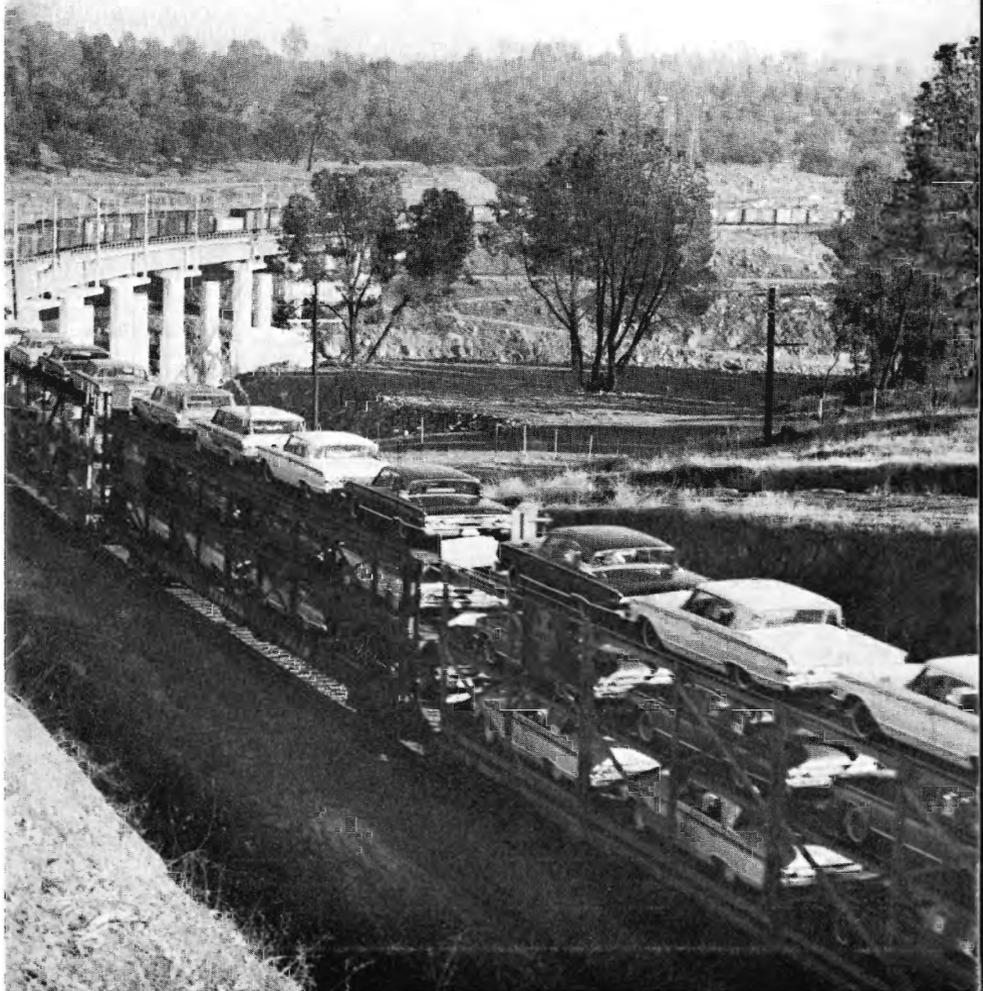


WESTERN PACIFIC
Mileposts

JULY AUGUST 1963



Mileposts

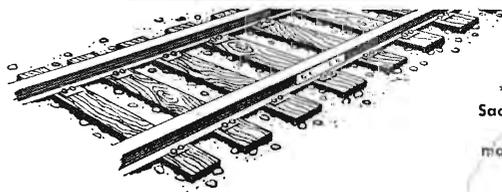
WESTERN PACIFIC

Volume XV, No. 4

JULY-AUGUST, 1963

*Milepost No. 152

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



*Milepost No. 152:
 Sacramento Northern
 tracks cross WP's
 main line about one-
 half mile beyond
 at Sankey.

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F. B. Whitman re-elected president



AT THE meeting of the board of directors following the annual meeting of the shareholders on June 26, F. B. Whitman was unanimously re-elected as president to serve until the next annual shareholders' meeting.

The directors also re-elected the following officers to serve for the same period.

Executive Vice President M. M. Christy; Vice President and General Manager H. C. Munson; Vice President-Marketing W. C. Brunberg; Vice President and Treasurer R. E. Larson; Vice President and Comptroller L. J. Gosney; Secretary Logan Paine; Assistant Secretary and Assistant Treasurer F. A. Tegeler.



With one car in the background already loaded, District Sales Manager John C. Dullea (left) and Sales Representative John P. Carroll inspect a carton of Almaden wines which was the first to be loaded in another WP insulated car.

Premium service for special shipment of premium wines

A SPECIAL shipment of Almaden Vineyards' premium wines left San Jose by Western Pacific in July destined for Denver and some special attention upon its arrival in the mile-high city. While television and local press cameras focused on the event, Denver's Mayor Tom Currigan opened the first of the Western Pacific cars and Reuler Lewin Co., the consignee, was on hand to take delivery for Hoffman Liquor Stores. The 60 tons of cased bottles of Santa Clara County's

fine wines is claimed by Almaden Vineyards, Inc., to be the largest single shipment of premium wines ever to be received by a retailer in Denver.

The man behind the Western Pacific shipment was John Paul Carroll, sales representative at San Jose and a 27-year Western Pacific veteran. Almaden Vineyards, Inc., is one of Johnny's key accounts, and his close and friendly association with the wine producers has made the account a valuable one for our railroad.

Almaden and wine making has an

interesting history which MILEPOSTS is pleased to relate to its readers.

The Almaden Vineyards of today is a far cry from that established by Guadalupe creek in the rich valley and foothills of Los Gatos, just south of San Jose in 1852 by Etienne Thee and Charles Lefranc, two of 20,000 Frenchmen who came to California seeking their fortune.

Lefranc's original winery still stands near the historic courtyard, planted with olive and pepper trees. One story rises above the ground, two are below. Its walls are of adobe and brick. Not far away is another building of sandstone, in one of whose massive blocks is cut "1876—Ch. Lefranc—W. A. Middleton, Builder." Today it still houses some of the great oaken casks of Almaden's aging cellars. Newer buildings have been added, however, since a rehabilitation of the winery began immediately after its purchase in 1941 by Louis A. Benoist and his associates, the present owners. These improvements include the huge aging vats,

vast rooms to house what Almaden proudly boasts as the largest oak cooperage in the world, tremendous champagne cellars, and bottling plant.

There has also been a change in the lush vineyards of fine varietal grapes planted by Thee and Lefranc more than a century ago, which have given away to progress in the form of new tract homes built on former Almaden property. In the stead of its acreage around Almaden, the vineyards in the hilly country of Paicines in San Benito County, more than 100 miles south of Almaden's San Francisco office headquarters, are claimed by Almaden to rightfully be "the largest single planting of fine 'varietal' wine grapes in the world." "Here, the acreage has been planted to grapes selected for their small yield per acre, with quality rather than tonnage the main consideration, and with the best possible premium table wine as the major end in view," states H. Peter Jurgens, executive vice president and general manager, who

(Continued on Page 6)



A harvest crew works the vast 2,200-acre Almaden vineyards at Paicines in the rolling mountain slopes of the Gavilan range in San Benito County. Almaden claims this to be the largest single planting of varietal grapes of any vineyard in the world.

Premium service...

(Continued from Page 5)

directs Almaden's nation-wide marketing and distribution.

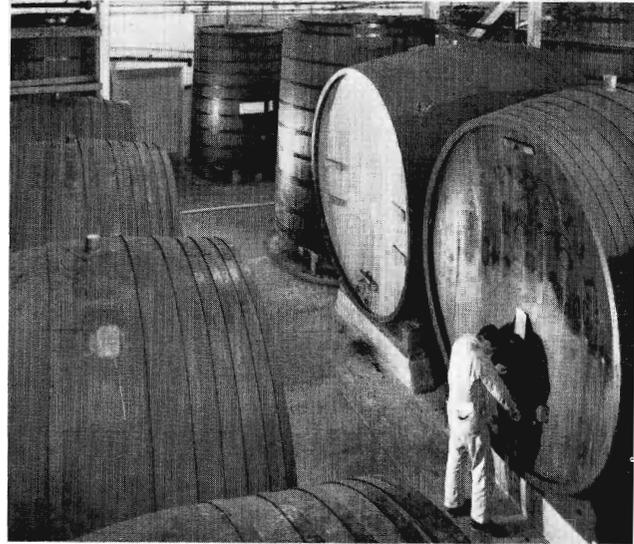
Jurgens also told MILEPOSTS that the new Paicines vineyards are now producing more vin rosé than the whole French district of Tavel, and from the identical Grenache grape; nearly as much true Pinot Chardonnay as all the Grand Cru vineyards of Chablis put together (and in Chablis, France, no other grape may be grown); more Cabernet Sauvignon than any Bordeaux chateau; twice as much Pinot Noir as Chambertin does, and far more Johannisberg Riesling than Schloss Johannisberg.

Grape varieties are quite as important as soil and climate in the long

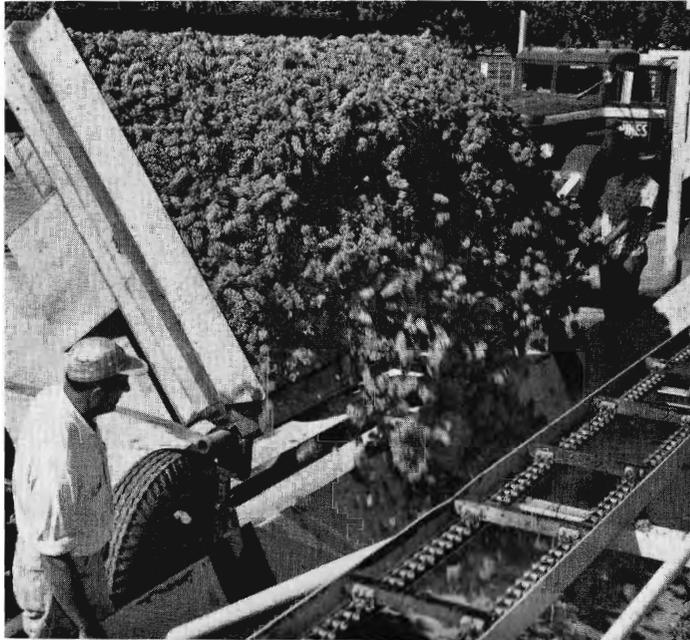
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Sunny days, cool nights produce quality grapes



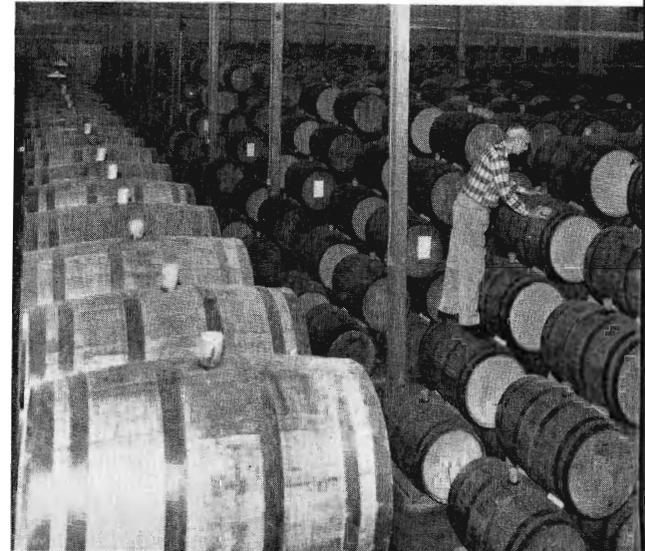
These huge casks are used in the wine aging process, an important phase in the production of quality wines.



