla, and Vera Cruz. Carlos was impressed with the growth and changes in Mexico City since his last visit there four years ago. With Carlos for a guide, Shirley very much enjoyed her first visit to Mexico and is looking forward to another visit there.

HORACE TYCER, store helper, and his family spent four weeks in Louisiana during the holiday season. It was a nice trip by car, except for being stranded 40 hours by snow in Arizona

and they endured icy and snowy roads in New Mexico. In contrast, Louisiana was in the 80's.

Congratulations to GENE LAGORMAR-SINO, clerk, on completion of 30 years service with the railroad.



Records Clerk Gene Lagormarsino, left, received his 30-year Service Pin from Storekeeper-Chief Clerk Nino Poncioni, with congratulations.

## STOCKTON

Elaine Obenshain

Military leaves were granted Switchman MICHAEL S. EVANS, who departed for Ft. Bragg, N.C., and Brake-man WILLIAM F. FILBECK, who departed for Ft. Lewis, Wash., on January 3. Bill is the son of Engineer W. C. FILBECK. We wish them good fortune and return home very soon.

Our deepest sympathy to the families of the following, who died recently: retired Yardmaster - Switchman GEORGE POTTER; retired Switchman COLEMAN W. LAWALLEN; and R. W. JADWIN, who worked at Stockton as a fireman before taking a position with the communications department. Also to Ticket Clerk H. E. SALLEE,

whose wife, Vera (Nita) passed away following a long illness; Crew Clerk M. G. LUSK, whose mother was fatally injured in an auto accident; and Clerks PAUL E. RICKETTS, now with the Military Police in Germany, and JERRY W. RICKETTS, whose father passed away. Retired Carman CLAUDE E. WILSON SR. also passed away.

Service men home for Christmas included Sgt. Phillip Gomez, Jr., son of Hostler Helper and Mrs. PHIL GOMEZ, who is stationed in Germany with the 34th Signal Battalion; and Switchman, now Lance Cpl. GARY L. COLUMBIA, USMC, son of Engineer and Mrs. M. L. Columbia, who returned to Vietnam on completion of his leave, having signed up for an additional six-month tour over there.

Clerk ETHEL ROSSITER, and her husband, Larry, are grandparents for the third time on January 16 with the birth of Steven Daniel, son of Mr. and Mrs. Armond Rossiter.

Deborah Kay Cutter, daughter of Switchman and Mrs. THOMAS M. CUTTER, became the bride of Kenneth L.



Mr. and Mrs. Kenneth L. Wilkinson

Wilkinson in an evening ceremony November 17 at Alliance Church. They greeted 200 guests at a reception in the church's Fireside Room, and after a honeymoon in Southern California, will live in Stockton. Both are seniors at Stagg High School and plan to continue their educations.

## SAN FRANCISCO

Jean Bruce, Elizabeth Fagan, Lawrence Gerring, Betty Opperman, Carl Rath, Ruth Stone

DR. M. E. CHILDRESS, chief surgeon, returned from vacation in South America on December 11 and was met with news of the tragic death of his father, Henry K. Childress. The senior Childress was in his cabin in the Boulder Creek area and apparently was burned to death. When he failed to return to his home in San Francisco, Mrs. Childress phoned the area for an investigation. A friend found the cabin destroyed and Mr. Childress dead. Masonic services were held at Noble Chapel, Cypress Lawn, on December 15.

Sincere sympathy to ROBERT E. WITT, manager special projects-sales, whose mother died in November. Also, to JACK W. BURKARD, assistant to manager-T.O.F.C., whose mother died in December.

ROBERT N. JADWIN, second trick clerk, communication center, died in St. Joseph's Hospital on January 13. Burial was in Stockton. Bob entered service as a fireman on June 15, 1955 and transferred to the clerk's roster on February 16, 1965. His geniality will be missed in the office.

CARL H. FLAIG, who retired last March as cashier after nearly 38 years of service, died on December 31 after a long illness. (See "Dear Editor:"

column, page 22.) He is survived by his wife, Muriel, son Ronald H., daughters Miriam F. and Carol Ann, a brother and two sisters.

ARTHUR H. BLYDENBURG, who retired on August 14, 1953 as secretary to chief engineer, died on December 19. "Bly" had over 26 years of service.

Retired assistant to Sales Manager JAMES B. WARREN, died in Chicago Heights, Ill. on November 28. He first worked for WP in the Chicago sales office on August 7, 1936.

