

Mileposts

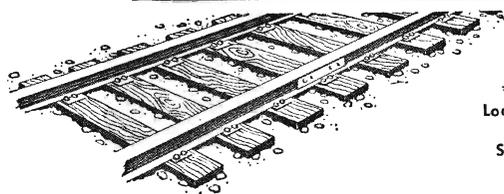
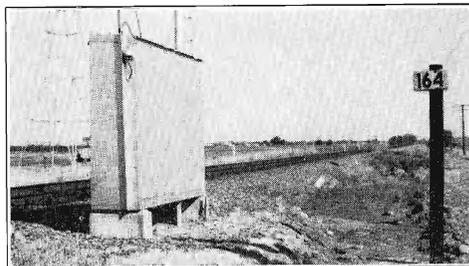
WESTERN PACIFIC

Volume XVII, No. 4

JULY-AUGUST, 1965

*Milepost No. 164

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



*Milepost No. 164:
 Looking east through
 rich farm lands of
 Sacramento Valley.

MANIFEST

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Our New President

It isn't every day that an industry of national recognition as large as Western Pacific gets a new president as young as Myron M. Christy. This is a distinction that Western Pacific has nevertheless held since June 30 when the railroad's directors elected as WP's ninth president the 48-year-old Mr. Christy who has been with the Company 16½ years. The former executive vice president and general manager was also reelected a director of the railroad at the preceding annual shareholders' meeting that day, an office he has held since August 7, 1962.



As our new president, Mr. Christy succeeds Frederic B. Whitman, who retired on June 30 as an active employee after having served Western Pacific with distinction for 17 years, 16 years as president and one year previously as executive vice president. His continued counsel will be retained, however, as a director and consultant.

Since Myron Christy first became associated with Western Pacific in January, 1949 as a traveling accountant, his rise through the ranks has been rapid. As one of the nation's youngest railroad presidents, this personable individual's self-made progress exemplifies the fact that high offices are not without the realm of those who are equal to the task.

There is no question but that our new president's keen mind and re-

markable memory have much to do with his steady rise to the office he now holds.

His desire to accomplish abets his ability to get a job done even when facing seemingly overpowering obstacles to the goal he has in mind. To some people, this "business first" approach to anything concerning Western Pacific—in which he holds great faith for the future—may be implied as a coolness of nature. This is no more true with President Christy than it is with any other top ranking officer

charged with the full responsibility for making his company successful, the outcome of which should be of utmost importance to every employee working under him. Yet, here is an individual who is possessed with an inherent friendly nature and inward love for people, be they family, close friends, employees or casual acquaintances. Knowing President Christy is having admiration for one who has a high goal in mind, yet can laugh and joke, enjoy the strike of a fighting fish or the holing out of a 40-foot putt, and have your interest uppermost in mind in a true neighborly manner. Western Pacific is fortunate in having as successor to its highest office one about whom former President Whitman was recently overheard to say, "Under Myron Christy Western Pacific will go places!"

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Our New President . . .

(Continued from Page 3)

Christy was born in Seattle, Washington, on May 26, 1917, the son of Harold V. and Elsie A. (Jensen) Christy. After attending the University of Washington he later graduated from the University of Minnesota, receiving his BBA degree "with high distinction." Prior to World War II he worked several years for the General Electric Supply Corporation and later for the Alaska Electric Light and Power Company at Juneau, Alaska.

He went on active duty with the Army in 1941 and served nearly five years in both line and staff capacities including, as Lt. Col., duty as chief transportation officer, Alaskan Theater of Operations. In that position he supervised all Army transportation activities in Alaska, including operations on the Alaska Railroad. It was while in Alaska that he met his wife, the then Mary J. Deeds, a civilian employee, aircraft dispatcher with the Army Troop Carrier Command at Anchorage and a native of Minneapolis, Minnesota, where they were married on December 28, 1945. After the war and prior to joining WP, Mr. Christy worked two years in the motor trucking industry in Minnesota.

DURING his first 15 years with Western Pacific, his first promotion from position as traveling accountant occurred when he was made auditor of payroll accounts on May 1, 1949. In August of that year he became assistant to general auditor. In October, 1950, he was assigned to the president's staff handling a wide range of duties as assigned by President Whitman. These duties included the responsibility for

reorganization and supervision of the company's purchase and stores operations, the equipment replacement and acquisition program, the conduct of important contract negotiations, and extensive participation in the activities involved in refinancing the company's general debt obligations.

In 1954, Christy was appointed assistant to the president and given the additional duty of organizing and heading up the company's newly formed research activities which involved the resolution of a wide variety of problems aimed at developing and improving Western Pacific's service for its customers. He was later appointed assistant to vice president-operations, which afforded him a wide variety of experience in handling the complex activities and problems which reached the general manager's desk. He became superintendent at Sacramento in January, 1958 and in December, 1960 he was made executive assistant to the president. He participated extensively in special operating studies and other matters in connection with the control case and negotiated important joint trackage agreements with Southern Pacific. Additionally, he developed a long-range plan concerning the future of Western Pacific. He became executive vice president on September 1, 1962 and assumed the additional duties of general manager on March 1, 1964, his title at the time of his election as president.

"Chris" and his wife, Mary, live in San Rafael. They have two children, Susan, 18, and John, 17. Susan just recently returned from Johannesburg, South Africa, where she enjoyed a year's attendance on an international scholarship at Roedean School in that city.

To All Officers and Employees of the Western Pacific System

The future of Western Pacific, and with it your job and mine, depends upon the continued growth of our Company. That in turn depends upon how well we are able to meet the changing needs of our customers, present and future. Because we are an independent road with much larger and exceedingly capable competitors, we must act to make our service to our customers of such high quality that we will become indispensable to them.

In the months and years ahead, the organization of the Company and its primary efforts must be directed toward improving customer service, toward the introduction of innovations in service, rates and equipment, toward

promotion of industrial development to bring new traffic to our lines and toward greater sales effectiveness.

Success in these endeavors will not be easy. But Western Pacific's team has always been willing and able to meet and master any challenge with vigorous hard work and ingenuity. I have learned this first hand and I feel privileged to be able to work with you to meet the challenges which face us in the years ahead.



ON the occasion of my retirement on June 30 as president of the Western Pacific, I would like to express my sincere thanks to all of you for your cooperation and support during the years I have been responsible for the affairs of our Company. Although during the period from 1948 to 1965 we have seen some trying times, fortunately the Western Pacific has made substantial progress. This could never have been achieved except through much hard work and loyal efforts on your part.

With its independence assured, I feel that Western Pacific looks forward to a bright future wherein, under vigorous and imaginative leadership, constantly higher goals will be attained.

Let us not forget that there is no better job security than a growing prosperous Company.

I am grateful, too, for the pleasure I have derived from my enjoyable association with the fine, able, and friendly men and women who comprise our Western Pacific family.

With every good wish for much success in the future.



* * *

(EDITOR'S NOTE: An interesting feature story about our former president, Frederic B. Whitman, complete with pictures, will appear in the next issue of MILEPOSTS.)

Michelson appointed general manager

ON JULY 1 President Myron M. Christy announced the appointment of Leland D. Michelson as general manager for Western Pacific, with headquarters at San Francisco. The position of assistant general manager, which Michelson held since March 1, 1965 has been abolished.



During his diversified career with the railroad which began in March, 1928, the new general manager has acquired a well-rounded education in railroad operations to qualify for his new office. From calling crews at Elko, Nevada, while attending Elko High School, he advanced through several promotions during the next 16 years to position as chief clerk at Elko in September, 1949. He then spent two years as auditor of payrolls at San Francisco before returning to the operating department as trainmaster at Salt Lake

City on May 1, 1951. More valuable experience was acquired during the next seven years while working at several locations along the railroad as a trainmaster, terminal trainmaster, assistant superintendent and superintendent at Sacramento. He was appointed general superintendent for the railroad on May 1, 1963, and came to San Francisco on March 1, 1965, as assistant general manager at the time the railroad's two divisions were combined into one.

In September, 1963, he attended the Advanced Management Program at Harvard University's graduate School of Business Administration.

Michelson was born in San Francisco on July 5, 1914. His father, A. P. Michelson, was a chief dispatcher for Western Pacific at the time of his death in February, 1942.

He married the former Vera McKnight at Elko on September 15, 1934. A daughter, Mrs. Ronald Nicholls, has two children, Craig Leland, four years, and Brian Leslie, four months.

Salute to *Newsweek Magazine!*

MILEPOSTS is pleased to join many others in honoring *Newsweek Magazine*, which recently announced that its series of copyrighted *Responsibility* messages has received the principal award for national advertising, symbolized by the encased George Washington Honor Medal, from the Freedoms Foundation at Valley Forge.

"The toughest job in the world,"

appearing on the opposite page is the 75th message in the series, some of which have previously appeared in MILEPOSTS.

In view of the announcements of our new president, M. M. Christy, and our new general manager, L. D. Michelson, in this issue, MILEPOSTS believes you will agree that the message on the opposite page is appropriate.

This message is from...



The toughest job in the world

It can be more fatiguing than a day of stonecutting. It can be more nerve-racking than a day of heart surgery. It can bring success, happiness, life... or failure, unhappiness, death. In today's security-conscious society, it's a job fewer people want to tackle. It's not for the faint-hearted who are afraid to fail. It's not for the reckless who can be dangerous. It invites ridicule, criticism and unpopularity. But without it the world stands still. It is the lonely, ulcerous, precarious job of making decisions.