A gondola of harvested grapes is dumped into a conveyor which carries them to crusher.



Almaden Sherry is aged in this floor yeast room, a sherry bodega the size of a football field.



Labels are applied both front and back as the bottles pass through this modern labeling machine.



Premium service . . .

(Continued from Page 6)

run. The Paicines plantings have been most carefully planned and compared to most California vineyard acreages, their extent is enormous, but they are intended to supplement, and only gradually and partially replace, what Almaden has already planted and mostly in production elsewhere, either as part of its own properties or under long-term lease.

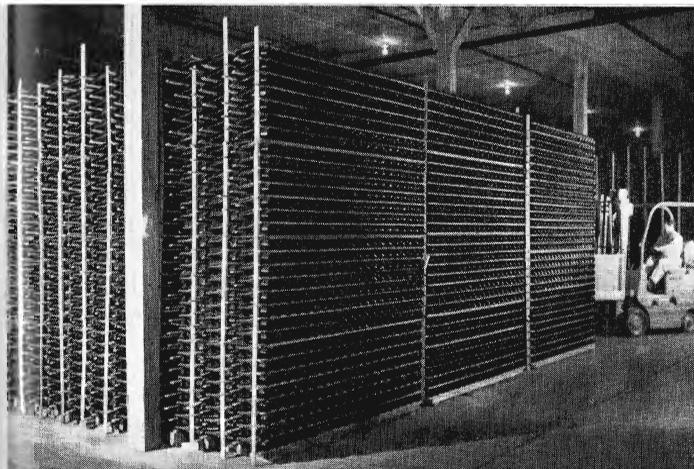
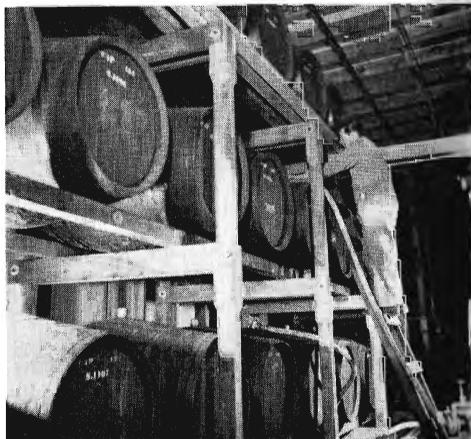
The Paicines operation also includes a grape crushing plant, with a battery of modern Willmes presses imported from Germany, and a distillery.

Paicines is about 20 miles as the crow flies east of Monterey Bay. Perhaps one should say "as the hawk flies," for the high range of hills between Paicines and the Pacific is known as the Gavilan Range, and gavilan, in Spanish, means "hawk."

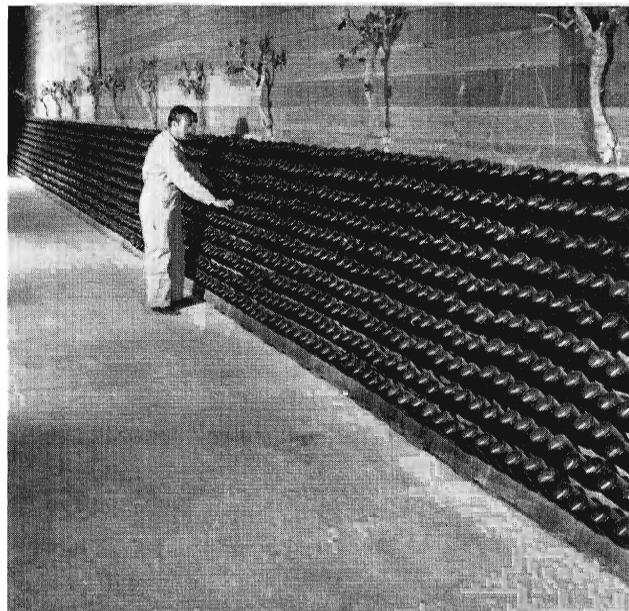
When sherry is taken from the bottom casks in the blending solera for bottling, those casks are filled from casks in middle row. Almaden Sherry is at least six years old when bottled.

The country, a dozen miles south of Hollister, is rolling, higher in altitude than it looks, from 600 to 1200 feet above sea level, with the Gavilan summits nearly 2,000 feet higher. It has the typical climate of the North Coast California counties—dry, sunny days throughout the growing season, noon-time temperatures rarely over 85 degrees, partly on account of the altitude, cool fresh evenings, with the minimum

(Continued on Page 10)



A portion of the more than two million bottles in the champagne cellars where secondary fermentation takes place.



Riddling racks in the champagne cellars where each bottle receives about one-quarter turn on a precise time schedule.



Premium service . . .

(Continued from Page 8)

recording not far from 50 degrees every night.

JOHN CARROLL's contact with Almaden Vineyards, Inc., at San Jose is with Pat Concannon, genial and busy office manager, who keeps things humming around the winery. The two are close friends, and Johnny's long railroad experience is a considerable advantage in taking good care of his customers such as Almaden Vineyards, Inc.

Johnny began his Western Pacific service as a stenographer-clerk at Chicago on June 1, 1936. He was promoted to position as chief clerk in the Los Angeles sales office one year later, and in February 1939, he became traveling freight and passenger agent

"We like WP's fine service," Pat Concannon told Sales Representative John Carroll (right).

working out of Pocatello, Idaho. He came to San Francisco on June 1, 1941, as freight and passenger agent, and has been sales representative at San Jose since February, 1949.

He is a member of the Transportation Club of Santa Clara County and has been membership chairman in that association. He is a past-president of the Notre Dame High School's Dads' Club and was a chairman of the school's building committee, and was active for several years in soliciting funds for San Jose's United Givers Campaigns.

John and his wife, Laurine, have one married daughter, Mrs. Beverly Ahearn. The family includes three grandchildren, Shawn 3½ years, Laura 2½ years, and little Timothy 7 months. All live in San Jose.

New board member

Hart Isaacs, president of Isaacs Brothers Co., private investments, Beverly Hills, Calif., was elected to Western Pacific's board of directors at the annual shareholders' meeting on June 26. He succeeds Wakefield Baker, president of Baker & Hamilton, San Francisco, who had been a board member since 1944.



Isaacs was born in Los Angeles, and is a second generation native Californian. He presently serves on the boards of the Hunt Foods and Industries, Inc., and the Music Operating Co., and has other

business interests. He has had 20 years of service on the board of Cedars of Lebanon Hospital, during which time he has served three years as president, and another three as treasurer. He is executive vice president of the merged Cedars and Mount Sinai Hospital.

All other Western Pacific directors were re-elected at the meeting, and the board now includes, in addition to Isaacs, Benjamin C. Carter, M. M. Christy, Lindsey W. Cochran, Peter Cook, Jr., Boyd N. Everett, Leland B. Flint, James A. Folger, W. P. Fuller III, Roy E. Larson, Alfred B. Layton, Donald Maclean, Harry C. Munson, Edwin V. Parker, Theodore Weisman, and Frederic B. Whitman.

Van Dellen elected vice president

E. L. Van Dellen on August 6 was elected vice president and general counsel of Western Pacific by its board of directors.



"Buck" Van Dellen began his railroad career in the Southern Pacific Railroad law department shortly after his graduation from Stanford University in 1935 and the Stanford Law School in 1938.

He joined Western Pacific in 1948 as an attorney, was promoted to commerce attorney in 1949, to general at-

torney in 1954, and to general counsel in 1958.

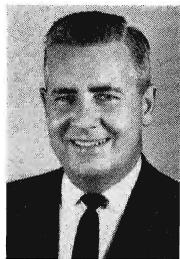
In addition to his position with Western Pacific, Van Dellen is a member of the board of directors of Sacramento Northern Railway, Tidewater Southern Railway Company, and The Oakland Terminal Railway. He is also a member of the law committee of the Association of American Railroads, and the American Bar Association.

While at Stanford, "Buck" was a halfback and played safety on Tiny Thornhill's famous "Vow Team" of 1933 and 1934.

The newly elected vice president and his wife, Molly, live in Atherton.

Personnel changes

William F. McGrath and L. Byron Larson have been appointed freight pricing managers for Western Pacific, effective July 1.



W. F. McGrath



L. B. Larson

Under the jurisdiction of Frank W. Steel, director of pricing, McGrath will have jurisdiction over trans-continental rates, and Larson will have jurisdiction over Pacific Southcoast freight bureau pricing.

McGrath was born and raised in the Chicago area and joined WP in the Chicago sales office on September 22, 1941. Since that time he has held various marketing division positions in the pricing and sales departments, in both San Francisco and Chicago. He and his wife, Rita, live at 1991 Palm Avenue, Redwood City, with their four children, William, 12, Terrence, 11, Brian, 9, and Coleen, 6.

While in the Chicago office, Bill was MILEPOSTS' correspondent for several years.

Larson was born and raised in Berkeley, Calif., and joined WP's San Francisco sales office in 1928. Since his promotion into the pricing field in 1959 he held the position as assistant freight pricing manager. Larson and his wife, Helen, live at 1301 Stannage, Berke-

ley. Their son, Donald, and daughter, Bona, have made them grandparents of identical twins, Steven and Douglas, 5, and Laura, 3, by Donald; and Dale, 4, and Dean, 2, by Bona.

* * *

Arthur J. Bugni was appointed chief clerk in the industrial development & real estate department, effective July 1.

Art came to Western Pacific in September 1956 as stenographer-clerk in the general office. He went to Oakland as stenographer-clerk in the office of District Sales Manager C. W. Mangum in January 1957 where he remained for 2½ years. In June 1959 he accepted the position of chief clerk to E. P. Jagels, Standard Realty & Development Company, and held that position until his most recent appointment.

He lives in Oakland with his wife, Anne, and they have three daughters, Kris, 11, Linda, 7, and Kelly, 3.

Art is a native of Butte, Montana, and holds a bachelor of arts degree with a major in finance and business management from Armstrong College, Berkeley. He is an avid Giants' fan, is a better-than-average bowler, and enjoys camping with the family.

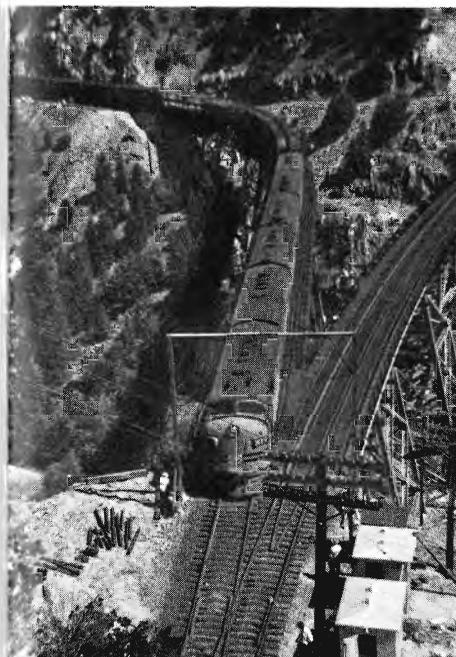
* * *

Roadmaster D. J. Laughlin, Oakland, assisted by Assistant Roadmaster T. A. Merritt, Oakland, and Track Su-

(Continued on Page 13)



A. J. Bugni



Freight service improved between Stockton-Bieber

To improve freight performance between Stockton and Bieber, WP for the first time on June 25 began running through freights over the Keddie bridge without a switchback in Keddie yard.

Prior to the present service, Stockton-Bieber freights crossed the main line bridge (right) into Keddie yard, switched back, then used a tunnel behind the hill to continue north to Bieber. The "left leg" of the bridge was ready for operation on October 11, 1931 upon completion of the Northern California Extension (Inside Gateway Route to the Pacific Northwest). Planned for through passenger service which never materialized, this "leg" of the bridge was used only once or twice for special passenger service since construction.

