

WESTERN PACIFIC
Mileposts

JULY-AUGUST, 1966



Mileposts

WESTERN PACIFIC

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JULY-AUGUST, 1966

*Milepost No. 170

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



Member
 Association
 of Railroad
 Editors

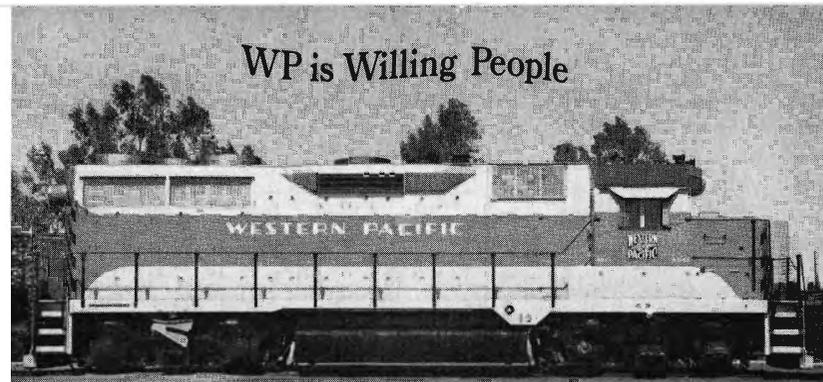


*Milepost No. 170: Looking east toward East Arboga, two and one-half miles beyond.

MANIFEST

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Trainload of New Cars Heads East at Reno Junction, Milepost 341.68. Picture by Loy Hibbs, special agent-claim agent, Portola	Front Cover
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LONG overdue recognition has been given to one of Western Pacific's most deserving, unassuming, and unpublicized railroaders by the Association of American Railroads. When John W. Gavey, project engineer-signals, was recently named Chairman of Committee 8, A.A.R. Communication and Signal Section for the years 1967 and 1968, it was in recognition of his many years of diligent performance. For the past 12 years John has been a member of this committee, concerned with grade crossing signals and grade crossing protection. He served as vice chairman during 1965 and 1966.



To substantiate the importance of John's appointment it's necessary to go back a few years. He first worked for WP as a clerk in the auditor of freight and passenger accounts in November, 1926. He entered the signal department in June, 1927 as a signal helper, advanced to positions as signalman, maintainer, signal foreman, draftsman, office engineer-signals and project engineer.

He has been a member of the A.A.R.

Signal Section (now communications and signal section) for the past 35 years, first as a railroad-affiliated member, and then as a "representative of member" member. He has participated in graduate courses in traffic engineering at the University of California with particular emphasis on grade crossing safety. John has presented papers on grade crossing safety before seminar sessions of the California Street and Highway Conference, an annual meeting of State, County and City officials involving exchange of ideas and methods.

In the course of his various duties and assignments, he has supervised construction, maintenance, design, and accounting procedures related to signal systems. This work has included and demanded extensive study of I.C.C. accounting procedures, as well as practical knowledge of design, construction, and maintenance procedures.

"Contacts made by John Gavey while attending conferences have been

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WP Is Willing People . . .

(Continued from Page 3)

of material assistance in negotiations concerning grade crossing matters," said Bruce L. McNeill, Jr., signal engineer. "The advantages gained by Western Pacific through his work and participation have been many."

John W. Gavey was born in Newburgh, New York, on September 8, 1908. He obtained his education at Mt. Diablo High School in Concord, the University of California extension division and International Correspondence School, majoring in electrical and traffic engineering.

He married the former Emily L. Owens of Berkeley in 1934 and they

have three children, Mrs. Emily Heil, Manteca; Mrs. Julie Bender, Springfield, Ore., and Bonnie, a student and resident advisor at Humboldt State College. Six grandchildren complete the family.

John is a member of Alamo Lodge #122, F. & A. M. of Walnut Creek, the Berkeley Yacht Club, and the U. S. Coast Guard Auxiliary, Berkeley, in which he is regularly assigned for official patrol duty in the Delta area as skipper and/or radio operator on safety patrol, search and rescue operations. His work with the Coast Guard is another story for a later issue of MILEPOSTS.

The Gaveys live at 1759 Hopkins Street in Berkeley.

* * *

WHEN those who know him refer to F. M. "Jack" Godwin, Jr., as a "good scout" they mean what they say both figuratively and literally.

In an area of miles around Tracy, Calif., where Jack is agent for Western Pacific, that goes for shippers, receivers, employees, civic officials, and many others who know him as a great guy.

As a 25-year veteran Scouter, there must be hundreds of Boy Scouts who will vouch that, as a "good scout," Jack is tops!