WP computers may aid entire railroad industry

A 24-hour-a-day chess game with millions of pieces and billions of moves

WESTERN PACIFIC has entered into a 6-year contract with General Electric Company for computer equipment. This decision signaled the coming operation of one of the most advanced "real-time" computer systems yet undertaken by a U.S. railroad. It could result ultimately in millions of dollars in annual savings for the entire railroad industry through improved utilization of equipment.

The problem of handling the gigantic volume of information and records necessary to control and account for the billions of individual movements of nearly 2 million units of freight and passenger cars and locomotives on the nation's railroads is stupendous. The difficulties show in income from con-

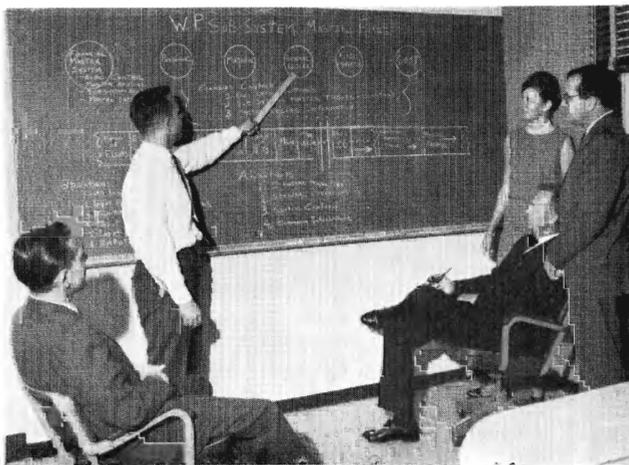
trol of freight cars—to get the most rolling time and rental dollars out of the rolling stock. Solving this problem also includes assisting in meeting the basic reason for railroads operating at all—to give good, fast, consistent service to customers.

The computer's power is being harnessed for the first time to plan the direction of every car's movement throughout its journey. This job extends the computer's performance far beyond its traditional railroad task of information storage and retrieval.

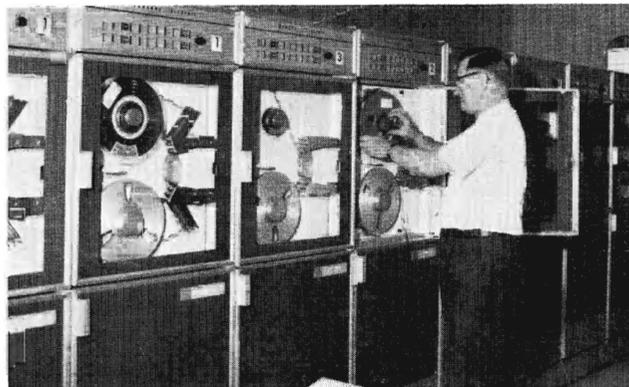
Present railroad computer systems, as well as those still being designed, tell managers the location of cars on the line at a point in time. "Helpful as

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Hugh Ferguson, senior systems analyst, explains a blackboard diagram he prepared to (from left) Frank A. Fieser, manager of accounting; Joanne Teasdale, programming specialist; Robert W. Bills, manager, information systems section (seated); and Robert B. Redus, transportation analyst.



MILEPOSTS



A. W. Quill, manager, data processing center, demonstrates mounting of magnetic tape containing the car series master file. This one tape replaces 20 trays of punched cards required by the former computer system.

WP Computers . . .

(Continued from Page 8)

that may be, it is only a small portion of the whole railroad process," said Myron M. Christy, Western Pacific's newly elected president. "By contrast, WP is programming the GE computers to handle all phases of the transportation requirement. We are utilizing all the information available to our computers to come up with the best allocation, distribution, and dispatch of each freight car," Christy added.

With a little more than 1,000 miles of track, Western Pacific is comparable to a single operating district of some of the large U.S. railroads. General Electric officials pointed out that this gave WP a distinct advantage over larger railroads in their search for an ideal railroad on which to design a "real time" system.

SINCE a team of WP and GE engineers began the system study in mid-1962 and completed a feasibility study in early 1963, Western Pacific has tested their GE computer's ability to prepare switch lists—providing the

switch crews the information as to what cars to block together, and which to set onto other yard tracks. This represented the first step in the implementation of the coast-to-coast management information and control system which WP announced last November. The GE computer installation is nearing completion, and implementation of the full system is well under way. The total automation system will be made up of a GE-425 computer with associated input/output equipment and two Datanet 30 communications computers. In addition to providing operating management with an excellent control tool, this system will be used to process most of the railroad's other information chores. The central computer complex is located at WP's operations center in San Francisco. Placed along the railroad will be communications terminals through which information will be fed into the central computer. Currently available wire lines will be used to transmit waybill information into the GE Datanet system. In addition, WP's

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WP Computers . . .

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marketing offices around the country will be tied into the operation over the present communications system.

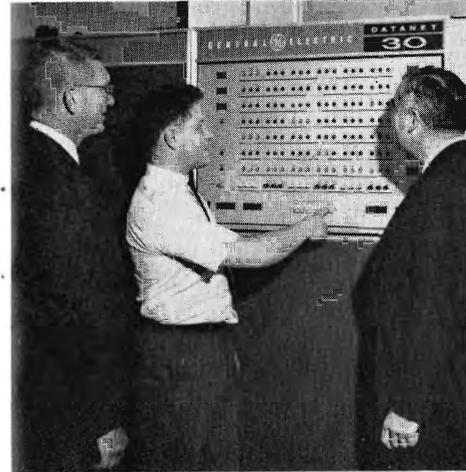
The new data system is to provide moment-to-moment information on trains, locomotives, waybills, and individual cars. "Western Pacific expects to improve the loaded use of each of its 6,000 freight cars by six to eight per cent, and to speed up the turn-around time of the approximately 15 to 20 thousand 'foreign cars' belonging to other railroads which move across our lines monthly," said L. D. Michelson, general manager. "This amounts to expanding WP's fleet of cars—a capital investment—without any cash expenditure. Payoff in turn-around time will be reduction in rents paid other roads for use of their cars and investment in equipment," stated F. A. Tegeler, assistant vice president-finance and treasurer.

"The industry is presently achieving only a seven per cent utilization of its freight equipment," said Tegeler. "But, through the WP-GE system we are confident that the six to eight per cent improvement stated by Mr. Michelson will result in a substantial savings for our railroad."

MICHELSON informed MILEPOSTS that "Western Pacific will use the GE computer to match the supply of cars on hand with customer orders, and determine the optimum distribution pattern to achieve that match. In solving this problem detailed switch information and movement orders are prepared for the yard and train forces by the computer. This frees crews to take care of the 'exceptions'—the time-consuming but urgent changes and crossups. The tedious routine work is done by the computer, leaving the crews free to improve yard control in other areas. I would also like to report

(Continued on Page 11)

Hugh Ferguson, senior systems analyst, W. D. Brew, assistant secretary and assistant to vice president-finance, John L. Murphy, assistant auditor of disbursements, and William Nelson, systems analyst, check computer log that informs Machine Operator Helen Harais the completion of a program run and number of records processed.



J. N. Dahl, GE products service engineer (center) demonstrates the new Data-Net 30 communications computer to R. E. Enger, communications engineer (left), and R. F. Nordstrom, assistant engineer of bridges and structures involved in the installation of the new equipment.

be used to predict and plan departure times as well as to estimate arrival at destination stations, consistent with schedule constraints.

2. *Train length:* The length of the train in feet can be calculated before the train is assembled. Equipment register data maintained within the computer will specify the coupled length of each car. A potential consist may be adjusted to keep the train within certain limits for siding meets and passes.

3. *Motive power requirements:* Movement statistics indicating gross tonnage by origin and destination will provide a power requirement profile for use in forecasting. These forecasts will provide improved criteria for power coordination and dispersment. Capacity specifications of each power unit will be consolidated into the planned assignment of both power and tonnage to each train move.

"It is impossible to calculate every variable in the problem solution," said Tegeler. "Therefore, the experience of Western Pacific personnel is all the more important since the best computer system is 90 per cent people when it is implemented and in use."

In summation, President Christy said: "Stakes are high and the rules severe when it comes to the computer total systems concept for U.S. railroad-ing. It calls for the best in management, positive planning, exhaustive research, and diligent application of each level of management and of each employee."

WP Computers . . .

(Continued from Page 10)

that *the operating personnel have expressed complete confidence in the results of the system to date.*"

WP's operations center in San Francisco will maintain a perpetual inventory of all cars and power units on the line. From the time a car enters the WP system until it is delivered to a connecting carrier, its location and status (intrain, bad order, setout, in yard, on cleaning track, etc.) will be immediately available.

As an example of the way in which available data is fully utilized Michelson cited these examples:

1. *Running times:* Accurate running times for each leg of a proposed movement will be calculated from the mathematical speed-tonnage relationships applied to specific terrain, grades, curvature, track condition and weather considerations. The running times will



SALT LAKE SALES MEETING

Taking part in the Salt Lake sales meeting were: (L-R top of stairs) R. E. Witts, S.F.; F. E. Schmalenberger, Los Angeles; L. E. Moe, Detroit; W. E. Blackerby, S.F.; L. H. Stoltzman, Pittsburgh. (L-R next four) W. M. Workman, New York; U. F. Bohne, Kansas City; J. F. Hamer, S.F.; and S. E. Dinkel, Stockton. (L-R next five) R. L. Runge, Sacramento; J. C. Dullea, San Jose; J. W. Hoppenjans, Washington, D.C.; D. H. Copenhagen, S.F.; and Sheldon Glatt, Seattle, Washington. (L-R next five) F. G. Lindee, Modesto; G. K. Wenig, Chicago; K. E. Cochran, Portland; F. M. Rowe, Reno; and C. J. Fischer, Salt Lake City. (L-R bottom row) R. B. Ritchie, Cincinnati; C. W. Mangum, Oakland; D. O. Schroen, Cleveland; C. K. Faye, S.F.; W. C. Brunberg, S.F.; K. A. Rank, Chicago; and J. F. McKenzie, St. Louis.