First through freight over the bridge was the northbound Expediter of June 25. In the picture at the left, taken by Keddie Roundhouse Foreman F. C. Mohatt on June 26, is the GWS-25, first southbound freight over the bridge. Train and engine crews were Conductor J. Rush, Brakeman H. E. Mathews, L. C. Gilbert, R. D. Kenney, Engineer C. M. Bancroft, Fireman R. L. Holt.

Roadmaster W. L. Chapman, Keddie, will have jurisdiction over WP's main track MP 280.4 to 319.15, and on the Northern California Extension from Keddie to Bieber.

The changes, announced by Division Engineer C. E. Forseth, are effective from July 1, 1963.

Personnel changes...

(Continued from Page 12)

pervisor A. A. Schuetter, Stockton, will have jurisdiction over WP's main track MP 0.00 to 134, including branch lines; Sacramento Northern Railway from Pittsburg to Walnut Creek; and the Tidewater Southern Railway system.

Roadmaster R. J. Mounkes, Oroville, assisted by Assistant Roadmaster F. C. Reith, Keddie, and Track Supervisor B. A. Jones, Sacramento, will have jurisdiction over WP's main track MP 134 to 280.4; Sacramento Northern Railway from Montezuma to Chico, including branch lines.

Shipper-Gram winners

Western Pacific checks totaling \$100 have been received by three lucky railroaders whose Shipper-Grams placed first, second and third in MILEPOSTS' Shipper-Gram Contest, announced in the March-April issue of the magazine.

Winner of the \$50 first place award was Engineer L. C. Parkinson of Stockton. His entry was unanimously selected as the winner by the three judges, General Superintendent L. D. Michelson, Superintendent J. F. Lynch, and Editor L. C. Sherwood after reviewing the nearly 100 entries submitted to the contest. His Shipper-Gram read:

"Your freight we'll handle damage free

With on-time arrival for the consignee"

In addition to his \$50 first prize, Parkinson's winning entry will be entered in the National Contest to compete with first-place winners from other railroads for the \$1,000 Award being given by the American Railway Magazine Editors' Association. This award will be made at the ARMEA annual conference to be held at Cleveland, Ohio, in September.

Second-place winner in MILEPOSTS' contest was James D. Clifford, brakeman of Portola. He received \$30 for his Shipper-Gram which read:

*"Rapid freight you'll surely agree
Is better still when damage free"*

A \$20 check was awarded to Engineer Jesse E. Adams of Stockton for his third-place winning Shipper-Gram:

*"With safety and care
No one can match,
We'll handle your shipment
With pride and dispatch"*

MILEPOSTS congratulates the three winners for their fine entries, and expresses thanks to the many other entrants who submitted to the contest. To the latter, better luck next time! A few "Honorable Mention" entries will be found on other pages in this issue.

It is hoped that such interest on the part of all employees will continue year 'round, with the result that our loss and damage claims will be greatly reduced, with resultant benefits for the public, our customers, the railroad and its employees alike.

Engineer L. C. Parkinson was born in Toronto, Canada, on November 23, 1902. He hired out as a hostler's helper for the Canadian Pacific at Calgary two months prior to his sixteenth birthday. Cut off the CP's board as a fireman because of a business recession in 1922, he became a fireman for the Santa Fe at Los Angeles in June, 1922. He resigned from the Santa Fe in January 1929 to enter the apartment house business in San Francisco, but returned to firing again, this time for the Nevada, California and Oregon Railroad at Alturas. He became an SP employee when that railroad absorbed the NC&O in September, 1929 and settled in Portola as a fireman for Western Pacific in October, 1930. A second business recession again cut him off the board temporarily during which



A recent picture of First Place winner L. C. Parkinson taken by Fireman Art Van Meter while waiting to pull out for Oroville on the GGM.

time he worked in train and engine service for the Red River Lumber Co.'s railroad at Westwood until recalled to WP service. He has been in pool freight service between Stockton and Oroville yards during the last several of nearly 33 years with WP.

"My wife, Alma, operated a popular railroad man's cafe in Stockton before we married in 1939," he relates, "so it was a case of the boomer marrying the cook!"

Parkinson is a 30-year member of the Brotherhood of Locomotive Engineers.

* * *

James D. Clifford is a native of Electra, Texas, born on August 19, 1929. After moving to several states he settled in Portola, attended school there, and first worked for WP on the ice deck in 1945. He was a maintenance of way employee for a short time in 1950 before becoming a switchman later that year, and became a

brakeman in 1953. "I guess I have had nearly every type of job except in engine service," recalls "Jim." "I say this because when I was cut off I also worked with a B&B gang and helped to finish the diesel house here in Portola."

"Jim" lives in Portola with his wife, Marlene, and two daughters, Dawn, 13 years, and Teri, 9 years. He is a fine cartoonist, and his work has appeared in MILEPOSTS and "poked fun" at his fellow employees by appearing on the station's bulletin board.

Unfortunately, "Jim" had no picture to accompany his biography.

* * *

Jesse E. Adams was born in San Diego on February 10, 1900. His family located in Oakland in 1909 and his father became employed in WP's car repair department. "Since my father was a WP employee, my par-

(Continued on Page 17)

What the winners think about loss and damage

Shipper-Gram winner L. C. Parkinson sums it up this way, which he believes applies to all employees responsible, generally, for freight handling in the best possible manner:

“Carefully load, securely brace, Start with ease, stop with grace.”

“From personal business experience,” he added, “I have learned that a business cannot prosper with a continuing rise in damage costs. This not only reflects in loss of profits for the company but also, indirectly, in the loss of jobs when shippers, as a result of costly damage, switch to other modes of transportation. It also causes great inconvenience to the public. I believe this loss could be reduced,” he continued, “by strict adherence to operating rules by engine, train and yard crews, clear and distinct hand and lamp signals by train and yard men, and immediate action to these signals by engine crews, along with good judgment in slow-down and stopping distances based on weight and size of switch cut to control harsh slack action and prevent rough coupling.”

* * *

Second-place winner James D. Clifford offers another viewpoint. “While most of us may associate loss and damage more with the actual handling of freight during loading and unloading, improper bracing, and in train handling, I have been impressed by those employees who have prevented many costly accidents by their alertness in taking care of burned-out journals and other bad-order equip-

ment, and by containing and reporting fires along the right-of-way. Any one of these conditions,” he pointed out, “if not immediately remedied could prove damaging to our customer’s shipments. I’m sure that I have the same thought as most of my fellow workers in that every dollar that I help to save in waste and loss and damage, insures a better job and more freight for us to haul.”

* * *

“I have given much thought to freight damage and claims,” wrote Jesse E. Adams, a \$20 winner in the contest. “I know it means loss of business to the company, therefore, loss of jobs for employees. Three areas seem to me the cause of practically all damage,” said Jesse. “How the lading is secured, handling of cars in switching movements, and makeup of trains. Car cushioning and carpak devices appear to me a big step in the right direction, but the lading in other types of cars needs improvements. All switching movements should be handled with care, and more attention should be given to makeup of trains, such as blocking of loads and empties.”

Shipper-Gram Honorable Mention:

Ship By Railroad Fast
Reasonable
Efficient
Ideal
Gentle
Handy
Trustworthy

J. E. Brennan, agent, Portola.

Shipper-Gram winners...

(Continued from Page 15)

ents were naturally interested in the arrival of WP’s first passenger train in Oakland. I am probably one of the few present WP employees shown in pictures taken on the day of this event. This same year my father transferred to train service and in 1912 we moved to Stockton where I finished my schooling.”



Third Place winner, Engineer Jesse E. Adams

Jesse enlisted in the U.S. Navy in December 1917 and saw several months service in the North Sea aboard the U.S.S. Arkansas before being discharged in February 1919. One month later he was hired as call boy at Stockton and for the next six years held various jobs — laborer, storekeeper helper, hostler’s helper, roundhouse clerk — and in July 1925 he began firing and was promoted to his present position as engineer in 1936.

In 1928 he married the former Lenore Evans, a niece of retired conductor Grant Evans. They have one married daughter, Pat Scott. Pat and her mother both graduated with high honors from the University of Pacific.

This year Jesse received a 40-year pin and certificate from the Brotherhood of Locomotive Firemen and Enginemen. He has served Lodge 794 as president, financial and recording secretary, legislative representative, convention delegate, local chairman and vice chairman of general grievance committee. He holds membership in two fraternal organizations and the Veteran’s of Foreign Wars.

“I don’t frighten Arnie Palmer with my golf game but it’s my hobby, and I am also a fan of baseball, football and bowling.”

Stationery Store moved to San Francisco

Western Pacific’s stationery store was moved from Oakland to San Francisco on July 1, and all company requisitions should now be mailed to Mr. C. E. Vincent, Supervisor—Stationery & Printing, 526 Mission Street, San Francisco 5.

Vincent succeeded R. W. Cantelow who retired on July 1 after nearly 42 years with Western Pacific.

Departments located in the general office at San Francisco are requested to reduce their requisitions and not order supplies until supplies on hand are down to approximately a 30-day supply.

Praises Medical Department

If any of our railroaders think their hospital dues are high they should know what great service they can receive at St. Josephs Hospital. I received all the help I required and the doctors are the greatest. I am now receiving wonderful service at Oakland Hospital. So be glad you pay what you do knowing that if needed you will receive the best service in the country.

Could you mail me six copies of the May-June issue as I want to mail them to friends in other countries so they can read Dr. Cushman's excellent article "Tame those tensions."

While sick I received letters from seven countries and 76 postcards. I guess I'll now be able to fish as they say there'll probably be no more rail-roading for me. Good luck and thank you kindly.

Conductor Ralph W. Landon
1425 Harrison Street
Apartment 321
Oakland 12, Calif.

* * *

Thankful Mother

The Brothers of the Railroad WP
Are as kind as they can be,
They helped my son in sickness
And that was helping me.
I'll pray to God to guard them all
And always keep them safe,
And pay them for the kindly deed
They did for us in our time of need.

Mrs. Malis
Winnemucca, Nevada

Mrs. Malis is the mother of Fireman C. F. Malis who suffered a heart attack in March. Mrs. Malis insisted on taking care of him at home although she is not in too good health.



Dear

Congratulations!

Anita Louise Cabrera, daughter of Electrician and Mrs. J. D. Cabrera, was married to Mr. Robert Thompson on June 2 in the Baptist Church in



Mr. and Mrs. Robert Cabrera

Sacramento. Anita is a student at Luthur Burbank Senior High School, and Robert is employed with the State of California's division of highways, department of engineers.

The couple honeymooned in Carmel, and will live in Sacramento.

Mrs. J. D. Cabrera
2025-50th Avenue
Sacramento, Calif.

ANNUAL REPORT

Fiscal Year 1962



WESTERN PACIFIC RAILROAD MEDICAL DEPARTMENT

COMPARATIVE STATEMENT OF MEDICAL SERVICE BENEFITS EXTENDED TO MEMBERS

TO ALL CONTRIBUTING MEMBERS

We hereby submit a report of the financial position and the operational data of the Western Pacific Railroad Medical Department covering the fiscal year 1962 which ended January 31, 1963. The method of outline is that used in preceding reports and should be largely self-explanatory.

The net balance for the year was again favorable. While our basic cost for individual Hospital and Professional services continued to climb, consistent with trends in the areas involved, we enjoyed some off-setting factors which permitted a net operating credit of approximately \$76,000.