We have to go back to June 23, 1923 to begin Jack's life in Hazelton, Indiana where he lived for only six months before being brought to Nevada. He had the very rare distinction, when graduating from Alazon (Nevada) Grammar School, of being the only member of the 8th grade class! He was not alone, however, when he completed his high school education at Wells, Nevada.



Jack's first office was at least handy.

Jack spent several summer high school vacations working on the Southern Pacific section at Alazon and as a track walker at Elburz. He first went to work full time for Western Pacific as agent at Elburz, Nevada in 1942. His first office was a small shack along the right-of-way, complete with dirt floor, one three-legged stool, a board along one wall for a desk, and a 50-gallon barrel stove. He later worked from work trains to about

every station on the eastern division, and held a relief job at Shafter-Wendover and Wells when he transferred to the western division in October, 1954. He worked the Oroville first trick, Greenville agency, and Greenville-Mason relief job before bidding in the agency at Tracy (then known as Carbona) where, if possible, he hopes to retire.

Jack served with the U.S. Marine Corps in the South Pacific during World War II and was in on "D-Day" at Saipan, Tinian, and Iwo Jima. He also served with occupation forces at Sasebo, Japan, and was honorably discharged in December, 1945.

He began his Scouting career as a member of Troop 51, Wells, Nevada. After World War II, he formed a scout troop at Wells in 1946, and since that time he has continued working in scouting in one capacity or another. He is an Eagle Scout and Brotherhood Member of the Order of the Arrow. At present he is Committee Chairman of Post 510 and Lodge Advisor of Order of the Arrow. He has worked on all travel committees for the Scout's National Jamborees.

A highlight of his scouting was a special patrol formed for him by the scouts in the Tracy area. "They started me, the sole member, as a Tenderfoot Scout in the Peacock Patrol and each year at Camporee I was advanced until I became an Eagle Scout of the Peacock Patrol," he is proud to relate. "My neckerchief, a half bed sheet, was embroidered with a Peacock in scout hat and combat boots, and fringed with black tassles, presented to me by my wife. One of my scout masters presented me with a hand-carved, foot-tall Eagle slide." Jack deems this honor above all others he has received.



The Godwin family last Christmas: Bonnie, Jack, David, Mrs. Godwin, Mike, and front, little Teri.

He has also held the president's chair in the Lions Club, Veterans of Foreign Wars, and the Chamber of Commerce.

Jack married his high school sweetheart, the former Helen Murray, and they have four wonderful children.

David, 22, is now with the U.S. Marines in Vietnam where he participated in Operations Deckhouse 1, Nathan Hale, and presently in Operations Hastings. He is a brakeman for Southern Pacific. David is an Eagle Scout and Brotherhood Member of the Order of the Arrow. He served as President of the Explorer Post 510, Chief of Sumi Lodge, O.A., and as Assistant Advisor to Post 510 and Troop 511. He has been in scouting since 1951, and on January 29, 1966, was married to Gail Winters of Galt, California.

Mike, 19, graduated from boot camp on July 29 and expects to serve the U.S. Navy at sea after his leave. He

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WP Is Willing People . . .

(Continued from Page 5)

is a Western Pacific brakeman. Mike, with 10 years in Scouting, is an Eagle Scout and Brotherhood Member of the Order of the Arrow. He has served as President of Explorer Post 510, Chief of Sumi Lodge, O.A., and Assistant Advisor.

Bonnie, 16, will be a junior at Tracy Joint High School, and eight-year-old Teri, their "caboose," will be a fourth grade student at Jefferson Elementary School.

The Godwin family enjoys camping out, hunting with bow and arrow, fish-

ing, and boating. All but Mrs. Godwin water ski, and weekends are spent at an island north of Tracy. Their hobby is hunting for Indian artifacts and they have a very fine collection displayed at the WP station at Tracy.

"School groups and Cub Scouts visit me all year long. They combine two trips into one when they visit the office, however—they learn about railroading and Indians of the West."

(The Editor will welcome hearing from any employee participating in special achievements for the Company, or actively engaged in community, civic, charitable or other special work deserving of recognition.)

New ABL-OTR Superintendent

Russell H. Robinson, agent for Santa Fe Railway at Richmond, Calif., has been named superintendent of the Alameda Belt Line and the Oakland



Terminal Railway. He succeeds O. W. Morrison, who retired on August 1. The announcement was made jointly by ABL President R. W. Walker, vice president-executive representative of Santa Fe, and OTR President M. M. Christy, president of WP. The two railroads are subsidiaries jointly owned by Santa Fe and Western Pacific.