DEADLINE BULLETIN

Frank A. Fieser, former General Electric project manager, was appointed manager of accounting for Western Pacific. The announcement was made by R. E. Larson, vice president-finance, as MILEPOSTS went to press. Additional information will appear in the next issue.

Utah's Governor Rampton opens WP sales meeting

WESTERN PACIFIC sales managers and district sales managers from offices throughout the country attending their first meeting in Salt Lake City were welcomed by Utah's Governor Calvin L. Rampton on July 9.

Those attending heard the Governor outline the economic expansion now under way in the State of Utah, and how the railroads play one of the leading roles in making such an expansion possible.

"Now that Western Pacific can continue as an independent railroad following the recent ICC decision," said the Governor, "I am confident that the sales force, as well as officers and employees of the railroad, will have an increased incentive to bring more business to your railroad, benefiting not only Western Pacific and the State of Utah, but the entire west as well."

The agenda for the consecutive four-day meeting was opened with vice-

presidential observations by Vice President Walter C. Brunberg. With his conclusion, the shirt-sleeved sales force went to work on the diversified program.

The primary purpose of the meeting was to set up a hard-hitting national sales campaign to increase commercial freight revenues. Among the more important subjects covered were piggyback, equipment utilization, communications, operations, and market development. Also high on the agenda were pricing matters and WP's new total information system (see story on Page 8).

The group was given a tour of WP facilities and industrial property in the Salt Lake area, and the Utah Copper pit in Bingham Canyon.

DSM Frank M. Rowe, Reno, was honored during the meeting when Vice President Brunberg presented Frank with his 40-year Service Pin.

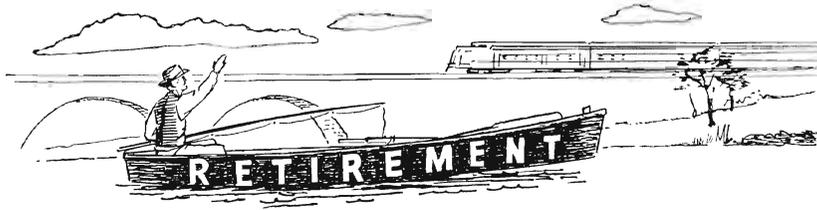
Annual shareholders' meeting

All Western Pacific directors were re-elected at the annual shareholders' meeting held in San Francisco on June 30.

Those attending the meeting learned from President F. B. Whitman and other officers that traffic movements have been strong during the first half of 1965, with carloadings running four per cent greater than last year.

In spite of substantial wage increases,

extraordinary expenses due to storm damages in January of this year, the effect of severance payments to firemen, and barring the possibility of a future steel strike or substantial downturn in business, the officers anticipated that the railroad will experience continuing strength in traffic movements so that net income for the full year 1965 should be somewhat greater than it was in 1964.



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

Arne N. Andreasen, marine pilot, San Francisco, 37 years 8 months.

Louis A. Farrington, chef-cook, Oakland, 29 years 7 months.

Julian C. Gwaltney, locomotive engineer, Sacramento, 29 years.

Thomas D. Hunter, locomotive engineer, Oakland, 42 years 8 months.

Rex T. Kearney, Sacramento North-

ern-Tidewater Southern president and general manager, Sacramento, 46 years 1 month.

Charles Knarr, electrician helper, Oroville, 21 years 8 months.

William G. Levy, general auditor, San Francisco, 42 years.

Leslie F. McAdams, claims inspector, San Jose, 28 years 3 months.

Walter E. Moss, conductor, Oroville, 37 years 4 months.

Carl R. Nipper, assistant to director of industrial development, San Jose, 41 years.

Glass C. Rogers, brakeman, 27 years 11 months.

Three retire with 129 years of service

WHILE June is a favorite month for brides, June this year was a favorite month for three "rails" who ended a combined railroad career of 129 years on the 30th of the month.

Rex T. Kearney, president and general manager for the Sacramento Northern and Tidewater Southern railways, led the three with 46 years of service on the two Western Pacific subsidiaries, in addition to one year with Southern Pacific. Rex got his start in railroading in 1918 against the wishes of his father who was a Central Pacific railroader for more than 40 years. "SP started me out as an accountant when they were running all

railroads in the area under government control in 1918, and a year later they sent me to the TS as secretary to the manager. After serving as trainmaster and superintendent I was made president and general manager in 1946," Rex recalled. He was appointed president and general manager of the SN in 1949 and held the two titles until his retirement.

"During the last 10 years of my service the railroads have made phenomenal growth but I think that in the next five years they will progress more than was accomplished in the last 50 years," he predicted.

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Rex hardly knew what to expect as he opened one of his "souvenir" gifts presented by Co-Program Chairman Milt Ziehn behind rostrum. Awaiting Rex's reaction are President Whitman, Bob Runge, co-chairman, behind lamp, and Mrs. Kearney. Framed letters of congratulations from Governor Brown and Sacramento's Mayor McKinney were presented by Chief Engineer Frank R. Woolford.

Three retire . . .

(Continued from Page 14)

Rex has watched interurban electric systems since the early days and helped to develop them into freight systems. "Tidewater, in 1932, was the first California road to drop passenger service, which the Sacramento Northern likewise did in 1941."

Kearney was born in Stockton on June 1, 1900, and attended schools there. He moved to Sacramento in 1949 where he resides at 1217 42nd Street with his wife, Florence. A son, Rex, Jr., 26, is a law student at Hastings College of Law in San Francisco.

Rex has served in many civic capacities during his time and at one time was vice president of the Sacramento Chamber of Commerce. He was president of the Modesto Chamber of Commerce in 1944 and president of the Modesto Community Chest that same year. In 1929 he served as national

president of the then new 20-30 Clubs, and has been a member of the Sutter Club in Sacramento since 1949 and is a 35-year member of the Rotary Club.

Nearly 200 friends and railroaders attended his retirement party at the Hotel El Dorado on June 23, where he was presented with a "money tree" with 46 branches (one for each year) and leaves made of U.S. currency in various denominations. The attractive arrangement was painstakingly put together by Mrs. Alice Angiulo of WP's division engineer's office in Sacramento, who also beautifully decorated the entire room. Robert L. Runge, district sales manager, and Milton F. Ziehn, SN corporate secretary were co-chairmen for the event.

Rex and Florence are planning a visit to Europe where he can add to his collection of color slides at which he is proficient as well as being an artist in gardening.

(Continued on Page 16)

Western Pacific Employees Medical Department

ANNUAL REPORT Fiscal Year 1964

Three retire . . .

(Continued from Page 15)

WITH 42 years of service, William G. Levy, general auditor, completed his railroad career at the age of 61. As did Kearney, Bill, a Polytechnic High School (S.F.) graduate in December, 1921, first worked for Southern Pacific. After one and one-half years in SP's passenger accounting department, he became associated with Western Pacific. For fourteen years Bill served in various clerical positions, ranging from conductor's estimate clerk to head interline clerk. He was appointed assistant auditor of freight and passenger accounts in September, 1937, and rose to auditor in July, 1948. He then served as auditor of revenues prior to his appointment as assistant general auditor in January 1953, which preceded his appointment as general auditor on July 1, 1957. He was one of a select group to attend the Harvard Advanced Management Course at

Harvard Business School during the fall of 1956, and has been a member of the Association of American Railroads' accounting division for many years. He also holds membership in the Transportation Club and the Benevolent and Protective Order of Elks.

Bill met Helen Lorene Rutherford while she was an accounting department employee in the mid-1920's and they were married in January, 1928. After living in San Francisco for many years they moved to a new home in Ross (Marin County) in 1952 where they remained until the time of Helen's sudden death a few years ago. Bill married for the second time on June 8, 1963, to a widow and old-time friend, Mrs. Ruth Tillman Quivey. Ruth and her late husband, Bob Quivey, were grade-school chums of Bill's and the two families had been close friends since that time.

The Levys plan a tour of the Orient and Mediterranean countries this Fall,

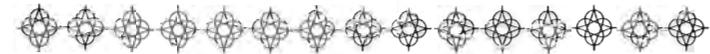
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Ruth and Bill Levy enjoyed a good laugh when President Whitman said: "I retired two and one-half hours earlier on June 30 than Bill did, because Bill had to work until five and I went home at two-thirty!"



To All Members:

During the fiscal year 1964, the Medical Department assumed full responsibility and dominion over operating funds and reserves held in our account. These funds had been previously held for our use by the Treasury of the Railroad Company. As a result of this change, total responsibility for the accounting was transferred to the Medical Department. To assure proper reporting of our operating and financial position, an independent outside audit was performed by John F. Forbes Company, Certified Public Accountants. On the recommendation of this firm, our system was converted from the prior mixed cash and accrual method to a fully accrued basis. Inventory figures were reduced from an insurance base of replacement value to a more realistic sales or salvage value. We believe that these changes will more effectively portray our operating and net worth position. Because of these changes, it will not be practical to attempt a comparative report for the 1963-1964 fiscal periods. Comparative reports will be reinstated commencing with the 1964-1965 issue.