Largely responsible for this result was the decreased utilization of services required for treatment of our members. In this connection, the report contains comparative summaries of our cost and utilization experience with respect to hospitalization of members in some detail by individual hospitals and areas and as between active employees, on-duty injuries and retired employees. The most significant factors to be noted include the increase in average cost per patient day at all private hospitals of \$3.35 per day over the 1961 level, bringing the overall average cost of keeping a member in the hospital to more than \$44.00 per day (not including doctors' fees). The local experience in the San Francisco area (where almost 25 percent of our total hospitalization is handled at St. Joseph's Hospital) has been even more alarming as the average cost per patient day shot up way over \$6.00 per day just this past year to a new high level of \$47.86 per day. Fortunately, as noted before, members' use of hospitalization was relatively low for 1962, but had it remained even at the not unusual 1961 level it would have used approximately \$30,000 of the \$76,000 1962 operating credit just for this one factor. Or had hospitalization remained at the 1960 level, it would have consumed almost \$50,000 of the \$76,000 credit for the year.

It is impossible to accurately forecast what the service requirements will amount to in 1963 and the favorable experience of 1961 and 1962 might well be reversed. However, as the report indicates, we are now operating on a sound financial basis and should be able to meet such contingency out of our operating reserves. In addition, it should be noted that we were able to take advantage of the opportunity to make a negotiated cash settlement of the old deficit owed to the Western Pacific Railroad Company by payment in January 1963 of \$30,000 for full cancellation of the \$37,445 balance due, thus securing a further strengthening of the Department's net financial position. Thus the Medical Department concluded the past fiscal year ending January 31, 1963 with a pre-paid dues reserve of \$54,000 and an actual uncommitted cash fund on hand of \$103,523 with which to meet current operating expenses.

Two of the matters which could have an important effect on the nature and cost of the operation of the Medical Department are still unresolved. They are (1) the proposed reorganization of the Department, and (2) reorganization or closure of the Portola Hospital. The proposed reorganization of the Medical Department has been submitted to the various Labor Organizations for ratification or rejection. It may be hoped that some conclusion will be reached on each of these items before the end of the current year.

Respectfully submitted,

BOARD OF DIRECTORS OF THE
WESTERN PACIFIC RAILROAD MEDICAL DEPARTMENT

		1962	1961	1955 *	
<u>AVERAGE NUMBER OF MEMBERS:</u>	Employees	3,656	3,677	5,215	
	Pensioners	625	622	565	
<u>"CASES" TREATED:</u>	Individual illnesses or injuries	5,473	6,556	No data	(9,474)
<u>HOSPITAL ADMISSIONS:</u>	At private hospitals	552	569	No data	(661)
	At Portola Hospital	118	126	No data	(179)
<u>DAYS OF HOSPITAL CARE:</u>	At private hospitals	5,226	5,803	7,525	
	At Portola Hospital	3,203	3,480	3,512	
	T.B. sanitarium care	150	138	1,052	
<u>DOCTOR VISITS:</u>	Home & office calls	21,221	22,282	No data	(30,686)
	Hospital calls	9,838	10,465	No data	(10,253)
<u>SACTO. SHOPS:</u>	Dispensary visits	1,416	1,694	3,860	
<u>PARTIAL OPTICAL BENEFIT:</u>	Total retail value of purchases	\$7,534	\$7,526	No benefit	
	Savings to members	\$2,754	\$2,695	No benefit	
	Cost to Med. Dept. of benefit	\$555	\$547	No benefit	
<u>PENSIONER BENEFITS:</u>	Dues income from pensioners	\$93,673	\$84,801	\$49,303	
	Benefit cost for pensioners) not available	\$197,971	\$108,003	
	Annual subsidy per active member) available	\$30.78	\$11.25	

* Comparable data for 1955 not available in all cases. Figures in parentheses () are for 1957.

COMPARATIVE STATEMENT OF AVERAGE COSTS AND AVERAGE UTILIZATION OF CERTAIN BENEFITS

		1962	1961	1955
<u>AVERAGE COST PER MEMBER PER YEAR:</u>	<u>COSTS</u>			
	Fees to doctors and special nurses	\$45.56	\$41.69	\$28.41
	Charges by private hospitals	55.93	56.94	36.26
	Out-patient X-ray, lab., drugs & refunds	14.85	14.43	20.97
	Operation of Portola Hospital (total)	47.46	41.69	26.64
	Administrative expenses & overhead	10.42	9.95	8.96
	Total operating costs	\$169.24	\$164.70	\$117.24
	Less I.O.D. & private patient receipts	37.80	32.15	22.63
	Net costs from members' dues	\$132.87	\$132.55	\$94.61
<u>AVERAGE COST PER HOSPITAL DAY:</u>	San Francisco Bay area	\$47.86	\$41.42	\$27.60
	Sacramento Valley area	45.61	44.08	26.87
<u>AVERAGE HOSPITAL COST PER ADMISSION:</u>	Sierra Mountain area	33.78	31.60	21.41
	Other Nevada and Utah area	32.92	31.60	18.14
	Average, all hospitals	\$44.22	\$40.87	\$25.57
<u>AVERAGE FEE PAID FOR PROFESSIONAL SERVICES:</u>	Private hospitals	\$424	\$419	\$271
	Per home, office or hospital visit	\$5.14	\$5.05	\$3.93
	Per "case" treated	\$27.80	\$25.22	\$16.98

		1962	1961	1957 *
<u>UTILIZATION</u>	Average number of members	4,281	4,299	5,343
	Injury or illness cases, per 100 members	134	152	177
	Cases hospitalized, per 100 members	15.7	16.2	15.5
	Days hospital care, per 100 members	197	216	173
	Average days of hospital stay: Private hospitals	9.7	10.2	No data
	" " " " Portola Hospital	25.1	26.7	No data
	Home and office doctor visits, per 100 members	496	517	566
	Hospital doctor visits, per 100 members	230	243	173
	Average number doctor visits, per case treated	5.4	5.0	4.3

* 1957 used as earliest year for which comparable data available.

DETAILS OF 1962 OPERATING INCOME

MEMBERS' DUES:		PORTOLA HOSPITAL - REVENUES	
Active employees	\$533,116 *	Room & board charges	\$60,721
Less payment on pre-1955 deficit	5,225	Operating room	2,136
	527,891	X-ray rental & film	2,027
Pensioners	93,673	Drugs & supplies	18,361
Employees on furlough & leave of absence	15,243	Other charges	3,380
		Total charges	\$86,625
Total operating income from dues	\$636,807	Less bad debt reserve	2,169
	78.9%	NET INCOME, PORTOLA	\$84,456
(* Includes amount of \$216,324 paid by W.P.R.R.Co. for "non-operating" & evaluated employees.)			
COMPANY PAYMENTS FOR ON-DUTY INJURIES:		MISCELLANEOUS INCOME:	
Includes estimated 1962 pre-payments by W.P.R.R.Co. & audited adjustments for 1961 injury cases for W.P.R.R.Co. & subsidiaries	\$79,361	Recovery of costs in third party liability cases, etc.	\$6,172
	10.5%		
(Actual I.O.D. costs during fiscal 1962 totalled \$77,350.)			
	9.8%		
	0.8%		
	\$806,796 (100%)		

DETAILS OF 1962 OPERATING EXPENSE AND RESERVE

MEDICAL-SURGICAL:		PORTOLA HOSPITAL EXPENSES:	
Fees to doctors	\$161,555	OUT-PATIENT CLINIC:	
Nursing (special duty)	4,675	Doctors' payroll	\$13,680
Physio. & miscellaneous	7,389	Drugs & supplies	7,744
	\$173,619	X-ray & laboratory	2,433
	21.5%	IN-PATIENT COSTS:	
PRIVATE HOSPITALS:		Medical-Surgical:	
Room & board	\$136,759	Nurses payroll	\$25,720
Operating room	23,967	Nurses aide "	31,284
X-ray, lab. & physio.	44,399	Drugs & supplies	15,242
Drugs & supplies	34,295	X-ray & laboratory	3,401
	\$239,420	Dietary:	
	29.7%	Kitchen payroll	\$23,650
OUT-PATIENT MEDICAL COSTS:		Food, fuel & Eqpt.	13,090
Drugs & appliances	\$5,412	Housekeeping	
X-ray services	24,965	Janitor payroll	\$9,586
Laboratory services	10,800	Supplies	1,994
Ambulance	2,983	Laundry & linen	4,387
Reimbursements for non-staff care	19,430	Hospital Administration	
	\$63,588	Adminis. payroll	\$19,685
	25.2%	Health ins. premiums	6,078
SACRAMENTO SHOPS DISPENSARY:		Payroll taxes	12,961
Payroll, drugs & misc.	\$6,051	Rent, tel. & suppl.	5,618
		Insurance	3,750
GENERAL ADMINISTRATION:		Fuel, repairs, etc.	3,069
Payroll (Chief Surgeon, Manager & clerical)	\$34,806		
Payroll taxes	2,988		
Rent, tel. & supplies	6,812		
	\$44,606		
	10.7%		
SURPLUS: (held over for outstanding claims & future needs)	\$76,140		
	9.4%	TOTAL PORTOLA EXPENSE	\$203,372
	\$806,796 (100%)		

COMPARATIVE STATEMENT OF INCOME AND EXPENSE
1962, 1961 AND 1955 FISCAL YEARS *

	1962	1961	1955	Increase or (Decrease) 1955 - 1962
INCOME:				
Net dues - Employees & pensioners **	\$636,807	\$573,207	\$557,216	\$79,591
Company payments for on-duty injuries	79,361	85,687	68,681	680
Portola Hospital revenue (net) ***	84,456	65,603	52,169	32,287
Miscellaneous income	6,172	3,621	937	5,235
TOTAL OPERATING INCOME	\$806,796	\$728,118	\$689,003	\$117,793
EXPENSES:				
Medical-surgical (doctors' fees, etc.)	\$173,619	\$179,269	\$164,195	\$9,424
Private hospital care	239,420	244,775	209,605	29,815
Out-patient X-ray, lab., refunds, etc.	63,588	55,838	116,342	(52,754)
Dispensary - Sacramento Shops	6,051	6,196	4,883	1,168
Portola Hospital - In-patients	179,515	157,123	128,787	50,728
" " - Prof. & out-patients	23,857	22,085	25,187	(1,330)
General administrative expense	44,606	42,754	28,672	15,934
TOTAL OPERATING EXPENSES	\$730,656	\$708,040	\$677,671	\$52,985
NET OPERATING CREDIT (OR DEFICIT) FOR YEAR ****	\$76,140	\$20,078	\$11,332	\$64,808
MED. DEPT. BALANCE - All funds per W.P. books	\$157,523	\$76,152	(\$72,968)	\$230,491
PETTY CASH FUNDS - Portola and San Francisco	1,525	1,025	125	1,400
TOTAL CASH STATUS	\$159,048	\$77,177	(\$72,843)	\$231,891

* Fiscal year is based on period February 1 through January 31 of following year.

** Not including amounts repaid on old debt each year.

*** After deducting Bad Debt Reserve charge 1962 cash collections were \$77,517.

**** Cash funds (including prepaid dues reserve), less unpaid balance of pre-1955 deficit.

A credit of \$7,445 was secured in 1962 by negotiated cash settlement of the deficit balance of \$37,445.