Robinson entered Santa Fe service at Richmond, Calif., on March 24, 1928 in the warehouse department. He advanced through various positions and on July 1, 1945 was named assistant supervisor of wage agreements at Los

Angeles. He was promoted to station accountant at Oakland on December 13, 1949, became chief clerk of the Oakland agent July 1, 1951 and agent at Seligman, Ariz., on October 1, 1953. He returned to Oakland as agent on March 1, 1955 and became agent at Richmond on July 1, 1958.

Morrison joined Santa Fe on October 23, 1929 as secretary to the trainmaster at Amarillo, Texas. He advanced to trainmaster's clerk at Waynoka, Okla., on November 16, 1940, moved up to secretary to the superintendent of the Colorado division at Pueblo, Colo., on January 1, 1942, and became secretary to the assistant general manager at Los Angeles on July 22, 1942. He was promoted to transportation inspector on Santa Fe's Coast Lines October 15, 1943, the post he held at the time of his appointment as superintendent of the Alameda Belt Line and the Oakland Terminal Railway on January 1, 1955.

Personnel Changes

James K. Brennan was appointed transportation analyst in the information systems section, San Francisco, effective July 1. He had been trainmaster at Oakland since 1963.

Jim, a native of Salt Lake City, was born on May 22, 1934. He graduated from Judge Memorial High School in Salt Lake with the Class of 1952. While there he received the McGean Award, presented annually to the "outstanding athlete, scholar, and gentleman." Jim spent one year at the University of Notre Dame before enrolling with the University of Utah. He graduated in March, 1957 with a B.S. degree in economics. In 1956 Jim won the University of Utah-Pacific Intermountain Express scholarship in transportation.

Jim first worked during school vacations in 1952 as a yard clerk for the Rio Grande. He became a fireman for WP on July 27, 1953 but was cut off in 1955 and worked as a brakeman for Southern Pacific. Jim spent two years as a system trainee and was appointed assistant trainmaster at Milpitas-San Jose on July 1, 1959, later moving to Oakland.

Jim and his wife, Marilyn, live in Walnut Creek and have three children, Jude 2½ years, Jane one year, and Ian, born June 15, 1966.

* * *

Richard L. Meyer succeeded Jim Brennan as assistant trainmaster at Oakland beginning July 1.

"Dick" was born at Redding on May 17, 1929. After graduation from Oroville Union High School he attended Stockton Junior College majoring in business administration.

While in school he worked at Oroville as a truck driver for the State of California. He spent the four years 1948-1952 as an engineman in the U. S. Navy, and came to work for Western Pacific on October 26, 1952. From 1955 he spent ten years as extra yardmaster at Stockton and on February 16, 1965 he was appointed assistant trainmaster at San Jose.

Richard married the former Elinor Ruth Biggs of Oroville on October 18, 1950 and they have four children. Richard Lee Meyer, Jr., is 14, Gary Allen 13, Roy Edwin 10, and daughter Marilyn Louise is eight.

* * *

Succeeding Meyer as assistant trainmaster at Milpitas-San Jose is Franklin D. Webb, formerly yardmaster at Oakland.

He was born at Paducha, Texas on January 19, 1934 and came to California from Denver at the age of seven. He attended high school at Richmond, California and spent nine months in 1951 as a switchman for the Santa Fe. He worked six months for the Southern Pacific in 1952 and became a Western Pacific employee on December 12, 1952. After spending one year in the U. S. Marine Corp he returned to WP working relief positions and as extra yardmaster until he became regular yardmaster in 1963.

It would be rather unusual for a person named Webb to work around a railroad for long without acquiring the nickname "Spider," which Franklin has. He enjoys fishing and camping, has a 10-year-old son, Rodney, and is presently living in Milpitas.

New WP director

New among Western Pacific's elected directors at the railroad's annual shareholders' meeting held in San Francisco on June 29 is R. V. Hansberger, president of Boise Cascade Corporation, Boise, Idaho. He succeeds Roy E. Larson, recently retired vice president-finance.

The new director, a Minnesota native, was born in 1920. After receiving a B.S. degree in engineering from the University of Minnesota and an M.B.A. degree from Harvard Business School, he spent seven years as assistant to the executive vice president of container Corpo-



ration of America and three years as executive vice president of Western Kraft Corporation. He became president and director of Boise Cascade Corporation in 1957. Hansberger also serves on the boards of VSI Corporation, Idaho Power Company, First Security Corporation, The Penn Mutual Life Insurance Company, Kroydon Corporation, and Futura Corporation.

Directors reelected at the meeting were Benjamin C. Carter, M. M. Christy, Lindsey W. Cochran, Peter Cook, Jr., Boyd N. Everett, James A. Folger, W. P. Fuller III, Paul J. Kern, Alfred B. Layton, Harry C. Munson, Edwin V. Parker, Joseph Rosenblatt, Theodore Weisman, Frederic B. Whittlesey.