JOHN F. FORBES & COMPANY

CERTIFIED PUBLIC ACCOUNTANTS

MEMBERS OF THE
AMERICAN INSTITUTE OF C.P.A.'S
490 OFFICAL DE WASHINGTON, D.C. 20001

ENGINEER BUILDING
SAN FRANCISCO 4

REPORT OF CERTIFIED PUBLIC ACCOUNTANTS

Board of Directors,
Western Pacific Employees Medical Department:

We have examined the balance sheet of Western Pacific Employees Medical Department (A Nonprofit Association) as of January 31, 1965, and the related statement of operations and net worth for the year then ended. Our examination was made in accordance with generally accepted auditing standards and accordingly included such tests of the accounting records and such other auditing procedures as we considered necessary in the circumstances.

In prior years the Association has prepared its operating statement on the cash basis and its balance sheet on the accrual basis and has reported prepaid dues and inventories, including fixed assets, at January 31, 1962 or earlier estimated valuations.

Beginning with the current year the Association, with our approval, adopted the accrual basis for its financial statements. Necessary adjustments to accomplish the above have been made to net worth as of January 31, 1964.

In our opinion, the accompanying statements present fairly the financial position of Western Pacific Employees Medical Department as of January 31, 1965, and the results of its operations for the year then ended, in conformity with generally accepted accounting principles.

San Francisco, California

April 23, 1965

John F. Forbes & Company

WESTERN PACIFIC EMPLOYEES MEDICAL DEPARTMENT
(A Nonprofit Association)

BALANCE SHEET, JANUARY 31, 1965

ASSETS

CASH	\$125,929	
DUES AND REFUNDS RECEIVABLE	63,715	
RECEIVABLES - PRIVATE PATIENTS, PORTOLA	\$25,176	
Less provision for losses	2,540	
OTHER RECEIVABLES	15,636	592
EQUIPMENT (at appraised value):		
Portola Hospital	\$ 9,691	
San Francisco Office	1,055	10,746
INSTALLMENT NOTES RECEIVABLE WITH DEEDS OF TRUST		3,486
ADVANCES TO EASTERN PLUMAS COMMUNITY HOSPITAL (see note)	8,304	
TOTAL	\$228,408	

LIABILITIES AND
NET WORTH

ACCOUNTS PAYABLE	\$ 61,188	
PREPAID DUES	57,737	
NET WORTH	102,483	
TOTAL	\$228,408	

NOTE: As of January 31, 1965, the Association was committed to advance an additional \$6,696 to Eastern Plumas Community Hospital.



WESTERN PACIFIC EMPLOYEES MEDICAL DEPARTMENT

STATEMENT OF OPERATIONS AND NET WORTH
FOR THE YEAR ENDED JANUARY 31, 1965

INCOME:		
Dues	\$622,836	
Portola Hospital private patient revenue	97,749	
On-duty injury refunds	11,875	
Miscellaneous income	3,173	
Total	\$735,633	
EXPENSES:		
Medical-surgical	\$193,681	
Private hospital care	294,652	
Out-patient drugs, x-ray, laboratory, etc	56,107	
Dispensary - Sacramento shops	2,166	
Portola Hospital (eleven months):		
In-patients	\$150,984	
Professional and out-patients	18,999	
Provision for bad debts	6,628	176,681
General and administrative expense	53,817	
Total	777,104	
NET OPERATING (LOSS) FOR THE YEAR	\$(41,471)	
NET WORTH, JANUARY 31, 1964	\$198,116	
Less adjustments applicable to prior years:		
Write down of inventories and fixed assets to appraised value	\$ 30,950	
Adjustments to accrual basis	16,212	47,162
As adjusted	150,954	

COMPARATIVE STATEMENT OF MEDICAL SERVICE BENEFITS EXTENDED TO MEMBERS

	1964	1963	Increase or (Decrease)
Average number of employee members	3,458	3,595	(137)
" " " pensioner "	689	627	62
Total	4,147	4,222	(75)
Number of injury, medical or surgical cases treated	5,946	6,798	(852)
Number of cases hospitalized:			
At private hospitals	585	753	(168)
At Portola Hospital	123	154	(31)
Total	708	907	(199)
Days of hospital care provided			
At private hospitals	5,913	6,045	(132)
At Portola Hospital	1,958	2,789	(831)
Total	7,871	8,834	(963)
Days of T.B. sanitarium care	409	130	279
No. of home & office visits by staff doctors	17,725	18,780	(1,055)
No. of hospital visits by staff doctors	8,114	9,067	(953)
Total services by staff doctors	25,839	27,847	(2,008)

NOTE: The number of cases treated, hospital days and doctor's visits shown in 1963 figures included six months of care for Injury-On-Duty cases. In 1964, all IOD cases (except in Portola) were handled directly by the Western Pacific Railroad Company. As a result, both the number of cases treated etc. and the amounts paid the Medical Department by the Company are substantially reduced.

OPTICAL BENEFITS

No. of orders under partial optical device benefit	246	231	15
Retail value of such orders	\$8,363	\$7,021	\$1,342
Total savings to members	\$3,264	\$2,524	\$740
Total cost to Medical Department	\$616	\$558	\$58

PENSIONER BENEFITS

Dues income from pensioners	\$100,391	\$94,105	\$6,286
Total cost of benefits for pensioners	\$219,641	\$195,855	\$23,786
Ratio of benefits per \$1.00 of dues	\$2.19	\$2.08	.11
Additional dues cost per active member per year to subsidize pensioner benefits	\$34.48	\$28.30	\$6.18

PARTIAL REIMBURSEMENT FOR NON-STAFF CARE UNDER RULE 11

	1964	1963	Increase or (Decrease)
Number of claims	229	296	(67)
Total reimbursed	\$15,534	\$19,780	(4,246)
Average per claim	\$67.83	\$66.82	\$1.01

COMPARATIVE RECORD OF HOSPITALIZATION AND AVERAGE DAILY COST

1964 and 1963

AREA AND HOSPITALS: (General Hospitals)	No. of Patient Days		Total Costs		Average Cost Per Patient Day	
	1964	1963	1964	1963	1964	1963
San Francisco Bay Area (sub-total)	2,847	3,409	\$160,516	\$177,311	\$56.38	\$52.01
St. Joseph's Hospital (S.F.)	2,163	2,643	118,890	142,690	54.96	53.99
Providence (Oakland)	307	345	14,795	13,212	48.19	38.30
Oakland (Oakland)	202	299	10,359	13,792	51.28	46.13
All other (San Francisco, Alameda, Oakland, San Jose, Hayward)	175	122	16,472	7,617	94.12	62.43
Sacramento Valley (sub-total)	2,083	1,872	\$91,742	\$76,646	\$43.85	\$41.04
St. Joseph's (Stockton)	666	368	20,777	13,649	31.19	37.09
Dameron (Stockton)	26	147	1,554	4,500	59.76	30.61
Mercy (Sacramento)	203	147	8,549	6,903	42.11	46.96
Sutter (Sacramento)	354	310	17,752	16,171	50.14	52.17
Oroville-Community (Oroville)	316	150	13,702	6,509	43.36	43.39
Medical Center (Oroville)	411	624	24,426	25,809	59.43	41.36
All other	107	86	4,582	3,103	42.82	36.08
Sierra Mountains (sub-total)	382	254	\$15,245	\$11,019	\$39.91	\$43.38
Plumas District (Quincy)	138	178	5,545	6,869	40.18	38.59
Washoe & St. Mary's (Reno)	244	60	9,700	3,246	39.75	54.10
All other	-	16	-	904	-	56.50
Nevada-Utah (sub-total)	601	550	\$21,228	\$17,642	\$35.32	\$32.08
Humboldt (Winnemucca)	132	161	3,841	4,343	29.10	26.98
Elko (Elko)	225	193	9,036	6,927	40.16	35.89
St. Mark's (Salt Lake City)	187	129	6,199	3,966	33.15	30.74
All other	57	67	2,152	2,406	37.75	35.91
Total, Other than Portola & Ross	5,913	6,045	\$280,532	\$282,618	\$47.44	\$46.75
Portola Hospital (W.P. patients)	1,258	2,782	66,356	77,615	33.88	27.83
GRAND TOTAL, GENERAL HOSPITALS	7,171	8,827	\$346,888	\$360,233	\$44.07	\$40.77
T.B. Sanitarium Care (Ross General)	409	130	\$7,799	\$2,513	\$19.07	\$19.33

FOOTNOTE: In 1964, as in previous years, we were faced with continuing increases in basic hospital rates. The further advance in costs and utilization of ancillary services (operating room, laboratory, pharmacy, nursing, etc.) resulted in a substantial increase in the average cost per patient day.

Area	Average Cost per Patient Day 1964	Average Cost per Patient Day 1963	% of Increase
Private Hospitals: S.F. Bay Area	\$56.38	\$27.60	104.2
Sacramento Valley	43.85	26.87	63.2
Sierra Mountains	39.91	21.41	86.4
Nevada - Utah	35.32	18.14	94.7
Total, other than Portola	47.44	25.57	85.5
Portola Hospital (W.P. patients Net Cost)	33.88	23.83	42.2



Congratulating Carl Nipper (seated left) on his 41-year career and retirement are C. F. McName, Sunsweet Growers (seated right) and (standing left-right) Western Pacific's C. K. Faye, assistant vice president-freight sales; F. B. Stratton, director of industrial development; and John C. Dullea, district sales manager, San Jose—Photo courtesy of San Jose Mercury.

ment party attended by nearly 200 friends including many retired employees. Roy E. Larson, vice president-finance, was master of ceremonies.