COMPARATIVE STATEMENT OF NET FINANCIAL POSITION
AS OF END OF FISCAL YEARS 1962, 1961 AND 1955

	1-31-63	1-31-62	1-31-56	Increase or (Decrease) 7-Year Period
ASSETS:				
Cash on hand:				
Operating fund - Acct. 754-45	\$103,523	\$64,822	\$6,012	\$97,511
Prepaid dues reserve	54,000	54,000	-	54,000
Petty cash - S.F. and Portola	1,525	1,025	125	1,400
Pre-1955 deficit - Acct. 707-27 *	-	(42,670)	(78,980)	78,980
NET CASH BALANCE	\$159,048	\$77,177	(\$72,843)	\$231,891
Accounts receivable:				
Private patients, Portola (net) **	21,910	14,976	10,372	11,538
Value of hospital inventories (est.) ***	50,000	50,000	35,000	15,000
Due from (or to) W.P.R.R., A.B.L., O.T. & T.S.Ry. for past year's injury-on-duty costs adjustment (net)	350	2,599	(1,272)	1,622
TOTAL CURRENT ASSETS	\$231,308	\$144,752	(\$28,743)	\$260,051
LIABILITIES:				
Accounts payable - unpaid bills	\$16,058	\$18,244	\$20,948	(\$4,890)
Prepaid dues liability ****	54,000	54,000	-	54,000
TOTAL LIABILITIES	\$70,058	\$72,244	\$20,948	\$19,110
TOTAL NET RESERVE (OR DEFICIT)	\$161,250	\$72,508	(\$49,691)	\$210,941
TOTAL LIABILITIES AND NET RESERVE	\$231,308	\$144,752	(\$28,743)	\$260,051

* Deficit incurred prior to 1955 which was settled in full by negotiated cash payment last January of \$30,000 on final balance of \$37,445 - an asset gain of \$7,445 to Medical Dept.

** Unpaid charges on hospital books, less Bad Debt Reserve (\$1,858 as of Jan. 31, 1963).

*** Based on evaluation for fire insurance, arbitrarily increased \$15,000 in 1961 to allow for new equipment secured in recent years and greater value of drug supplies.

**** Created by 1958 conversion to prepaid dues system, adjusted to one month's current dues.

COMPARATIVE STATEMENT OF MEDICAL SERVICE BENEFITS EXTENDED TO MEMBERS

TO ALL CONTRIBUTING MEMBERS

We hereby submit a report of the financial position and the operational data of the Western Pacific Railroad Medical Department covering the fiscal year 1962 which ended January 31, 1963. The method of outline is that used in preceding reports and should be largely self-explanatory.

The net balance for the year was again favorable. While our basic cost for individual Hospital and Professional services continued to climb, consistent with trends in the areas involved, we enjoyed some off-setting factors which permitted a net operating credit of approximately \$76,000.

Largely responsible for this result was the decreased utilization of services required for treatment of our members. In this connection, the report contains comparative summaries of our cost and utilization experience with respect to hospitalization of members in some detail by individual hospitals and areas and as between active employees, on-duty injuries and retired employees. The most significant factors to be noted include the increase in average cost per patient day at all private hospitals of \$3.35 per day over the 1961 level, bringing the overall average cost of keeping a member in the hospital to more than \$44.00 per day (not including doctors' fees). The local experience in the San Francisco area (where almost 25 percent of our total hospitalization is handled at St. Joseph's Hospital) has been even more alarming as the average cost per patient day shot up way over \$6.00 per day just this past year to a new high level of \$47.86 per day. Fortunately, as noted before, members' use of hospitalization was relatively low for 1962, but had it remained even at the not unusual 1961 level it would have used approximately \$30,000 of the \$76,000 1962 operating credit just for this one factor. Or had hospitalization remained at the 1960 level, it would have consumed almost \$50,000 of the \$76,000 credit for the year.

It is impossible to accurately forecast what the service requirements will amount to in 1963 and the favorable experience of 1961 and 1962 might well be reversed. However, as the report indicates, we are now operating on a sound financial basis and should be able to meet such contingency out of our operating reserves. In addition, it should be noted that we were able to take advantage of the opportunity to make a negotiated cash settlement of the old deficit owed to the Western Pacific Railroad Company by payment in January 1963 of \$30,000 for full cancellation of the \$37,445 balance due, thus securing a further strengthening of the Department's net financial position. Thus the Medical Department concluded the past fiscal year ending January 31, 1963 with a pre-paid dues reserve of \$54,000 and an actual uncommitted cash fund on hand of \$103,523 with which to meet current operating expenses.

Two of the matters which could have an important effect on the nature and cost of the operation of the Medical Department are still unresolved. They are (1) the proposed reorganization of the Department, and (2) reorganization or closure of the Portola Hospital. The proposed reorganization of the Medical Department has been submitted to the various Labor Organizations for ratification or rejection. It may be hoped that some conclusion will be reached on each of these items before the end of the current year.

Respectfully submitted,

BOARD OF DIRECTORS OF THE
WESTERN PACIFIC RAILROAD MEDICAL DEPARTMENT

		1962	1961	1955 *	
AVERAGE NUMBER OF MEMBERS:	Employees	3,656	3,677	5,215	
	Pensioners	625	622	565	
"CASES" TREATED:	Individual illnesses or injuries	5,473	6,556	No data	(9,474)
HOSPITAL ADMISSIONS:	At private hospitals	552	569	No data	(651)
	At Portola Hospital	118	126	No data	(179)
DAYS OF HOSPITAL CARE:	At private hospitals	5,226	5,803	7,525	
	At Portola Hospital	3,203	3,480	3,512	
	T.B. sanitarium care	150	138	1,052	
DOCTOR VISITS:	Home & office calls	21,221	22,262	No data	(30,686)
	Hospital calls	9,838	10,465	No data	(10,253)
SACTO. SHOPS:	Dispensary visits	1,416	1,694	3,860	
PARTIAL OPTICAL BENEFIT:	Total retail value of purchases	\$7,534	\$7,526	No benefit	
	Savings to members	\$2,754	\$2,695	No benefit	
	Cost to Med. Dept. of benefit	\$555	\$547	No benefit	
PENSIONER BENEFITS:	Dues income from pensioners	\$93,673	\$84,801	\$49,303	
	Benefit cost for pensioners) not available		\$197,971	\$108,003	
	Annual subsidy per active member		\$30.78	\$11.25	

* Comparable data for 1955 not available in all cases. Figures in parentheses () are for 1957.

COMPARATIVE STATEMENT OF AVERAGE COSTS AND AVERAGE UTILIZATION OF CERTAIN BENEFITS

		1962	1961	1955
AVERAGE COST PER MEMBER PER YEAR:	COSTS			
	Fees to doctors and special nurses	\$40.56	\$41.69	\$28.41
	Charges by private hospitals	55.93	56.94	36.26
	Out-patient X-ray, lab., drugs & refunds	14.85	14.43	20.97
	Operation of Portola Hospital (total)	47.48	41.69	26.64
	Administrative expenses & overhead	10.42	9.95	4.96
	Total operating costs	\$169.24	\$164.70	\$117.24
	Less I.O.D. & private patient receipts	37.80	32.15	22.63
	Net costs from members' dues	\$132.87	\$132.55	\$94.61
AVERAGE COST PER HOSPITAL DAY:	San Francisco Bay area	\$47.86	\$41.42	\$27.60
	Sacramento Valley area	45.61	44.08	26.87
	Sierra Mountain area	33.78	31.60	21.41
	Other Nevada and Utah area	32.92	31.60	18.14
	Average, all hospitals	\$44.22	\$40.87	\$25.57
AVERAGE HOSPITAL COST PER ADMISSION:	Private hospitals	\$424	\$419	\$271
AVERAGE FEE PAID FOR PROFESSIONAL SERVICES:	Per home, office or hospital visit	\$5.14	\$5.05	\$3.93
	Per "case" treated	\$27.80	\$25.22	\$16.98
	UTILIZATION	1962	1961	1957 *
	Average number of members	4,281	4,299	5,343
	Injury or illness cases, per 100 members	134	152	177
	Cases hospitalized, per 100 members	15.7	16.2	15.5
	Days hospital care, per 100 members	197	216	173
	Average days of hospital stay: Private hospitals	9.7	10.2	No data
	" " " " " Portola Hospital	25.1	26.7	No data
	Home and office doctor visits, per 100 members	496	517	566
	Hospital doctor visits, per 100 members	230	243	173
	Average number doctor visits, per case treated	5.4	5.0	4.3

* 1957 used as earliest year for which comparable data available.

COMPARATIVE STATEMENT OF PORTOLA HOSPITAL COSTS

	1962	1961	1955	Increase or (Decrease) 1955 - 1962
<u>WAGE COSTS:</u>				
Doctors, nurses and aides	\$70,684	\$65,339	\$58,529	\$12,155
Kitchen and janitorial	33,236	30,688	25,085	8,151
Administrative and clerical	19,685	18,936	9,265	10,420
Payroll taxes	12,961	11,371	6,029	6,932
Health and welfare payments	6,078	2,300	-	6,078
TOTAL WAGE COSTS	\$142,644	\$128,634	\$98,908	\$43,736
<u>NON-WAGE COSTS:</u>				
Drugs and sales tax	\$17,437	\$12,479	\$15,209	\$2,228
X-ray & lab. equipment & supplies	5,834	3,934	3,331	2,503
Food	12,386	11,888	12,283	103
Laundry and linen	5,166	4,879	5,025	141
Rent, telephone & insurance	8,626	7,405	7,947	679
All other equipment & supplies	11,279	9,989	9,537	1,742
TOTAL NON-WAGE COSTS	\$50,728	\$50,574	\$55,066	\$5,662
TOTAL ALL COSTS	\$203,372	\$179,208	\$153,974	\$49,398
Charged to private patients	\$84,456	\$65,603	\$56,381	\$28,075
NET COST TO MEDICAL DEPARTMENT	\$118,916	\$113,605	\$97,593	\$21,323

OTHER RELEVANT PORTOLA DATA

	1962	1961	1955	Increase or (Decrease) 1955 - 1962
No. of W.P. member out-patient visits	2,675	2,464	No data	-
No. of private patient bed days	2,808	1,992	2,291	517
No. of W.P. member full-benefit bed days *	2,941	2,767	3,512	(571)
No. of W.P. member part-pay bed days *	262	713	-	262
TOTAL BED DAYS OF CARE	6,011	5,472	5,803	208

* The combined 1962 total of 3,203 days of W.P. patient care includes 18 long-term cases transferred to Portola from private hospitals in other areas, which account for 1,767 patient days or 55 percent of the W.P. total at Portola. Of these 18 cases at the end of the year, 7 had recovered and gone home, one had transferred to a State institution, 6 still remained in Portola Hospital, and 4 were deceased.

The 262 "part-pay" days represent 3 W.P. cases who had already received over a year's hospital benefits and were paying \$6.00 per day towards further care. All three patients were from outside the Portola area.

Editor:

Service Pin Found

The enclosed 35-year service pin was found at Table Mountain Tavern the morning after the retirement party for Norman Roberts. No one around here seems to want to claim the pin, so will let him contact you.

E. L. McCann
Special Agent-Claim Agent
Oroville, Calif.

* * *

Salute!

Now that I have absorbed so much culture from my trip in Europe I can say "wine" in three languages!

We are now settling down in a larger and permanent apartment.

Homer Bryan (retired engineer)
13241 St. Andrews Drive
Apartment 152-C
Seal Beach, Calif.

CP offers Trans-Atlantic fare reduction

The Canadian Pacific steamships will grant Western Pacific officers and employees a 25% reduction from current one-way and round-trip Trans-Atlantic fares. The reduced fares may also include wives and dependent children under 18 years of age.

In addition to these concessions, R. S. Henry, general agent passenger services, announces that any promoter organizing a party of 25 or more adult passengers at the reduced round-trip

More Shipper-Gram Honorable Mentions

Your freight will get there damage free,

Car protection is our warranty.

M. C. Jacobs, switchman-relief yard-master, Oakland.

* * *

You can't afford not to Ship Western Pacific.

Fast, safe and damage free Satisfaction guaranteed.

Robert G. Hobbs, Extra-Gang Foreman, Elko.

* * *

Shippers, think, before you decide We handle freight swiftly and damage free

Go all the way with W.P. John Reis, marine department, S.F.

* * *

Ship damage free with W.P.