Director Christy completed his first year as president of the railroad.

Sorry About That!

The May-June issue was pretty late in reaching you. Would you believe that for a while the editor thought you'd be receiving this issue first?

The delay was unavoidable as the issue was off the press and ready for mailing when it was first learned that a correction had to be made in the story "WP all the way Keddie to Bieber" on Page 9.

However, there's something good about everything. The insertion of the card between pages 8 and 9 to announce the correction was done by handicapped people at the San Francisco Rehabilitation Work Shop who are trying very hard to be self supporting. In this day and age THAT deserves a very large "A" for effort.

MILEPOSTS also appreciates the interest shown by the many readers who phoned or wrote to advise that they had not received their magazine. As the saying goes—"It's Nice to be Missed!"

Chief dispatcher's office

Effective August 20, the chief dispatcher's office formerly located at Elko, Nevada was moved to Sacramento, California.

All correspondence and messages formerly addressed to the Chief Dispatcher at Elko will now be addressed to Chief Dispatcher at Sacramento.

WP Opens United Crusade Drive on September 12

"We're jumping the gun this year by opening our drive for United Crusade contributions by two weeks," announced Western Pacific Chairman Dan Irwin as this issue went to press. "The official opening date is September 26 but we will be ready to roll on September 12 and hope to have our drive completed by the end of the month, thereby avoiding a lengthy campaign."

Assisted by Frank Rauwolf as co-chairman, Dan planned their first meeting for September 7 to appoint a committee to begin action on the following Monday.

In your community the campaign may be called the United Fund or Community Chest, the United Crusade, or the United Givers Fund. "But whatever it is called," said President Lyndon B. Johnson, "it represents the reaching out of the American hand of compassion and concern . . . your local United Way campaign deserves your best attention. It calls for your understanding. It needs your support."

Over the years, the United Crusade has developed a realistic guide for giving, based on community needs. How much you give must be your personal decision, reflecting your own financial circumstances and your individual sense of involvement with your community.

Fair Share standards to provide the funds needed range from a total gift of \$18 for persons earning \$250 a month up to \$60 for those who earn \$825 a

month. For persons with income of \$10,000 and up a year, the guide is one per cent of gross income, the percentage increasing in proportion to income level.

More than 90 cents of every dollar received returns to your community to do what you want it to. Because thousands of men and women work without pay to raise and distribute funds, costs and expenses are small.

Some examples of what your United Crusade gift can buy, are:

\$12—two home calls by a visiting nurse so that a sick or injured person can stay at home instead of requiring more expensive care.

\$24—one month's care in a United Cerebral Palsy pre-nursery program to enable a child to enter school and eventually become self-supporting.

\$36—one pair of eyeglasses for a child whose parents cannot pay.

\$48—five days' maintenance for a deserted woman and her baby by Traveler's Aid Society.

\$60—one month's counselling for a street gang by a trained worker from a Crusade Neighborhood Center.

Many people ask "why do we still have other drives?" United Crusade explains that some agencies refuse to join, some cannot meet the standards set by the citizen committees, and many United Crusade agencies must conduct special appeals because people do not give enough to the United Crusade. Your one Fair Share gift will work many wonders!

“Les Feuilles d’Automne”

ONE of nature’s finest shows takes place each autumn when green leaves turn to rich yellows, reds and golds. To view this spectacular transformation at its best, there probably is no better showplace than eastern Canada and the rolling hills of charming New England states.

One of the most enjoyable ways to get there is with CLIFTOURS’ deluxe, escorted 25-day “Les Feuilles d’Automne” tour departing from the Bay Area on September 24. Before returning home tour members will have traveled through 18 states, visited Montreal and Quebec, New England, New York and Washington or (optional) Nassau.

The entire tour is designed for sight-seeing at a leisurely pace. For transportation cross country to Chicago, CLIFTOURS selected Western Pacific’s vista-dome *California Zephyr*. The train’s schedule provides passengers with daytime closeup viewing of California’s Feather River Canyon, Colorado’s Rocky Mountains, and the plains of Iowa and Illinois.

Leaving Chicago on the “International Limited” the tour crosses into Canada and skirts the shores of Lake Ontario enroute to Montreal and Quebec. Ample time is allowed during stopover in both cities for well-planned tours and leisure time to fully enjoy the many points of interest in this transplanted “bit of old France.” The return from Quebec is along the other bank of the St. Lawrence to Montreal, thence by motor coach to Burlington, Vermont to join a Tauck tour through

the magic fairyland of “Les Feuilles d’Automne.” Coaches engaged by Tauck Tours, Inc., are especially appointed and incorporate the latest in design, air-conditioning, public address systems and riding comforts. Schedules provide many rest stops for picture taking, exploring various points of interest, and care-free travel. The itinerary is designed to include the best of colorful Vermont, New Hampshire, Maine and Massachusetts, delightful overnight accommodations and unique New England dining while enroute.