* * *

WITH just one year's service less than Levy's, 41 years, Carl R. Nipper, assistant to director of industrial development, closed out his railroad career on June 30 which began as a stenographer-clerk following a shorthand course in 1923. Not a railroader in the "Casey Jones" sense of the word, Carl spent his entire career in office positions. He, too, has seen the great growth of the railrad industry since "when I first started with WP in 1924 our biggest freight shipments were fruits and vegetables, canned goods and dried fruits to the east. In the old days we used to get a lot of hay and draft horses, too. But I haven't seen a load of hay in years and I don't suppose you could find a carload of draft horses in the entire state."

"Also gone," recalls Carl, "is the old gas car that used to connect with the Scenic Limited for the run to Niles and back. Ten passengers would have been a crowd, and the run didn't last long. We used to run a special train to Fresno for San Jose State College football fans, but on the final run the boys pulled the air five times. It cost the railroad thousands of dollars in flat

(Continued on Page 18)

Three retire . . .

(Continued from Page 16)

and they hope to return with many pictures, some taken with a new Polaroid camera presented to Bill at his retirement party on July 6 at San Francisco's Jack Tar Hotel. "Since I already have my clubs and shoes I'm going to be a golfer," said Bill. "All I now need is a bag, cart, plenty of golf balls and a few lessons and I'll be ready for all challengers." There's nothing to hold him back now except for the lessons, as he also received at his retirement party the remainder of the equipment he'll need. The lessons will come easy, though, since his wife, Ruth, is quite capable of getting him off on the right start.

In July, Bill and Ruth moved into a new apartment at 30 Via Belardo, Greenbrae (Marin County), California, from where all future activities will begin.

George J. Welch, assistant auditor of revenues, arranged for Bill's retire-

Three retire . . .

(Continued from Page 17)

wheels and WP lost interest in the operation."

From stenographer, Carl worked his way up through the marketing department and became district sales manager at San Jose. When Western Pacific recognized the rapidly growing importance of Santa Clara County as an industrial center, Carl was appointed to the railroad's industrial department. The office began operations with a select assortment of choice industrial sites in San Jose and other surrounding areas, and Carl was instrumental in the Milpitas transition from cow pasture to industrial park where the Ford Motor plant is located, and in other transitions such as the Lenfest Tract, San Jose. "Industry puts freight on our trains and I'm proud to have had a part in making this possible in the San Jose area."

Nipper was born in San Jose in 1904, and lives there now with his wife, Verna. Their son, William, and his wife are school teachers with the Peace Corps in Liberia, West Africa.

Now that he is retired, Carl plans to devote more time to his 450-acre ranch in Alameda County on which he runs more than 100 head of cattle. "Some of my friends have been fishing without supervision lately," said Carl, "so I'm going to have to do something about that, too!"

A testimonial retirement dinner was held for the 61-year-old retiree in San Jose and attended by 150 community leaders, friends, and his railroad associates. District Sales Manager John C. Dullea arranged for the festivities.



Dear Editor:

Good railroading

I was a passenger aboard the *California Zephyr* (Train No. 17) which arrived late Sunday morning, June 20, due to recent storm conditions in the Midwest. I have made several trips back and forth to Omaha and this is the first time there has been much of a delay.

I just want to say a word of appreciation for the way the operating and train personnel handled a difficult situation—no easy task I am sure. Everything possible was done to make our trip safe and as pleasant as possible.

I am telling my friends to "Go Western Pacific" and they will be taken care of—even in any emergency.

Mrs. Thomas L. Long
253 Oregon Avenue
Palo Alto, California 94301

* * *

SN donates locomotive

Your MILEPOSTS' readers might like to see Sacramento Northern's locomotive No. 653 operating in a new location in Perris, Calif. about 17 miles south of Riverside. Following the last electric operation on the SN in Yuba City on April 10, the locomotive was donated to our museum along with a set of substation power conversion equipment. The 653 arrived on May 31 and

ran under its own power that same day on our railroad. It is pictured alongside Pacific Electric locomotive No. 1624—an historic occasion, as this was the first meeting of the two railroads! The SN and PE were, in their time, the greatest electric interurbans in Northern and Southern California, respectively.

The Orange Empire Trolley Museum in Perris is open to the public without admission charge and we naturally would welcome any employees from your railroad. Street cars are operated for visitors from Labor Day to July 4th on Sunday afternoons.

In behalf of our Museum, we are

most grateful to the Sacramento Northern for making it possible for us to add its 653 to our roster.

James W. Walker, Secretary
Orange Empire Trolley Museum
Perris, California

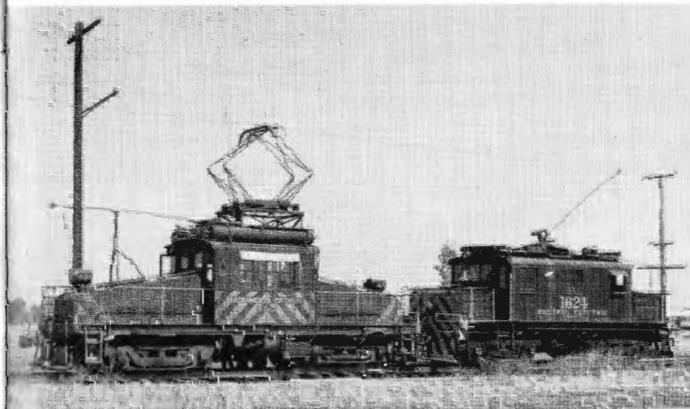
Cincinnati Traffic League elects Bob Ritchie president

Robert B. Ritchie, district sales manager for Western Pacific at Cincinnati, was recently elected as president of the Traffic League at Cincinnati. He was also made chairman of the League's 41st Picnic Committee.

Bob entered Western Pacific service as traffic representative on November 1, 1939, in the city of his birth, Minneapolis. He was promoted to position as general agent at Cincinnati in September, 1954, and became general agent at New York on August 1, 1956. He has been district sales manager at Cincinnati since March, 1963.

Smooth Sailing

To get ahead, be like a duck: calm and unruffled on the surface, but paddling like hell underneath.



Ready to operate in its new home is former Sacramento Northern locomotive No. 653 (left). At the right is former Pacific Electric locomotive No. 1624.

MILEPOSTS



IN GOLD

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

45-YEAR PIN

Earl B. Jones.....Locomotive Engineer.....Western Division

40-YEAR PINS

Peter J. Calcaterra.....Warehouse Foreman.....Stockton
 John P. Hamilton.....Locomotive Engineer.....Western Division
 Jose Hernandez.....Hostler Helper.....Wendover
 Clarence C. Kennedy.....Locomotive Engineer.....Western Division
 Frank S. Murphy.....Sales Representative.....San Francisco
 Juan G. Pedroza.....Hostler Helper.....Winnemucca
 Mario Ragusa, Sr.....Locomotive Engineer.....Western Division
 Manuel G. Rodriguez.....Section Laborer.....Western Division
 Austin J. Smith.....Conductor.....Western Division

35-YEAR PINS

Charley P. Rolfe.....Boilermaker.....Sacramento
 Boyd C. Sells.....General Secretary-Marketing.....San Francisco

30-YEAR PINS

Frank Allain.....Waiter.....Dining Car Department
 Marion T. Clark.....Assistant Chief Clerk.....Elko
 Mariano J. Latino.....Painter Foreman.....Sacramento
 David W. Lee.....Car Clerk-Freight Office.....Sacramento
 Leo Servia.....Water Service Maintainer.....Portola
 Dudley W. Thickens.....Chief, Division Bureau.....San Francisco
 Charles D. Woods.....Waiter.....Dining Car Department

25-YEAR PINS

James R. Clevenger.....Dispatcher.....Sacramento
 Frank W. Fritz.....Switchman.....Western Division
 Albert L. Gonsalves.....Carman.....Sacramento
 Harvey O. Hansen.....Clerk.....Sacramento
 Murray E. Lindley.....Baggage-Man Janitor.....Sacramento
 Robert D. Monahan.....Conductor.....Western Division
 Norman G. Owens.....Sheet Metal Worker.....Oroville
 Herman G. Rohdenburg.....Water Service Maintainer.....Stockton

20-YEAR PINS

Frank A. Burdett.....Fireman.....Eastern Division
 Nick Cabitto.....Machinist.....Oroville
 Mary Cobb.....Coach Cleaner.....Oakland
 Donnal A. Davis.....Diesel Terminal Foreman.....Oroville
 Philip A. Drake.....Rate & Division Clerk.....Eastern Division
 Mary A. Eng.....Fireman.....San Francisco
 Norman W. Holmes.....Clerk-Freight Office.....Western Division
 LeRoy Ligons.....Chair Car Porter.....San Francisco
 James McBride.....Signal Test Foreman.....Dining Car Department
 Leslie D. McClintock.....File & Mail Clerk-Purchase & Stores.....Signal Gang #4
 Dora Meyer.....Carman.....San Francisco
 George M. Nall.....Relief Clerk #1.....Oroville
 Phillip L. Oels.....Laborer.....Portola
 Genevieve C. Phillips.....B&B Foreman.....Oroville
 Roscoe Powers.....Hostler Helper.....Tunnel Gang #1
 Joseph A. Roberts.....Fourth Cook.....Winnemucca
 Ira Sessions.....Blacksmith.....Dining Car Department
 Klaus Sievers.....Brakeman.....Oakland
 Walter G. Swasey.....Marine Fireman.....Western Division
 Pieter Van Arden.....Marine Fireman.....San Francisco