Frank M. Gabbert, purchasing, S.F.

* * *

A direct way to The Golden Gate With expedited service From the great Salt Lake.

Bob Grewe, chief clerk, Detroit Mich.

Fred McMullin retires

The month of August may not be important to everyone, but to Fred McMullin, district sales manager at Portland, Ore., it's doubly so. First, he was born August 15, 1898 in Tucson, Ariz., and second, he retires August 31 this year, after 38 years of Western Pacific service.

Fred's railroading began in Los Angeles in April 1917 as stenographer for the DL&W. Due to the government taking over the railroads in 1918 and closing the "off-line" agencies, he worked for the Santa Fe for a short time as stenographer in the superintendent's office. He then moved to the Southern Pacific as secretary to the master mechanic. Fred returned to the DL&W, in their San Francisco office, when the railroads were restored to private ownership early in 1920. In October of that year he became chief clerk with the EP&SW, shortly thereafter being transferred to Los Angeles as contracting freight agent. This job ended in 1924 when SP purchased the EP&SW and closed the agencies. He then joined the Rock Island as city freight agent, leaving there in October, 1925 to join Western Pacific as traveling freight and passenger agent.

In 1928 WP established its own agencies throughout the east and Fred was appointed general agent at St. Louis, Mo. He was transferred to Portland as general agent in February 1937, from where he will end his railroad career as district sales manager, a title he was given a few years ago.

Fred is justly proud of the fact that

of the many people he has employed over the years practically all have advanced to better positions (two are now district sales managers) and most are still in WP service. One who got away is Hugo Waninger, now vice president, Anheuser Busch Brewing Co., St. Louis, Mo.

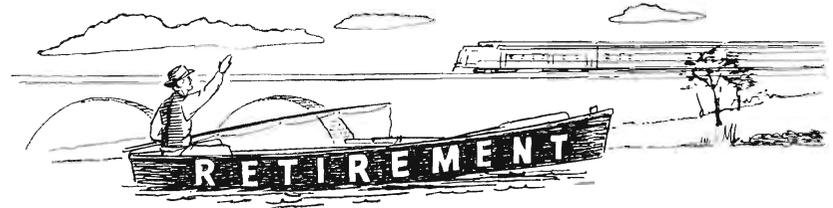


Fred is a member of the Portland Chamber of Commerce, Portland Passenger Association, the Arlington Club, International Club, Multnomah Athletic Club, and a charter member of the Longview Transportation Club. He is a past president of the Portland Transportation Club, the Railroad General Agents' Association of Portland, the Portland Breakfast Club and the Portland Civic Theatre. He is senior director of the ritualistic work of the Scottish Rite of Freemasonry, dramatic director of Al Kader Temple of the Shrine, and a thirty-third degree Mason.

Fred has two grown sons who have each given him two grandchildren, three grandsons and one granddaughter. Fred married again fourteen years ago and now has a five-year-old daughter. When talking about the children Fred said: "Since one son lives in Chicago and the other in San Diego and the children seldom get together I have not as yet had to explain why the aunt is younger than the nephews!"

Fred intends to remain in Portland and has definite plans for the future.

(Continued on Page 21)



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

Joe Armendariz, car cleaner, Stockton, 21 years 11 months.

Chester R. Barry, roadmaster, Keddie, 34 years 2 months.

Rolland W. Cantelow, stationery storekeeper, San Francisco, 41 years 9 months.

Sam Dietz, B&B carpenter, Western Division, 38 years 2 months.

Fred McMullin retires...

(Continued from Page 20)

His hobbies besides Masonry include public speaking, acting and Egyptology. He is now taking a correspondence course in writing, in the hopes of ultimately producing a book on Ikhnaton, a controversial Pharaoh of the Eighteenth Dynasty. For the immediate present he'll attend a real estate school, and after passing the state examination engage in that line of work. Fred says, "in ten or fifteen years I may desire the quiet life, but today there's too many alluring things to do and interesting people to meet."

Those who know Fred McMullin will agree that he has his future pretty accurately planned.

Samuel J. Hargrave, track foreman, Eastern Division, 30 years 10 months.

Patrick Kelly, extra gang foreman, Western Division, 31 years 2 months.

Austin N. Lambert, locomotive engineer, Portola, 44 years 10 months.

Waldo J. Madden, machinist, Sacramento, 20 years 5 months.

Andrew B. Pelios, hostler helper, Portola, 43 years 11 months.

Benona D. Richardson, car helper, Sacramento, 25 years 4 months.

James L. Satterlee, switchman, Stockton, 16 years 7 months.

Robert M. Smith, Oakland Terminal fireman, Oakland, 19 years 10 months.

William J. Smith, chief adjuster freight claims, San Francisco, 45 years 11 months.

George B. Srill, clerk, Stockton, 17 years 5 months.

Frederick M. Stabler, Alameda Belt Line yardmaster, Alameda, 32 years 8 months.

Merle W. Swezey, ditcher engineer, Oroville, 34 years 9 months.

James B. Tennant, SN freight agent, Pittsburg, 34 years 8 months.

Owen S. Thomas, conductor, Salt Lake City, 43 years 3 months.

Elmer W. Tindall, red cap, Sacramento, 16 years 8 months.

Noble H. Wakefield, locomotive engineer, Portola, 35 years 11 months.

Eleanor M. White, bill clerk, San Francisco, 18 years 1 month.

MILEPOSTS



IN GOLD

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

45-YEAR PIN
 Irvin E. Williams Locomotive Engineer Eastern Division

40-YEAR PINS
 Wilburn J. Booth Machinist Sacramento
 William E. Fosha Erecting Shop Foreman Sacramento
 Dewey M. Geil Dispatcher Sacramento
 Lawrence D. Garrick Diesel Engine Foreman Oroville
 William G. Howell Assistant Superintendent Eastern Division
 Gunnar Wilstrup Marine Engineer Oakland

35-YEAR PINS
 John C. Arruda Sheet Metal Worker Oroville
 Richard J. Benish Assistant Engineer San Francisco
 James R. Brown Revising Clerk, Sr. San Francisco
 Joseph A. Cook Conductor Eastern Division
 James R. Herron Conductor Eastern Division
 C. F. Hettinger Locomotive Engineer Western Division
 Howard Parker Locomotive Engineer Western Division
 John G. Sandstrom Chief Clerk-Interline Divisions San Francisco
 George M. Saxton Locomotive Engineer Western Division
 Raymond J. Smith Conductor Eastern Division
 W. I. Tillery Locomotive Engineer Western Division
 William T. Tucker Locomotive Engineer Western Division
 Gordon Switzer Gen'l Supervisor-Roadway Wk. Equip. Oakland
 J. D. Wakeman Locomotive Engineer Western Division
 Samuel C. Wilson Conductor Eastern Division

25-YEAR PINS
 Miguel F. Alvarado Section Laborer Milpitas
 Ralph O. Borgen Section Laborer Crescent Mills
 Louie C. Jaskala Dispatcher Sacramento
 Donald MacDonald Division Lineman Oroville
 Jonathan B. Morgan Traveling Accountant San Francisco

20-YEAR PINS
 Marjorie M. Arruda Telegrapher Oroville
 William R. Bedient Switchman Eastern Division
 Dudley E. Copenhaver Chief Clerk—Marketing Seattle, Wash.
 Jesse C. Currier, Jr. Fireman Western Division
 Henry F. Duffey Switchman Western Division
 Ruth Lyon Junior File Clerk—Marketing San Francisco
 Carl Nelson Brakeman Western Division
 Joseph W. Polk Fireman Western Division
 A. B. Tedd Clerk Oroville

15-YEAR PINS
 Jess Armendariz Carman Stockton
 Douglas Binion Carman Sacramento
 James G. Darlington Switchman Eastern Division
 H. Dean Dorsey Sales Representative Salt Lake City, Utah
 Joseph S. Downer Switchman Western Division
 Robert E. Enger Communications Engineer San Francisco
 Marion F. Hill Traveling Accountant San Francisco
 Gordon P. Knapp District Passenger Sales Manager San Francisco
 Rafael J. Landrove Laborer Sacramento Store
 Robert E. Lee CTC Maintainer Doyle
 Gordon E. MacDonald Extra Gang Laborer Western Division
 Willard D. Martinson Relief Position Oroville Store
 Gerald P. McCarthy Yardmaster Sacramento

(Continued on Page 23)

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

Rennell A. Miller Senior Rate and Division Clerk San Francisco
 Kenneth J. Mize Signal Test Foreman Marysville
 Willie H. Pollock Car Inspector Stockton
 Charles B. Reid Store Helper Sacramento Store
 Edward M. Reynolds CTC Maintainer Marysville
 Donald W. Smales Brakeman Eastern Division
 Lester B. Sterrett Water Service Maintainer Stockton
 Russell E. Timberman Clerk Western Division
 Ralph J. Ward Machinist Sacramento
 Joseph J. Weber Carman Sacramento
 Harold F. Wilson Fireman Western Division

10-YEAR PINS
 R. R. Ahearn Switchman Western Division
 Harold J. Beaudrow Locomotive Engineer Eastern Division
 Elizabeth Borgwardt Ditto Machine Clerk San Francisco
 James K. Brennan Assistant Trainmaster Oakland-San Francisco
 Dean L. Collins Locomotive Engineer Eastern Division
 J. D. Collins Switchman Western Division
 Willie Dickens Chief Clerk-Chief Special Agt.-Claim Agt. San Francisco
 C. B. Hancock Redcap Sacramento
 Donald R. Hillam Locomotive Engineer Eastern Division
 Charles J. Hudgins Sales Representative Minneapolis, Minn.
 David T. Lynch Conductor Eastern Division
 Felix J. Martinez Roundhouse Clerk Stockton
 J. A. Miller Switchman Western Division
 A. W. Moore Telegrapher Stockton
 Thomas E. Reed Locomotive Engineer Eastern Division
 Paul W. Reinking Asst. Gen'l Sup'r. MWS-Welding Oakland
 Earl T. Roider Electrician Oroville
 Forrest A. Shrope Locomotive Engineer Eastern Division
 Harold O. Smith Locomotive Engineer Eastern Division
 Mervin L. Teter Carman Oakland

(Editor's note: An apology is due Mrs. Lois B. Chase for having reported her in the last issue of MILEPOSTS as a recipient of a 20-year service pin under her former name of Lois Morgenroth.)

"Autumn Color" tour

WESTERN PACIFIC's popular "Autumn Color Holiday" tour will be repeated this year, according to Frank J. Rauwolf, manager of tour services.

The nine-day rail excursion to the Colorado Rockies will leave San Francisco on September 14, and features six days at picturesque Aspen, Colorado. Scenery and relaxation will be the keynote of the tour while traveling aboard the railroad's vista-dome *California Zephyr* through California's Feather River Canyon and the Utah-Colorado Rocky Mountain areas.

The tour party will travel by motor

coach between Glenwood Springs, Colo., and Aspen, and during the six days at Aspen special sight-seeing excursions will include such historic sites as Leadville, Red Stone, and Toklat. The Aspen area is noted for its magnificent fall colors made famous by brush and camera artists, and photographers will have an opportunity to capture on film these colors at their best.

Additional information about the tour, accommodations, and prices may be obtained from Frank R. Rauwolf, Passenger Department, 526 Mission Street, San Francisco.

Anita hung up her Dancing Shoes

Mileposts' correspondent has fascinating background

ANITA ROSE, MILEPOSTS' correspondent for the Sacramento mechanical department, has been working with or for the railroad most of her life. Transportation has provided her with the magic carpet to whisk her to fascinating places.