ANN DELLA SANTINA, accounting, and her husband Paul, announced the arrival of a son, John David, on January 14.

M. F. "SPIKE" HILL retired on December 31 as a traveling accountant, after 20 years service with WP. About 35 of his friends attended a luncheon for "Spike" at the Leopard Club on January 5 and presented him with a new wallet containing two-dollar bills for good luck.

PAULINE CLARKE, payroll department, left on maternity leave January 3. She was presented with many useful necessities for the future arrival.

SIDNEY HENRICKSEN, retired chief clerk, engineering department, entered St. Joseph's Hospital late in January for about a two-week checkup.

### Your Voice Means Business

The proper use of the telephone in business depends on the development of a pleasant phone personality. Sometimes otherwise courteous people are rude unintentionally on the phone. To avoid this: *Be Interested.* Make the caller feel he, and what he has to say are important to you. *Be Expressive.* A monotone is difficult to listen to, and will hinder you in getting your ideas across. *Speak Distinctly.* Form your words carefully and speak up! *Use the Other Person's Name Often.* To him, it's the sweetest sound in our language.



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:

*Richard C. Albertson*, retired Sacramento Northern ferry pilot, Martinez, November 1967.

*Erwin A. Benz*, retired locomotive engineer, Arcata, December 26.

*Arthur Blydenburg*, retired secretary to chief engineer, San Francisco, December 19.

*Harry W. Brown*, retired carman, Stockton, January 10.

*Charles J. Cantwell*, retired switchman, Dayton, Ohio, September 1967.

*Joseph L. Clinton*, yardmaster, Council Bluffs, Iowa, December 18.

*James L. Fillmore*, retired dining car steward, Santa Cruz, October 1967.

*Carl H. Flaig*, retired cashier, Oakland, December 31.

*Edward J. Gill*, retired brakeman, Tracy, November 1967.

*Emmet W. Gilmore*, retired locomotive engineer, Hayward, November 1967.

*Glenna D. Green*, retired clerk, San Francisco, October 1967.

*Dale O. Groshart*, retired locomotive engineer, Richmond, October 6.

*Raymond E. Holbrook*, retired agent-telegrapher, Quincy, November 1967.

*Margaret Howard*, retired telegrapher, December 26.

*John W. Hughes*, retired boiler-maker, Stilwell, Okla., date unknown.

*Robert N. Jadwin*, communications clerk, San Francisco, January 13.

*Coleman W. Lewallen*, retired switchman, Stockton, November 1967.

*Joseph J. Mariante*, train desk clerk, Sacramento, December 2.

*Thomas G. Moran*, retired clerk, Sacramento, December 25.

*George Potter*, retired switchman, Stockton, December 13.

*John Price*, retired car carpenter, Carmichael, November 1967.

*Raymond T. Ronan*, retired round-house foreman, Oroville, December 29.

*Bert F. Rosa*, retired conductor, Riverside, Calif., January 21.

*Edward W. Roth*, retired assistant chief yard clerk, Oakland, October 1967.

*H. E. Rush*, retired carman, Oroville, December 19.

*Edward M. Smith*, retired Alameda Belt Line machinist helper, Oakland, December 1967.

*Florentino Ventosa*, retired section laborer, Auburn, Calif., November 1967.

*James B. Warren*, retired assistant to sales manager, Chicago, November 28.

*Ralph Weston*, retired switchman, Seattle, Wash., November 1967.

*Claude D. Wilson*, retired carman, Stockton, January 16.

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## RAILROAD LINES



Billed as "world's fastest long-distance freight train" Santa Fe inaugurated its "Super C" (TOFC/COFC only) January 17 on 40-hour run between Chicago-Los Angeles.

\* \* \*

In December France's "Aerotrain," employing air-cushion principle with two rocket tubes and jet engine, reached speed of 215 mph.

\* \* \*

Fruit Growers Express announced expenditure of more than \$25 million for 1968 equipment programs.

\* \* \*

American Car & Foundry's St. Louis plant installed for Trailer Train its 50,000th trailer hitch on a piggyback flat car.

\* \* \*

Canadian Pacific experimenting with mid-train slave locomotive units coupled to car carrying radio receiving and transmitting equipment to maintain remote control from lead locomotive.

\* \* \*

Merger of Pennsylvania and New York Central railroads effective February 1, making new Penn Central a \$4.2 billion rail network covering 20,000 miles.