(Continued at top of Page 21)

15-YEAR PINS

Richard W. Baptist.....Switchman.....Western Division
 Jerry D. Bass.....Brakeman.....Eastern Division
 Gerald A. Baumert.....Fireman.....Eastern Division
 Ursul F. Bohne.....District Sales Manager.....Kansas City, Mo.
 Percival K. Cook.....Cook.....Oakland
 Isaiah H. Crawford.....Switchman.....Western Division
 Albert B. DeCiero.....Carman.....Stockton
 Serafin G. Equinoa.....Carman.....Stockton
 Glenn W. Fischer, Jr.....Rate Analyst.....San Francisco
 Frank L. Garcia.....Tampor Operator.....Extra Gang #77
 Thomas R. Green.....Conductor.....Western Division
 Delbert G. Hardy.....Train Desk Clerk.....Portola
 Amon Hayes.....Carpenter.....B&B Gang #3
 Charles J. Hebert.....Lead Carpenter.....B&B Gang #1
 William L. Liley.....Electrician Helper.....Oroville
 Horace W. Lohmeyer.....Sales Representative.....Oakland
 Richard O. Mattson.....Fireman.....Eastern Division
 Robert J. Mead.....Bill & Demurrage Clerk.....San Jose
 Frank F. Moreno.....Section Laborer.....Western Division
 Kathleen Murphy.....Secretary to Chief Surgeon.....San Francisco
 Kelly C. Nesi.....Fireman.....Eastern Division
 Charles D. Perry.....Fireman.....Eastern Division
 Isaac Polite.....Laborer.....Sacramento
 Norman E. Potter.....Machinist Helper.....Oroville
 George M. Shattuck.....Switchman.....Western Division
 Glenn A. Silva.....Electrician Helper.....Oroville
 Kenneth R. Stevens.....Brakeman.....Eastern Division
 Walter L. Swope.....Car Foreman.....Stockton
 Albert A. Van Buren.....Switchman.....Western Division
 Ray L. White.....Carman.....Stockton
 Walter J. Williams.....Fireman.....Western Division
 Leon J. Wilson.....Carman.....Oakland
 Nathan Yallow.....Marine Deckhand.....San Francisco

10-YEAR PINS

T. V. Arcos.....Laborer.....Extra Gang #73
 L. A. Brunner.....Brakeman.....Eastern Division
 E. M. Castle.....Clerk.....Sacramento
 D. Clark.....Switchman.....Western Division
 E. J. Corbett.....Brakeman.....Western Division
 G. G. Cornett.....Clerk.....Oakland
 Arch L. Prantz.....Staff Asst.-Marketing.....San Francisco
 C. C. Hanson.....Clerk.....San Francisco
 Helen Harais.....Machine Operator "A".....San Francisco
 O. T. Hockenberger.....Brakeman.....Western Division
 M. C. Jacobs.....Switchman.....Western Division
 B. J. Martin.....Track Patrolman.....Western Division
 W. K. Mulleneaux.....Brakeman.....Eastern Division
 Otis C. Nicholas, Jr.....Electrician.....Oroville
 M. R. Smith.....Brakeman.....Western Division

"Caribbean-Paradise Cruise"

Frank J. Rauwolf, WP's manager of tour services, announces a three-week long "Caribbean-Paradise Cruise" by ship from San Francisco along the Pacific Coast, through the Panama Canal to the colorful, and enchanted Caribbean.

The return trip by ship from the Caribbean will end at New York, where a three-day stopover will be made. The tour will return to the San

Francisco Bay Area by train on the Pennsylvania's *Broadway Limited* to Chicago, and by *California Zephyr* across country to Oakland.

Ample time is being allowed for sightseeing in all interesting ports and cities, and a wide variety of entertainment will be enjoyed.

Additional information is available from travel agents or any Western Pacific ticket office.



Caboosing

OROVILLE

Helen R. Small

Anniversary congratulations to the following: Conductor and Mrs. E. W. "MIKE" JAYNE on their 42nd wedding anniversary June 6. Mrs. Jayne had just returned home from the hospital, which in itself is good news, so their celebration was very quiet. And, to Electrician FRANK ROGERS' parents, Mr. and Mrs. Walter B. Rogers of Applegate (Placer County) celebrated their 60th wedding anniversary on June 12. The occasion, a family reunion, took place in Frank's home on June 23.

Conductor BERT J. CHAPMAN died in Portola on June 22. He was born in Clarks, La., on October 27, 1912 and had lived in Oroville for the past 13 years. He is survived by his wife, Dorothy, a daughter, Diane, a son, Dean, two sisters and several nieces and nephews.

Retired Yardmaster TREVOR J. LONG, SR. died in a local hospital on June 23 following an extended illness. Trevor was born in Susanville on August 24, 1896 and had lived most of his life in Butte County. He had been employed by WP for 43 years before retiring as a yardmaster. He is survived by his widow, Mrs. Rena Long, four sons, Bill of Feather Falls Village, Trevor, Jr. of Samoa (Humboldt County), Dan of Redding and Raymond of Oroville. He

also leaves four daughters, Mrs. Mary Andrews and Mrs. Nancy Gardner of Stateline, Nev., Mrs. Katherine Hatfield of Cloverdale, and Mrs. Alis Andrews of Las Vegas, Nev., and a sister, Mrs. Uldene Fonda of Portola.

Retired Conductor WILLIAM J. REEDER died at a local hospital on May 31 following a long illness. He is survived by his widow, Mary, and daughter, Mrs. Virginia Hawkins.

Agent A. I. REICHENBACH, JR. attended National Guard camp for three weeks in June, returning July 4. While he was away his duties were handled by H. J. IMBERY from Sacramento.

Conductor W. I. BUMP and his wife, Clara, returned July 4 from a vacation in Canada. They accompanied Clara's brother, Oscar Hedlund, and his wife, on a fishing trip to a group of lakes in British Columbia and reported excellent catches. A day was spent enroute home visiting in Coeur d'Alene, Idaho.

Mrs. CLARA BUMP is working as trainmaster's clerk while your correspondent vacations during the month of July.

NEW YORK CITY

James B. Hansen

Our Senior Sales Representative JOSEPH MASON and his attractive wife, Marge, have returned from an exciting and illuminating 'round-the-world' tour, having covered about 25,000 miles

on 12 airlines. Places visited were Hawaii, Japan, Hong Kong, Thailand, India, Iran, Lebanon, Egypt, Jordan, Israel, Turkey, Greece and Denmark. "Some of the highlights of the tour," said Joe, "were Waikiki and Diamond Head in Honolulu, the Ginza in Tokyo, Mount Fuji in Japan, and the British Crown Colony of Hong Kong with its fabulous shopping facilities. Bangkok was an exotic and exciting city with its amazing temples and Buddhas, as was the seething population of Calcutta. We thoroughly enjoyed seeing the Taj Mahal, the Guliston Palace in Tehran, and the ruins of Baalbek in Lebanon. We even had a 'taxi' ride by camel to the Pyramids in Egypt, and thrilled at the biblical and historical sites in Jordan, including Jerusalem and Bethlehem, as well as Tel Aviv in Israel and the famous Mosques in Istanbul. We had a boat ride on the Bosphorus and marveled at the Acropolis in Athens." Joe and Marge are now thinking of joining a Safari in Africa. "This will have to wait, however," said Joe, "until our bank account recovers from the jolt it just received so soon after the European trip last year."

Joining the staff as secretary to Sales Manager WILLARD M. WORKMAN is ARLENE C. CARTWRIGHT of 30-14 75th Street. She was formerly a stenographer-clerk with the Akron, Canton & Youngstown Railroad in New York.

Your correspondent is reluctantly turning over his MILEPOSTS' duties to RICHARD TRACY after this issue as I am taking up new duties in Shreveport, La. I am sure Dick will receive good support from our gang in furnishing future New York news for the many MILEPOSTS' readers.



Richard Tracy, New York office's new correspondent (left) receives Mileposts' file from Jim Hansen who has been New York correspondent since October, 1958, and now is assigned to a new territory in Shreveport, Louisiana.

KEDDIE

Elsie Hagen

Switchman JOHN HERMAN and Charlene Roberta Ronan were married on May 14 in the Keddie Hotel banquet hall.

Mrs. John Frazier, formerly Julie Dunn, daughter of Conductor and Mrs. ED DUNN, is the mother of a baby girl born on June 3. 7 lb. 13½ oz. Miss has been named Kimberly Lynn.

John Patrick Shannon was married to Janet Clarke of Quincy on June 5 in the St. Johns Catholic Church of Quincy. John, the son of Engineer JACK SHANNON, and his bride, are graduates of Quincy High School. They honeymooned in San Francisco and are living in San Mateo.

RALPH BLAKELY and his family from Wendover spent the Memorial Day

weekend at Little Haven in the Canyon near Belden.

Our deepest sympathy to the family of Conductor BERT CHAPMAN who died in Portola on June 22. A former Keddie resident, Bert's death is a great loss to all of us.

Roundhouse Foreman BILL LEAVY and his family camped out at Bucks Lake for their vacation and we're sure Bill did a lot of fishing, something he really enjoys.

Rickey Carpenter, son of Trainman and Mrs. ARDEN L. CARPENTER, was married to Antonia Burckhart in Red Bluff's Sacred Heart Catholic Church recently. After a honeymoon at Lake Tahoe they will live in Oroville.