"I have danced all of my life for the sheer fun of dancing. I went on the road at the age of 14, but it was not until after an engagement at the Palace in New York with headliners Willie and Eugene Howard, Lupe Velez, and Fred McMurray, then of the California Collegians, that I knew I was part of 'Show Business.'" Anita wrote for *The Railway Clerk* in 1958.

"My biggest thrill of all, I guess, was being complimented by W. G. Van Schmus, president and managing director of Radio City Music Hall for my performances there. It was quite a sensation being featured 'all alone' on that huge stage, and a 65-piece orchestra accompanying my rhythmic combination of tap and acrobatic dancing, 4,000 people concentrating on each gesture, and then the ovation."

Anita remembers, too, equal enjoyment from capering at the Paramount Theatre, New York, with the Andrews Sisters, Rufe Davis, and Jimmy Dorsey and his orchestra; the Palace, Chicago, with Jack Benny, Mary Livingston, and Phil Harris and his orchestra; the Beverly Hills Country Club with Clyde McCoy and his orchestra. Hotels, like



the Roney Plaza, Miami Beach; Edgewater Beach, Chicago; Last Frontier, Las Vegas; and Mount Royal, Montreal. "I like to remember working with 'Red' Skelton, Abbott and Costello, George Gobel, and many others was most exciting. And then there were three movie shorts, several TV shows, including Ina Rae Hutton's All Girl Review and Bandstand Review.

"There were many disappointments, too—a flop in Boston, not being asked to do a Command Performance in London because the Royal Family was in mourning, a bad business deal in Mexico City, but most disappointing of all, the theaters closing, then the night clubs, and the curtain inching down on show business."

With a necessity to keep on working, Anita took a secretarial course in San Francisco while working "one-night dates" and a final engagement at the Biltmore Hotel in Los Angeles, after which she hung up her dancing shoes. While working as secretary in

(Continued on Page 25)



WINNEMUCCA

Ruth G. Smith

Miss Faye McDonald and Alfredo Baryol, of Miami, Fla., were married on April 15 in Reno. The bride is the daughter of Engineer and Mrs. FRANK McDONALD and the sister of Firemen DELPHI and PAUL McDONALD. The groom is in the Air Force, stationed at the Winnemucca Radar Base.

Fireman DONALD MOORE, son of Engineer and Mrs. JOE MOORE, is now a First Lieutenant in the Air Force. He recently visited his parents and then left for Vietnam where he will serve as a helicopter pilot following survival and paratroop training at Ft. Benning, Georgia. He expects to be gone one year and has two years yet to serve.

Retired Brakeman SAMUEL F. SEALS

and his wife have been traveling all over the country since he retired in September, 1962. In seven months they visited Iowa, Illinois, Kansas City and Adrian, Mo., Arkansas City, Kansas, Texas, New Mexico, Arizona, Lake Mead and Death Valley. When in Winnemucca between trips they stay with their son, Fireman SAMMY SEALS.

Fireman and Mrs. RONALD DUARTE are the parents of a second daughter born June 21. She has been named Donna Sue and weighed 8 lbs. at birth.

Back at work after suffering heart attacks about the middle of March are Yard Clerk VAL MARTIN and Fireman C. F. MALIS.

Effective July 1 some changes were made in the maintenance of way department. Roadmaster WALT CHAPMAN

Anita Rose...

(Continued from Page 24)

the Southern Pacific-Pacific Electric Co.'s real estate department, she joined the San Gabriel Valley Light Opera Association to do three performances of "The Vagabond King"—but "just for kicks."

Just to keep in touch and because she loves to travel, she later sailed to Hawaii, and on another cruise went to the West Indies and principalities of Jamaica.

After having met her husband, Anita moved to Sacramento and has been working on and off for Western Pacific. She is now steno-clerk under supervision of Mechanical Engineer W. B. Wolverton and finds the work interesting.

That's quite a change from the former world of glamorous entertainment. But, who knows, perhaps Anita finds that the rhythmic tap of her typewriter keys brings back memories of the taps for which she was made famous by her dancing shoes!

was transferred to Keddie and will cover the Portola to Bieber territory. Walt has been at Winnemucca for five years. Track Supervisor BUD JONES was transferred to Sacramento to work under Roadmaster R. J. MOUNKES. GEORGE WRIGHT came to Winnemucca as track supervisor between Winnemucca and Flanigan. He now lives at Herlong and will move his family here.

Ronald Orrin Dayton, son of Telegrapher and Mrs. DAYLE DAYTON, left July 6 for New London, Conn., to enter cadet training at the United States Coast Guard Academy. Ronald is a graduate of Humboldt County High School with the class of 1963. He was an honor student and is a member of the National Honor Society.

MECHANICAL DEPARTMENT

Anita Rose

The WP Amusement Club had its annual meeting on May 6 to honor retired railroad members. A special ham dinner was served, and a movie shown afterward, on fishing and other sports, encouraged the "honored members" to chat about the sports in which they now indulge, including just "loafing." (See picture below.)

WALDO J. MADDEN, machinist since December 7, 1943, retired June 30 after nearly 20 years' service. Well liked by his fellow workers, James was presented with a wallet filled with cash, and he is looking forward to enjoying his golden years.

LAWRENCE LAYTON, carman, has been



Attending the Amusement Club dinner were, seated left-right: Boilermakers M. D. Cacic 1/25/37 and F. Bieser 8/16/21; Carman F. B. Kelleher 9/13/43; Electrician A. Santos 9/25/22; Carman J. Jelacich 8/30/40; Blacksmith J. D. Fippen 6/22/16. Standing left-right: Carman T. Alerich 6/9/28; Sheet Metal Worker H. Brinson

2/3/46; Boilermaker W. R. Rankin 9/9/36; Carman E. L. Tomlinson 9/3/26 and A. A. Ottoson 3/11/27; Machinists J. L. Strawn 1/30/41 and O. Zinniel 3/16/37; Blacksmith Helper W. R. Nicholas 6/25/23; and Machinist F. J. Rohrer 11/21/17.

transferred from Oakland coach yard back to Sacramento shops. He is very happy about the change since his home is in Sacramento and he'll not have to commute any longer.

A. STADLER, machinist, and GEORGE NAPOLI, boilermaker, underwent surgery recently. Both are now on the mend and due back at work shortly.

PORTOLA

Loy Hibbs

Engineer AUSTIN LAMBERT retired June 30 after having worked for WP since October 1918. Austin estimates he has traveled over the railroad an equivalent of more than 80 times around the world! He has been quite active in community work here in the past, and plans to continue this work in addition to a lot of hunting and fishing. He also plans to make over and possibly spoil his newest grandson, Dale Neil Lambert, born to Mr. and Mrs. Richard Lambert on April 13, 1963. Our best of luck to you, Austin!

Brakeman PATRICK LARGAN and Trainmaster's Clerk GLADYS LARGAN have just returned from the 54th family reunion of Gladys' family at Savanna, Ill., where they spent three weeks. They were accompanied by Gladys' son, Len Kirkman, who just returned from a 14-month hitch in Okinawa with the Marine Corps.

Others who have been vacationing are Brakeman and Mrs. C. C. "TEX" HUGHES, who just returned from WP's "Land of Mark Twain Cruise" on the *California Zephyr* and the *Delta Queen*, touring on the Ohio, Tennessee and Mississippi rivers. "Tex" and Florence highly recommend this tour to all.

We would like to express our condolences to the family of Conductor



"This is the life," said Brakeman "Tex" Hughes, shown with Mrs. Hughes on *Delta Queen's* deck.

OSCAR LIND, who passed away in Portola Hospital on May 4.

Keddie's loss is our gain and we welcome to Portola Roadmaster JACK JONES and his family.

SACRAMENTO STORE

Irene E. Burton

At a recent visit of the Blood Bank at the Shops, key chains were presented by Nurse EDNA SPRATT to eight-time donor MRS. FRANCES ANDERSON, J. J. JIRAL, and DALE ROBINSON. Their fine efforts are most commendable!

Inventory time is here again and LAVON ROBINSON has returned to help out with the card punching.

DALE ROBINSON has returned from his two-week tour of duty with the National Guard at Camp Robertson.

Two of our fishermen, AL DABBS and HORACE LATONA, have been trying their luck and have been successful in getting ready for the salmon run which is soon due.

and girl being the children of son Robert and his wife who live in San Jose. They have one other child.

Engineer HARRY ALI's wife spent several weeks in a Reno hospital recovering from a back ailment.

Brakeman and Mrs. STANLEY THOMAS are proud parents of a son born June 19. Conductor and Mrs. ALDEN THOMAS are the grandparents, and Special Agent and Mrs. E. L. McCANN are the great-grandparents. The little fellow has been named Curtis Alfred. Stanley and his family are moving to Stockton soon.

PFC Richard Thomas, son of Conductor and Mrs. ALDEN THOMAS, is serving with the special landing forces of the Seventh Fleet as part of the Third Battalion of the Ninth Marine Regiment.

Roadmaster CHET BARRY retired July 1 after 34 years with Western Pacific.

Mrs. Alice Bashford, wife of the late Engineer HAROLD BASHFORD, is recovering nicely from a heart attack and is expected to go home soon.

Mrs. Greg Hockenson, daughter of Engineer and Mrs. JACK SHANNON, is the mother of Susan Ann, born July 9.

Jon and Merry Geil left June 8 for Europe. After picking up a new car in Hamburg, Germany, they took a three months' tour through Germany, Italy, France, Austria and Switzerland. They left Liverpool August 13 after a few weeks in England en route to Montreal and other east coast points before driving back to Sacramento where Jon, son of Trainmaster and Mrs. W. W. Geil, teaches. Merry is secretary at Sacramento State College.

OROVILLE

Helena R. Small

Mrs. Charles Hebert, wife of Relief Foreman CHARLES HEBERT, was a member of the Oroville ritualistic team attending the State Convention of Eagles at Sacramento in June. The team was rated at 99.4%. Mrs. Hebert was one of three given an outstanding award. She is also president of Tri-County Chapter of Muscular Dystrophy.

Retired Conductor OSCAR W. LIND passed away at Portola Hospital May 4 at the age of 66. He is survived by his wife, Clara; daughters Mrs. Peter Thill of Portola, Mrs. C. A. Morrison of Oroville, Mrs. Robert D. Thorn of Chico, Mrs. Edward E. Finlay of Saratoga, and Mrs. Henry A. Berg of Chico.

Train Desk Clerk LEROY FOSTER and Nancy Leona Shamblin were married in Reno May 24. They are on a trip to Texas at this time.

Dell Irene Langston, daughter of Switchman and Mrs. DON M. LANGSTON, graduated from Oroville Union High School on June 7 and received the Oroville Area Education Association Scholarship—Chico State. She also received the Certificate of Merit in English as the Bank of America award. Dell is in the Senior Life Saving, Red Cross Instructor, and is working as a life guard at the Feather Plunge this summer.



Switchman WILLIAM R. JONES, local chairman of SUNA, left July 11 to attend the annual meeting of SUNA at Buffalo, New York.

Two new switchmen hired at Oroville recently are GARY L. POTES and TONY W. MATTOS.

A retirement dinner at Prospectors Village in Oroville was attended by about 100 friends and he was presented with a beautiful scrap book artistically made by ALICE ANGIULO, secretary to Division Engineer CHARLES FORSETH. In addition to monetary gifts, Chet also received a lamp made of spikes and rail parts also made by Alice. Chet also had eight years with the Southern Pacific and four years with the Milwaukee. He plans to live in Oroville.

OAKLAND

John V. Leland

Passenger Brakeman RALPH W. LANDON has been ill since May 5. He was released from the hospital on June 10 and was recovering sufficiently at home to possibly return to work soon. However, on July 3 he returned to the hospital for tests and X-rays and has been suffering pains in his chest. No visitors are allowed and he may be confined for some time yet for tests, rest and observation.