The latter part of the 25-day tour offers a choice of destinations. From New York there is a six-day cruise aboard the *SS Oceanic* including two full days in Nassau. Or, after two days in exciting New York, continue to Washington and enjoy the historically famous points of interest in the nation’s capital and surrounding Virginia and Maryland.

The return home aboard the *California Zephyr* affords an opportunity to see any scenery missed on the east-bound trip (and it’s worth seeing twice!) before arriving in the Bay Area about four weeks later.

Reservations and additional information are available at travel agencies or from Frank Rauwolf, Western Pacific Railroad, 526 Mission Street, San Francisco 94105 (Phone 982-2100).

Railroad travel during 1965 was nearly 2½ times as safe as bus, more than five times as safe as domestic airline, and 34 times safer than automobile travel.

The man who never made a mistake

This message is from..

Newsweek

A great number of otherwise well-qualified men never seem to rise above a certain level. They seem to have a deathly fear of ever being wrong. They never want to make a decision because they never want to make a mistake. If it is your goal in life to be known to your associates as the man who never made a mistake, then be prepared to be known also as the man who never really accomplished very much. Today, make a few decisions on your own. They may be right or they may be wrong. But you made them—and tomorrow your boss may also give you a raise.

Smokey Bear likes help

May we join Mr. Henry Wehde, Jr., vice president of the Advertising Council, in extending our deep appreciation for the work MILEPOSTS has done for Forest Fire Prevention. As you know, it requires cooperative efforts of many people to tell the story and the job you are doing is an important part of these efforts.

John J. Lavin, Asst. Director
Forest Fire Prevention
United States Department
of Agriculture
Washington, D.C. 20250

* * *

Talented honor student

The months of May and June 1966 were memorable ones for Louise Reinking, daughter of Assistant Welding Supervisor and Mrs. Paul W. Reinking of Winnemucca.

On June 3 Louise received the gold medal award for academic achievements at the 8th grade graduation exercises of Winnemucca grammar school. Her grade point average was 99.28. This graduating class of 113 was



Mrs. Reinking, Karl, Paul, and daughter Louise.



Dear Editor:

the largest in the history of the school. Louise has won awards in water color landscapes, participated in choral groups, in the soprano section, and also as piano accompanist. She was active in the student council and on the staff of the school paper.

Louise was confirmed at Zion Lutheran Church at Winnemucca on May 22. The class of five was the first to be confirmed in the newly constructed church.

To round out events happening in the month of May, this talented young miss observed her 14th birthday on the 21st which, happily, made her eligible for her Honda license. Congratulations, Louise!

J. E. Campbell
General Supervisor
MW&S Welding Department
Oakland, California

* * *

Now in nation's Capitol

After ten months traveling the western states for the Interstate Commerce Commission I have been transferred to their Washington, D.C., office. The new assignment is to supervise the review of examination reports submitted by our field auditors.

I miss the many friends at Western Pacific but keep up with their activities in MILEPOSTS which I enjoy read-

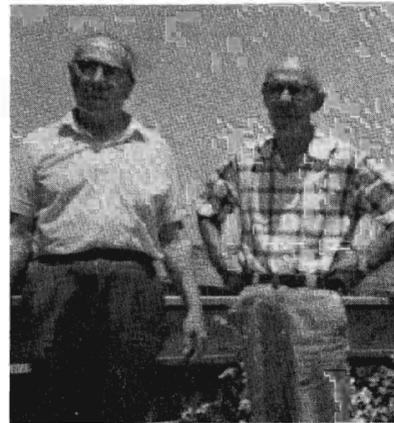
ing. So that I will continue to receive the magazine will you please correct my mailing address as shown below.

Cliff E. Warner
10929 Pleasant Acres Drive
Adelphia, Maryland 20783

* * *

Leisure Town is great

We have been living at Leisure Town since our retirement as yardmasters at San Francisco. Anyone desiring a nice place to live when they retire from Western Pacific should look into the features Leisure Town has to offer. Two golf courses, two swimming pools, putting and lawn bowling greens, gym-



Leisure Town "yardmasters"

nasium with sauna bath, hobby shops, large recreation hall, nearby fishing and boating, and nice homes or apartments reasonably priced. We're only an hour's drive from the Bay Area and a half hour from Sacramento, opposite the Nut Tree Restaurant on Highway 80. Come up and see us!