Our graduates from Quincy High School this year included Pamela Gregory, daughter of Engineer and Mrs. IVER GREGORY; La Mayne K. Hale, daughter of Engineer and Mrs. ED HALE; and Gary D. Metzdorf, son of Conductor and Mrs. GLEN METZDORF.

WENDOVER-SALT LAKE CITY

J. B. Price, Esther A. Witt

Miss Corrine Anderson, daughter of Water Service Maintainer and Mrs. VARIAN ANDERSON, was graduated from Brigham Young University on May 28 with a degree in business technology.

Visiting their many friends in Wendover was former WP Hotel Manager and Mrs. HARRY P. RAWLINGS of Petersburg, Alaska. They were en route to Biloxi, Miss., for a visit with their daughter and her family.

Sincerest sympathy is extended to Engineers FRANK and RALPH AIELLO and their families in the death of their father, Joseph Aiello, on June 11.

Among the winners of an essay contest, "One Nation Under God," were

Beth Pettit, daughter of Switchman and Mrs. COLEMAN PETTIT, and Bernadine Hutchinson, daughter of Mechanic and Mrs. LIND HUTCHINSON.

EMIL STADEM, porter for a number of years at the WP Hotel here died in his home in Walnut Creek, Calif., on June 23 from a heart attack. Our sincere condolences to his family.

As spry and chipper as one could be on their 86th birthday was retired Engineer GEORGE A. LORENZ, who came calling on June 20—his birthday! We were all happy to see him and be able to extend birthday wishes.

T&T Lineman and Mrs. THOMAS SHEA spent an enjoyable vacation visiting the National Parks in Utah for the second year but claim the weather man spoiled much of their visit as they again ran into heavy rains as they did a year ago. It didn't hinder them, however, from getting many pictures of the places visited.

Engineer JOHN FISHER stopped for a few minutes on his return trip to Portola from an enjoyable vacation.

Always wanting to know how many times he is out and what train he is going to be called for is former Master Mechanic "BILL" PARRY. Bill and his wife vacationed in Mexico and Alaska and have enjoyed every minute of it as they take their trailer with them.

We will greatly miss the happy smile and pleasant hello from Patricia Bowers, wife of Carman ARTHUR BOWERS. "Pat" died at her home in Tooele on July 6 and our heartfelt sympathy is extended to Art and his two sons, William T. and Steven W.

We are anxious that retired Rip Track Foreman FRED TYROFF recovers very soon after undergoing major surgery.



MECHANICAL DEPARTMENT

Clara R. Nichols

The annual party honoring retired Western Pacific employees who are honorary members of the WP Amusement Club was, as always, a fine get-together. They enjoyed a ham dinner and for entertainment enjoyed movies on various interesting subjects.

A.A.R. Clerk LOUIS DEL MORO is now roundhouse clerk at Wendover. His transfer brought about other changes in the office of chief mechanical officer. Accountant STAN HEANEY has been assigned to the head A.A.R. clerk position, Shop Clerk JOHN HICKS has taken over the accounting job vacated by Stan, and NORMA FRENCH is the new shop clerk working in the office of Shop Superintendent DAVE R. SARBACH.

A brand new swimming pool lights up the Jenny Lind Avenue yard of Secretary CLARA NICHOLS, your correspondent. Plans are under way to soon have a swimming and barbecue party for the mechanical department office.

Present at the WPAC party, above left to right were: 1st row, F. Beiser, H. Brinson, G. Napoli; 2nd row, J. Jelasich, J. Roderick, W. Kirchner, Mr. Baker, T. Santos; 3rd row, T. Pinkham, W. Nicholas, J. Fippin, J. DePangher, L. Morris, O. Zinnell; 4th row (standing) J. Stratton, J. Strawn, R. Kelleher, T. Alerich, F. Tomlinson, J. Fouche, F. Rohrer, Walter Spann.

* * *

Retired members not present were: Ellis Asbury, William Benz, J. J. Bettinini, Fred Boll, M. W. Brown, M. Cacic, M. D. Coughlin, E. E. Gleason, Andrew Johnson, Herb Keil, R. Keith, H. P. Masterson, H. Mercer, F. Nasler, A. A. Ottosen, M. Silva, H. P. Weathersby, and H. B. Zulkie.

Coach Yard Relief Clerk GUS LETONA has resigned his clerical position to work on the Oakland repair track.

The newly married JEAN SMITH HENDERSON has moved into a new home in East Sacramento.

SACRAMENTO STORE

Jack Miller

We were all very much saddened to learn of the death of retired Section Stockman TOM PINKHAM on July 8.

Our Chief Clerk AL MADAN, we are

happy to report, has recuperated sufficiently to be able to take therapy treatments at Kaiser Hospital in Vallejo. He is in Ward D.

DALE ROBINSON, store helper, spent two vacation weeks in June attending a National Guard camp.

The 1965 inventory has kept everyone on their toes. As it was taken by a new method there was a lot for all of us to learn.

Storekeeper Clerk JACK MILLER, your correspondent, and his wife, welcomed a new granddaughter, Michelle Marie Miller, born on June 29.

STOCKTON

Elaine Obenshain

Conductor - Brakeman WALTER E. MOSS retired July 6 with 36 years and four months' service, after making his last trip on the *California Zephyr* between Winnemucca and Oroville on July 4. Walter began his railroad career in the baggage department of the Union Pacific at Omaha in 1919, then transferred to switchman until 1927. He first worked for

WP as a brakeman in 1928 but resigned to return in February 1929 when re-employed by now retired Superintendent JACK J. DUGGAN. He transferred to the Western Division in November 1931 when the "Inside Gateway Route" opened. His plans include working part time as a real estate salesman and part time enjoying some planned trips with Mrs. Moss.



Congratulating Engineer R. W. Pierce (third from left) on his retirement on May 1 after 39 years and nine months service are Engineer R. W. Turner, H. E. Parks and T. C. Wood.

Our deepest sympathy to Clerk W. R. WESTERN and his family whose father died in Modesto on June 20. Bill is presently working as stenographer-clerk at Modesto for the Tidewater Southern; formerly worked various clerical positions at Stockton and at San Jose.

Our congratulations and best wishes to Brakeman JERRY A. BRANSON and Jaimee Stemer, who were married on June 8 in Reno. The young couple now make their home in Stockton where the new Mrs. Branson is employed by the telephone company.

Switchman CHESTER L. PHILLIPS and Gwendolyn Bea Woloschak were married in Stockton on June 19 and we wish them every happiness.

We are sorry to learn that Road

Foreman of Engines W. D. EYRE was entered into Portola Hospital on July 15 after becoming suddenly ill and we hope his full recovery will be soon.

ELKO

Theda Mueller

Retired Division Engineer H. H. ELLIOTT stopped in the office during return from a nice long vacation trip. He reported that he and his wife were accompanied by Mr. and Mrs. GARDNER ROGERS, assistant engineer, San Francisco, and two children, and Engineer of Track and Mrs. CHARLES ELLIOTT touring parts of British Columbia and Alaska by auto, ship and train. "Bert" is driving around in a new car and enjoying every minute of his retirement. However, he does take time out to drop by and tell us where he's been and where he is going next.

Mrs. FRANCES FORD, night stenographer in the chief dispatcher's office, has been off work several weeks due to a slipped disc which is causing a great deal of pain. We hope she will soon return with improved health.

KENNETH HOBBS joined Western Pacific and is working in the engineering department. However, he isn't a newcomer as he has worked for us in several departments during recent years. Roadmaster R. F. HOBBS is his father, and his wife, Patty, is a stenographer in the superintendent's office.

Mrs. FLORENCE DUNCAN, PBX operator, just returned from a vacation spent visiting with her sister in Mountain Home, Idaho, and reports having a good time.

BETH WOODWARD, assistant time-keeper, gathered up her family and

journeyed to Disneyland for a week's vacation. Her daughter, Kyle, went on to Ukiah, Calif., to visit with her aunt before returning to Elko.

Roadmaster R. F. HOBBS and B&B Inspector H. A. HUTCHINSON and their families just returned from an extended vacation in the Northwest, but they haven't been in the office long enough to get any details on which we will report later.

Yard Clerk LINO MICHELI and family departed recently to visit relatives in Whitewright, Texas.

Mrs. LOUISE MAJOR, relief stenographer, returned to work after a brief honeymoon and changing her name to Mrs. Jeff Hunt. We wish Louise and her husband much happiness.

WINNEMUCCA

Ruth G. Smith

Operator and Mrs. DAYLE DAYTON are the parents of a son born May 26 at Humboldt General Hospital. This is the eighth child for the Daytons.

Engineer JOSEPH E. MOORE died at Humboldt General Hospital in Winnemucca from a heart attack. He was to have retired in August at the age of 62. He is survived by his widow, Winifred, and eight children. "Joe" was born at Heavener, Okla., on August 7, 1903. He first worked on the Kansas City Southern for a short time, then hired out as a fireman on the Western Pacific on June 21, 1924. He was promoted to engineer on October 13, 1941. He and "Winnie" were married in Winnemucca on October 31, 1924. Their eight children were all born in Winnemucca and "Joe" worked out of there whenever his seniority would permit.