Clerk HAROLD D. RICHMAN is recuperating at home from a slight heart attack which occurred in June.

Switchman PETE BERNARDINI has been away since June 22 undergoing tests and he is expected to remain in the hospital throughout most of July.

Switchman EARL NOLDIN, who retired in January 1958, dropped in the office a while back announcing plans for a trip to Mexico in July.

Retired Yardmaster GEORGE HEINTZ of San Jose gave his wife as a birthday anniversary present, a membership in the hole-in-one club for his having recorded an "ace" on El Rancho Verde's 10th hole.

Engineer W. B. BROKAW returned March 15 from an extended trip abroad as guest of the government while in South Africa and Kenya. Johannesburg, a very modern city, has virtually no rights for pedestrians against auto traffic. None of their railroad equipment compares with ours, he said, and their lack of safety practices would scare any WP railroader to death. He brought back in excess of 4,000 feet of film footage, including some excellent film on wild animals. While there, Brokaw received honorary title of "Oem" meaning "Uncle" bestowed on him by the Minister of Railways, Union of South Africa. That, we guess, explains the chin whiskers he has been wearing which in that country is permissible only by those who have this title or are a Government dignitary. He exchanged rule books and other informational literature with the officers of the different sectors of the railroads.

MEL WARD, yard and passenger station, and PHYLLIS WELLS, a *California Zephyr* zepherette, were married in Richmond recently. A reception followed the ceremony, with a second reception following at a local restaurant where there was much well-wishing and partying by the various "rails" attending. The couple honeymooned at Conductor JIM MURRAY's summer place on the Russian River and at Donner Lake and are now living happily in San Francisco.

ELKO

Theida Mueller

Mrs. Leah Naylor, wife of Chief Dispatcher G. W. NAYLOR, is recuperating from major surgery, and George reports she is doing nicely. She is employed at the Nevada Bank of Commerce.

Also on the recovery list is Mrs. Bernice Calkins, wife of Assistant Chief Dispatcher JIMMY CALKINS. Mrs. Calkins is also home after having surgery in San Francisco.

JOHN and FRANCIS FORD are on vacation visiting in Loveland, Colorado, with Francis' family. John is a yard clerk and Francis works as stenographer in the chief dispatcher's office. Their three small children accompanied them on this trip.

Kerry Woodward, daughter of Personal Records Clerk BETH WOODWARD, graduated from high school and a few days later was married. Both Kerry and her husband plan on attending university this Fall. Beth has three other children at home to keep her busy.

PETE ANDERSON and his family left early in July for a vacation at Umpqua, Oregon. They intend to spend most of the time fishing and visiting with relatives.

B&B Supervisor D. G. HUTCHINSON and his wife returned after traveling in their new "Camper" and report a very relaxing time in Yosemite National Park and other scenic spots in California.

The Western Pacific family was certainly represented in the high school graduating class of 1963. In fact, there were so many students space does not allow all of them to be mentioned. However, Duane Nuzman, son of

Brakeman CARL L. NUZMAN, was selected as salutatorian and won many outstanding awards including two scholarships.

SAN FRANCISCO

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

CHRIS SORENSON, HILDING NILSSON's assistant in our building maintenance department, entered the hospital on July 3 for a gall stone operation. It is seldom you see one of these two without the other and "Hildy" is hoping Chris will be back on the job soon.

Mrs. RUTH CHAN resigned from the transportation department on July 12 and has moved to Reno, Nevada.

ED MURPHY, general scale inspector for the transportation department, celebrated his 40th year with WP on



Ed Murphy, behind scale, receives 40-year pin from Superintendent of Transportation Ken Plummer, as Chief Clerk Oscar Larson watches event.

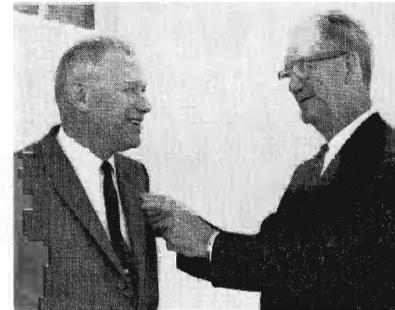
June 20. Statistically, the "Murphy" family and Western Pacific have been associated for many years. Ed's father,

a conductor, had 38 years' service. his brother, FRANK, sales representative, has 38 years, and Frank's wife, KATHLEEN, secretary to Dr. G. F. Cushman, has 13 years, all for a grand total of 129 years of WP service!



Rita Connolly, in charge of piggyback distribution, was somewhat "shocked" when Ken Plummer presented a 40-year pin intended for Ed Murphy (Page 32). Rita recovered quickly when Ken finally presented her with her own 20-year pin.

Paymaster ROBERT E. AHLGRIM accepted severance pay and resigned from the railroad after 15 years' service in the treasurer's office. Bob, his wife, Donna, and children, Trudy and



Vice President Lee Gosney awarded two 40-year pins recently. Receiving pin at left is W.

Eric, moved to Charleston, Oregon (P.O. Box 382). Former employees, BILL HUTCHINSON and his wife, RONNIE BIASE, and JIM CHRISTENSEN attended the farewell party held on June 28.

STOCKTON

Elaine Obenshain

Machinist Inspector R. E. TRAVEL sent in an old newspaper clipping headed Soccer Marathon! It read: "The Western Pacific soccer team of Sacramento beat the San Francisco Barbarians 3 to 2 after battling through three tie games, 100 minutes of overtime, and a final deciding game. 460 minutes or nearly eight hours' work in all. California State Soccer Tournament, April 1932."

Donald LeBeouf, brother of Clerk W. L. LEBEOUF, JR., and son of Conductor W. L. LEBEOUF, SR., passed away in San Jose in July. Another brother, Robert, passed away in February.

Track Supervisor and Mrs. A. A. SCHUETTER's daughter, Dolores, was married to Dale Everett Loop. Dolores chose June 15, the birthday of her late grandfather, Edwin Roberts, as the



G. Levy, general auditor. At right is N. A. Schoepflein, auditor of revenues.



Mrs. Dale Everett Loop

date for her wedding: Little Shawn Ward, daughter of Conductor and Mrs. D. L. WARD of Portola, added a mango sash to the white satin frock she donned for her role as flower girl. A reception followed the wedding at the Schuetter's home in Stockton and the couple departed for a honeymoon trip to Lake Tahoe. They will make their first home in Sacramento, where the groom is completing journalism studies and will move to San Francisco shortly thereafter.

Cadet Terry N. Osterdock, son of Engineer and Mrs. JOHN A. OSTERDOCK, is receiving ROTC pre-commissioning training at Fort Lewis Army Base in Washington. Terry, a 1960 graduate of St. Mary's High School, is majoring in electrical engineering at the University of Santa Clara.

Engineer R. W. RANDALL, SR., his wife, Dorothea, son Randy, and daughter

ter Beth vacationed for two weeks on Waikiki Beach in Hawaii.

James A. Bright, son of Engineer and Mrs. D. R. BRIGHT, who recently enlisted in the U. S. Army Airborne, is presently stationed at Ft. Benning, Georgia, where he is taking paratroop training. On completion of his training, he will be assigned to the 101st Airborne Division, stationed in Germany.

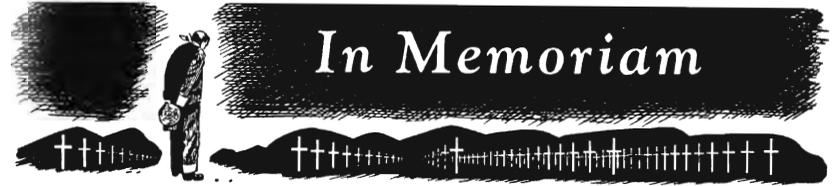
Switchman and Mrs. C. L. TARNALICKI are the proud parents of a son, Bruce, born May 7. The Tarnalicki's also have a daughter.

Christi Lynn was born June 13 to Conductor and Mrs. E. R. OBENSHAIN. Big brother Eugene, Jr., and sisters Donna and Debra happily greeted their new sister.

Switchman and Mrs. S. W. COOPER were pleasantly surprised when their son, Marine Cpl. Lyle Cooper, arrived unexpectedly to spend a nine-day furlough. Lyle is stationed on Oahu, Hawaii, with the Helicopter Division Air Facilities, U.S.M.C.

Our deepest sympathy to the families of retired Lineman HOMER SMITH who passed away June 19. He was employed by WP from 1908 to 1937; retired Switchman ROY COVEY who passed away on June 8 (retired in 1946); retired Conductor O. W. LIND who passed away on May 4; and retired Carman E. R. HOLT who was fatally injured in a fall while fishing. Also to Switchman JOHN M. BUTCHER, whose father passed away recently.

Stockton employees were shocked and saddened by the sudden death of Switchman TOM C. PROUDFIT on June 29. Tom had reported for work in apparent good health, became ill while the crew was in for lunch, and was rushed to the hospital where he passed away an hour later.



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:

Clarence W. Albee, retired machinist, April 20.

Harold G. Biegler, retired clerk, May 1963.

Joel P. Bishop, fireman, July 17.

Elmer F. Boice, retired fireman, May 16.

James K. Bragg, retired Alameda Belt Line switchman, May 11.

Herbert A. Clark, retired store laborer, May 25.

Raymond W. Coleman, retired lease clerk, July 4.

Roy Covey, retired switchman, June 8.

William O. Fox, retired locomotive engineer, March 16.

Thomas W. Crane, retired laborer, May 10.

Ernest S. Damon, retired conductor, April 18.

Harry L. Davis, retired locomotive engineer, June 21.

Joseph H. Davis, retired fireman, March 10.

Frank E. Day, retired pipefitter, June 22.

Steve Douras, retired section laborer, June 2.

Edgar J. Feagans, retired Sacramento Northern station agent, June 4.

Lane Fisher, retired carman, March 19.

Frank F. Fritscher, retired machinist, June 25.

Spencer Gibbons, retired special traffic representative, April 24.

William C. Hamilton, retired switchman, May 19.

Joseph E. Herrington, retired extra gang laborer, date not given.

Oscar W. Lind, retired conductor, May 4.

Joe Mercado, retired section laborer, June 7.

Burl V. Milam, retired wire chief telegrapher, June 24.

Lars N. Ness, retired stationary engineer, April 6.

Roger O'Connor, retired clerk, January 12.

Oakley F. Peteet, retired extra gang foreman, March 1963.

Tom C. Proudfit, switchman, June 29.

Howard M. Reaves, retired carman, May 22.

Raymond Rojas, passenger car cleaner, June 12.

Lee C. Skadden, retired machinist helper, May 4.

James B. Suffern, retired car inspector, April 20.

William E. Svenson, retired store laborer, February 1.

Joseph W. Woolledge, retired Sacramento Northern track walker, April 29.

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RAILROAD LINES



A 25-mile rail line, being built by Florida East Coast and federal government between Titusville and Cape Canaveral, expected to be in operation by the end of this year.

* * *

Santa Fe's "Super Chief" is now serving complimentary champagne with entrees of prime ribs of beef, boiled African lobster tails, double breast of chicken continental, or London mixed grill.

* * *

Japanese National Railways expects to have completed by spring of 1964 its two-mile-per-minute, 300-mile railroad between Tokyo and Osaka.

* * *

After \$220 million in loans the federal loan guarantee provision of the 1958 Transportation Act ended in July.

* * *

German Federal Railroad expects to put in service early in 1965 a 125-mph passenger train powered by a 6,000-hp electric locomotive.

* * *

The New York, Susquehanna & Western, after a nearly unanimous turn-down of its offer to pay passengers \$1,000 each to stop riding the railroad, will now go all-out to improve its trains and make commuter business pay.

* * *

May was a banner month for Boston & Maine commuter service, who carried 121,000 more passengers than a year ago.