William G. Reynolds
Frank W. Thompson
Leisure Town
Vacaville, California

* * *

Great vacation spot

During June our family enjoyed a fine vacation at Clear Creek Junction on the WP's fourth subdivision. I am a Grant District teacher and during summers work as a clerk in WP's 3rd and "R" Street freight office, Sacramento. In addition to watching the trains pass near our cabin at Milepost K-35.2, we all enjoyed a real rest and plenty of Lake Almanor swimming. The family includes my wife, Dorie; Kim, 2 years; Arne, 4 months; and dachsie, Gretchen.

Ernie Bracchi
2920 Sandhurst Court
Sacramento, California 95821

* * *

South American rail tour

For many years we have been receiving your MILEPOSTS which have been read with interest. Since we are leaving for a year's tour of South America may I suggest that you temporarily remove my name from your mailing list.

While in South America we plan to ride the Guayaquil Quito, Central of

(Continued on Page 14)

Dear Editor: . . .

(Continued from Page 13)

Peru, Southern of Peru, Antofagasta Bolivia, plus the state railroads in Southern Chile and several in Argentina.

Upon our return we hope to move into the Feather River Canyon area and will then, of course, want to receive MILEPOSTS again.

Clyde B. Gentle
1120 Cabrillo Avenue
Burlingame, California

* * *

New reader

Yesterday I had the pleasure of reading the latest issue of MILEPOSTS. If permissible, I would like to have my name added to your mailing list. I have never had the pleasure of working for your railroad, but I have long admired it, its trains and most of all its crews, and I wish you many "high-green's" in the future.

Craig H. Trout
2274 West Parkhill
Littleton, Colorado 80120

* * *

Rare bird finds home

There has been a lot of action at the home of Engineer George W. Woods for the last month. Early one morning he was awakened by much fussing by the bluejays which land in our yard. George opened the door and found a cat pouncing on a white-feathered baby bird which he rescued and



A bluejay that knows which "Woods" is best.

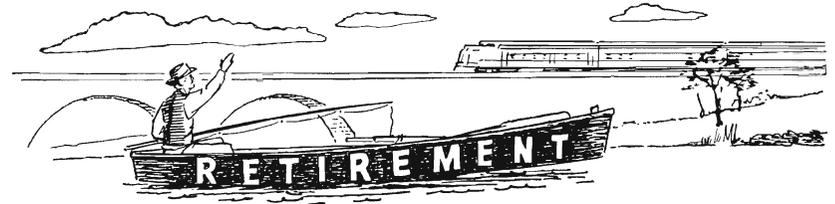
brought inside. After the bird was made comfortable in an old parakeet cage that had been stored away it began making sounds like the bluejays outside. A phone call to a veterinarian solved the mystery—the bird is a rare albino bluejay. Retired Engineer L. C. Parkinson and retired Machinist J. J. McGraw stopped by and the three men figured out a milk formula which the baby bird takes from an eye dropper. The bird is almost feathered out and is very tame and gentle. It picks up items with its beak and puts them in the cage and makes a racket when George arrives home from work. The picture isn't the greatest, but a good likeness.

Mrs. George W. Woods
927 South Grant Street
Stockton, California 95206

The true art of memory is the art of attention.

* * *

Why bother to climb the ladder of success? Wait a while and the government will probably build you an escalator.



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

William R. Bedient, switchman, Portola, 23 years.

Louis E. Carson, clerk-stations, San Francisco, 22 years 5 months.

Harry E. Carver, right-of-way engineer, San Francisco, 24 years 4 months.

Floyd A. Darnell, store helper, Oroville, 21 years 4 months.

Mary L. Elliott, roundhouse clerk, Stockton, 23 years 10 months.

Clifford F. Fields, road foreman of engines, Elko, 39 years 10 months.

Donald D. Fuller, telegrapher, Keddie, 12 years 11 months.

John A. Hamilton, yardmaster, Winnemucca, 34 years 11 months.

Harold Heagney, chief clerk revising bureau, San Francisco, 44 years 5 months.

Glen W. Johnson, conductor, eastern division, 29 years.

Robert E. Justice, switchman, Stockton, 13 years 11 months.

Frank T. Kelly, signal maintainer, Oakland, 43 years 2 months.

Clarence C. Kennedy, locomotive engineer, Oroville, 39 years 8 months.

Charles B. Kirkpatrick, roundhouse foreman, Stockton, 29 years 2 months.

Morton D. Lindley, dining car steward, Oakland, 20 years 4 months.

Gerald W. McCauley, chief clerk freight office, Stockton, 47 years 4 months.

Orville W. Morrison, Alameda Belt Line superintendent, Alameda, 11 years 7 months.