SAN FRANCISCO

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

ANN MARIE SHEEHAN, disbursement clerk, became Mrs. Paul Della-Santina recently during ceremonies in St. Rita's Catholic Church in Fairfax, Calif. The daughter of Mrs. John J. Sheehan and the late Mr. Sheehan, was given in



Mr. and Mrs. Paul Della-Santina

marriage by her uncle, Richard Sheehan. After a honeymoon in southern California they returned to their home in San Anselmo. The bridegroom is the son of the Ugo Della-Santinas of San Anselmo.

A merry group from the engineering department left San Francisco on June 15 to vacation in the Pacific Northwest, including British Columbia and Alaska.

The party consisted of retired Division Engineer H. H. ELLIOTT; Engineer of Track "CHARLIE" ELLIOTT and his wife, Olive; and GARDINER ROGERS, assistant engineer of costs, valuation and

statistics, his wife, Margaret, and their two well-mannered children, Anne and Barbara, ages nine and six respectively.

After visiting Jasper and Lake Louise, the party then left their cars in Vancouver and embarked on the "Princess Patricia" for Alaska by way of the "inside passage" to Prince Rupert, Ketchikan, Juneau and Skagway. They enjoyed a 100-mile long narrow-gauge train trip from Skagway to Carcross, Yukon Territory, and returned by boat from Alaska to Vancouver to spend a few days sightseeing. All returned to the Bay Area except "Bert" Elliott who drove home to Elko by way of Spokane, Wash.

MARY SILAR, adjustment clerk in the payroll section of the accounting department, and former key-punch operator in the data processing center, was married on May 15 at a 12 o'clock Nuptial Mass at St. Paul's Church in San Francisco. The groom, Jeremy Michael Tansey, is a native of Wor-



Mr. and Mrs. Jeremy M. Tansey
toasting one another following wedding rites

MILEPOSTS

cester, Mass. He attended the University of Portland (Oregon) for three years and is a claims approver with Metropolitan Life Insurance Company. He also attends San Francisco State College where he is a senior majoring in economics. Single attendant for Mary was PEGGY DELURY, voucher clerk in the auditor of disbursements department. She, too, was a former key-punch operator in the data processing center.

J. N. BAKER, assistant freight pricing manager, was married on June 25. Jim and his wife, the former Mary Copeland, are living in Sausalito.

OAKLAND

John V. Leland

Fifty years of railroading, 43 of them with WP, came to an end when Engineer THOMAS "TAD" HUNTER made his last run on the *California Zephyr*. "Tad" began his career with Southern Pacific in 1915 and came to Western Pacific in 1922 at Oroville. He was



Engineer Tom Hunter in the cab of the engine as he brought a *California Zephyr* into Oakland on his last run on May 29. Photo by Virgil Staff.

JULY-AUGUST, 1965

road foreman of engines from 1943 until 1960 when he returned to position as engineer. His home is at 1576 Belden Court, Pinole, Calif.

Born to Trainmaster JAMES K. BRENNAN and his wife, Marilyn, on April 21 was a daughter, Jane Kathryn, 4 lbs. 6 oz. Little Jane was transferred to Children's Hospital of East Bay on April 30 and had surgery on May 12 for duodenal stenosis. She came home on May 29 and is doing fine with her weight up to 5 lbs. 4 oz. Big brother, Jude, has mixed emotions about the event, but in general accepts the idea pretty well. Jude is now 18 months of age.

Switchman WILLIAM CHESH retired in July after 49 years of railroading which began in 1916 with the Pennsylvania. He later worked for the CNW in Chicago, returned to the Pennsy's Conway Yards in 1923, and became a WP employee in 1937. "Bill" was "street" foreman for nearly 20 years and retired as "bullring" switchman. Since he hasn't done any fishing since he was a boy, "Bill" and his wife, Geraldine, plan to drive to Vancouver and try his luck en route.

With extreme sympathy we report the death on May 19 of six-week-old Charles G. Hartje IV, son of Terminal Trainmaster ANDY STENE's daughter, Charyle, and her husband Charles G. Hartje III, the son of C. G. HARTJE, JR., manager of WP's piggyback services.

We will all miss Clerk STLAS A. CRAWFORD who died June 18 in Oakland Hospital.

On Sunday, July 25, the Switchmen's Union of North America held their annual picnic at Maple Grove, Redwood Park, in the Oakland hills. The

29

outing was well attended by the switchmen and their families and many friends among whom were a number of old-timers. Vast mountains of excellent food and potables disappeared during the long day under the lavish hand of head steward DOM GOODMAN and his able assistants, ERNEST SZEKELY and ROBERT WESTMAN.

Roundhouse Foreman "SCOTTY" GAULT is still in Providence Hospital with the cast off his broken leg but facing the probability of further corrective surgery.

ARNE ANDREASEN, marine mate and pilot of the MV *Las Plumas* retired on May 30 after nearly 38 years service with the WP. He began as a deckhand in September, 1927 and was promoted to mate in 1929. Altogether he had a little more than 50 years of marine service, having started out in 1914 as a deck boy on a three-masted bark en

route to Australia with a load of lumber from Halden, Norway. In World War I his merchant marine ship was torpedoed three times. He came to San Francisco from Baltimore, Md. after the war on a passenger-freight vessel *Creole State* of the Pacific Mail Steamship Co. which later became the Dollar Lines and then President Lines. In June, 1922, Arne was shipwrecked off the coast of Oregon on a three-masted (plus diesel) trading schooner *Osmo* en route from San Francisco to Alaska. He was picked up by the Coast Guard off the rocks near Cape Blanco. He was also mate on the WP tug *Virgil G. Bogue* when she went down near the lighthouse in the Oakland estuary some years ago. Since then life has been fairly tranquil for Arne and his wife, Edith, who plan a trip to the Northwest to see friends and perhaps get in some fishing along the way.

Equity for all transport industries, asks L.B.J.

RECOGNIZING the inequities in the national transportation field, President Lyndon B. Johnson has logically asked Congress to increase or place new user charges upon the trucking, airline and barge industries.

The President's emphasis on the inequities was very firm, since the recommendations were encompassed in his message calling upon Congress to reduce excise taxes in many other fields by \$4 billion.

The airway-highway-waterway user charges would "help to eliminate the economic distortions which result

when competing modes of transportation rely in varying degrees on facilities or services provided by the Government," the President declared.

Texas Rail-Ways, published bi-monthly by the Texas Railroad Association, in its July 1 issue said that a record-breaking \$16,200,000,000 (billion) will be spent in 1965 by federal, state and local governments to aid trucks, barges and airlines. This expenditure, the magazine said, will bring to \$243 billion the total in all years for such aid.

(Continued on Page 31)



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:

Burt J. Chapman, conductor, June 22.

Silas A. Crawford, clerk, June 18.

Henry Enox, track laborer, April 13.

Frank C. Hillgrove, retired carman, June 28.

Rollo A. Hollenbeck, retired Sacramento Northern chief engineer, July 3.

Benjamin R. Huff, retired locomotive engineer, July 13.

Charles A. Judd, Jr., Sacramento Northern conductor, June 26.

Charles M. Kirkland, retired telegrapher, July 3.

Trevor J. Long, retired yardmaster, June 23.

Adrian Lopez, track laborer, June 3.

Joseph E. Moore, locomotive engineer, June 20.

Emilio Pagano, retired Alameda Belt Line employee, May 1965.

Thomas Pinkham, retired stockman, July 8.

Lewis H. Rodebaugh, retired Sacramento Northern general claim agent, July 13.

Charles E. Salisbury, retired patrolman, May 10.

Emil O. Stadem, retired hotel porter, June 16.

Jack H. Wade, retired assistant to general auditor, June 21.

Edson C. Wadsworth, retired switchman, June 27.

Harvey O. Walton, retired chair car porter, May 15.

Equity for all . . .

(Continued from Page 30)

The railroads receive no subsidies. The President's proposal:

Highways—Increase diesel fuel from 4 to 7 cents a gallon. Increase use tax on heavy trucks from \$3 to \$5 per 1,000 pounds. Increase tax on tread rubber from 5 to 10 cents a pound.

Airways—Passenger tax to continue at 5 per cent. Tax on air freight 2 per cent. Tax fuel used in general aviation 4 cents a gallon. Tax fuel used in commercial aviation 2 cents a gallon.

Inland waterways—Fuel 2 cents per gallon.

In sending to Congress his proposals for the huge reduction in excise taxes the President was emphatic when he said he would consider it "a serious abdication of responsibility" to fail to correct at the same time "serious inequities" in the field of user charges.

"The absence of a fair system of user charges," he said, "strongly affects the ability of the various segments of the transportation industry to compete and obscures the inherent advantages of some modes of transportation."

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RAILROAD LINES



Chesapeake & Ohio-Baltimore & Ohio hauling autos on bi-level flats while owners ride same passenger train on 770-mile run between Chicago and Washington.

* * *

Budd Company unveils model of train using aircraft turbine engines or electric power in each car for passenger train speeds up to 160 mph which "could be on rails within 18 months after program authorization."

* * *

New York Central's "Super-Van" all-container train service to St. Louis now delivering eastern seaboard goods 24 hours faster than before.

* * *

Canadian National, Chicago & North Western and Soo Line have inaugurated a two-way movement of piggyback service between Illinois, Minnesota and Alaska.

* * *

The total number of piggyback cars loaded since the first of the year has passed the half million mark; total for 1965 may surpass 1964 by 15 per cent.

* * *

New York Central's Flexi-Vans (wheel-less containers) have been approved for customs-bonded transportation throughout Europe.

* * *

The same rail that once carried Chicago North Shore & Milwaukee commuters is now carrying rocket components at the NASA moonport in Florida.