Andrew P. Murphy, freight agent, San Francisco, 44 years 6 months.

Langdon E. O'Hara, Alameda Belt Line locomotive engineer, Alameda, 17 years 8 months.

Richard Richards, section laborer, Elko, 25 years 2 months.

Edward F. Serrano, engine watchman and laborer, San Francisco, 13 years 7 months.

Reuben E. Swanson, switchman, Sacramento, 29 years 1 month.

Leona M. Sypher, second cook, Portola Hospital, 20 years 4 months.

Charles H. Tarver, dining car waiter, Oakland, 29 years 1 month.

Muril Q. Waugh, machinist, Oroville, 29 years 4 months.

We're going to spend \$30 billion to find out if there's any intelligent life on Mars. Of course there's intelligent life on Mars. You can tell by the fact that they're not spending \$30 billion to find out about us!—*Transreporter*

* * *

Most husbands prefer that their wives wear their dresses a little longer—like about three years longer!

WHEN John A. Brown, locomotive engineer, retired at Elko on July 5, 1966, he had the distinction of being the first employee to retire at age 65 with 50 consecutive years of Western Pacific service.

When John first went to work as a call boy in the summer of 1916 at the age of 15, Western Pacific had been running work and freight trains for only about seven years; passenger trains for not quite six. And, it was only a little over eight years after John was born in San Francisco on July 4, 1901 that the last spike was driven on the WP at Keddie on November 1, 1909.

His mother died from childbirth and he was only a little over three years old at the time of his father's death. John was reared by his father's sister, Mrs. George A. Woodward. Her husband was a conductor on the Southern Pacific. Other members of the Woodward family with whom John was reared were George Clyman, former WP boilermaker and now deceased; Earl A., former WP conductor now living in Alaska; Harold M., rancher at Dyke, Humboldt County, Nevada; Raymond, a WP conductor living in Winnemucca; and Genevieve Woodward Cross, now living in California.

George Woodward moved to Winnemucca in 1909 to become a WP conductor during construction days, and the family followed in October, 1910. It was there that John entered the fourth grade and completed his grammar school education.

After a little over a year's time as call boy, for which he received \$60 a month for a 12-hour day, John went to work as laborer, mechanical helper, hostler and stationary fireman. He

WP career ends for first 50-year employee



John with his switch engine and sign his son, Dr. Brown had prepared for retirement party. Photo by Earl Frandsen, Elko Daily Free Press.

entered road service as a fireman on August 29, 1918 working from Winnemucca west to Gerlach, and east to Elko. John transferred to Elko in 1922 and lived with the J. P. Marsh family, whose home occupied the corner directly north across the street from the present Elko Daily Free Press building. He fired freight trains to Winnemucca or Wendover, and passengers from Elko to Gerlach. On June 13, 1924 he became the youngest man on the WP to be promoted to engineer.

On June 25, 1924, John married Allene Wright, whose father, Professor H. H. Wright and mother, Lulu Boyd Wright, had arrived in Elko in 1907. H. H. Wright was then associ-

ated with his brothers-in-law, Q. D., Charles, Justice, and Allen Boyd in railroad construction who had built roadbeds in Missouri, Idaho and Indiana. In Nevada, they built the WP right of way in the Black Rock Desert west of Gerlach, through the Palisade Canyon, from Halleck to Elko, and in the Elko yard, all work being done with mule teams.

Q. D. Boyd married Laura Glaser and established the Boyd Ranches at Halleck, Rabbit Creek, and South Fork, Elko County. The latter two ranches were sold and the Andrew Boyd family continue to operate the Halleck Ranch. Charles Boyd remained a bachelor and assisted Q. D. in ranching. Allen Boyd and his wife, Catherine, operated the Gerlach Hotel for many years, occupied primarily by WP train crews as Gerlach was the junction of the railroad's eastern and

western divisions until 1932. Catherine Boyd Brooks still resides in Gerlach.

While alighting from a locomotive across from the shops in Winnemucca on October 26, 1925, J. A. fell, sustaining a severe head injury and crush of the right leg resulting in amputation below the knee. After recovering from his accident he worked for several years with C. A. "Pinky" O'Neil on the Elko yard engine, but later returned to road service. He always walked the mile to and from his home on the hill in Elko to the shops daily despite his injury.

In 1939, John broke in the first diesel-electric locomotive acquired by WP, and on New Years Day, 1944, he was the first engineer to operate #558, the first diesel switch engine assigned to Elko.

J. A. was also engineer on the California Zephyr trains between Elko and Gerlach, but since this required running at night both ways with almost a full day's layover in Gerlach, he de-

(Continued on Page 18)



At a retirement party given in his honor on July 13, J. A. Brown was presented with a 50-year retirement certificate by Superintendent Jimmy Lynch, and a 50-year service pin by Secretary Theda Mueller. Photo by Earl Frandsen, Elko Daily Free Press.

Hot Weather Tip

I'm Miss Careful Handling's twin sister. (Her picture is on Page 21.)

I know enough to take it easy when the weather gets hot. And my pals on the railroad are just as smart. When they cut cars in hot weather they send them rolling without much speed. They know that heat softens the journal oil, and cars naturally roll faster and further. So I'm counting on them to take it easy in hot weather.

That drink in my hand? It's lemonade. Rule G, you know!



First 50-year employee . . .

(Continued from Page 17)

ecided to return to yard service in Elko where he has operated a switch engine for the last seven years.

His wife, Allene, died last year after a lengthy illness, and John continues to live at his home on Juniper Street in Elko. For the present he plans to continue to maintain the home, although he will probably spend winters in a warmer climate. He does plan to see more of his grandchildren, Tyler, age 6, and Robin Lee, age 4, who live in San Francisco with their parents, Dr. Robert L. Brown, an orthopaedic surgeon, and his wife, Mary. MILEPOSTS is grateful to Doctor Brown for this interesting history about his father.

Moving?

It is important, when notifying MILEPOSTS of a change in your address, that you give both your old and new addresses—including both ZIP numbers!

Beginning January 1, 1967 all "bulk mail," which includes MILEPOSTS, must have a ZIP number included with the address.

A big city reporter asked a friend who ran a small country weekly newspaper: "How can you keep your subscriptions in a town where everyone already knows what everyone else is doing?"

The editor grinned. "They know what everyone's doing, all right, but they read the paper to see who's been caught at it!"

MILEPOSTS

MILEPOSTS



IN GOLD

MILEPOSTS congratulates the following railroaders who are eligible for Service Pin Awards during the months of July and August 1966:

40-YEAR PINS

Forrest V. Drake.....	Machinist.....	Sacramento Shops
Virgil H. Edwards.....	Trainmaster-Road Foreman of Engines.....	Oroville
Earl E. Fightmaster.....	Locomotive Engineer.....	Western Division
Clifford F. Fields.....	Road Foreman of Engines.....	Elko
Jack H. Hyland.....	Asst. Freight Pricing Manager-T.C.....	San Francisco
Charles A. Nordholm.....	Locomotive Engineer.....	Western Division
William F. Parker.....	Engine Watchman.....	Sacramento Shops

35-YEAR PIN

Merle E. Bowman.....	Section Foreman.....	Western Division
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30-YEAR PINS

James D. Blair.....	Locomotive Engineer.....	Western Division
Fred W. Brandes.....	Senior Sales Representative.....	Sacramento
Wilbert S. Cope.....	Asst. Mgr. Labor Relations.....	San Francisco
Wallace Craig.....	Carman.....	Sacramento Shops
George M. Crum.....	Signal Storekeeper.....	Sacramento
Walter F. Damaske.....	Conductor.....	Western Division
Lawrence Daniel.....	Assistant Chief Clerk.....	Stockton
Vance L. Dick.....	Carman Helper.....	Sacramento
Jack A. Grubbe.....	Locomotive Engineer.....	Western Division
Arthur J. Heckala.....	Locomotive Engineer.....	Western Division
Daniel J. Irwin.....	Asst. Mgr. Labor Relations.....	San Francisco
Charles B. Kenney.....	Yardmaster.....	Keddie
Richard Kinzel, Jr.....	Carman.....	Sacramento
Ernest V. Lerner.....	Locomotive Engineer.....	Western Division
Ralph E. Luzzadder.....	Locomotive Engineer.....	Western Division
Joseph F. Maloney.....	Rate & Bill Clerk.....	San Jose
Donald J. Moffitt.....	Blacksmith Helper.....	Sacramento
J. P. Moudy.....	Section Foreman.....	Eastern Division
William E. Meyers, Jr.....	Locomotive Engineer.....	Western Division
Bartolo Najera.....	Assistant Foreman.....	Western Division
C. W. Owen.....	Brakeman.....	Eastern Division
N. G. Pendergraft.....	Conductor.....	Western Division
Harlan O. Powers.....	Carman Foreman.....	Portola
Leon P. Radcliff.....	Special Agent-Claim Adjuster.....	Sacramento
John M. Rustan.....	Claim & Industry Clerk.....	Stockton
Myrl M. Snow.....	Locomotive Engineer.....	Western Division
Earl A. Thompson.....	Asst. to Signal Engineer.....	Sacramento
Willie R. Turner.....	Locomotive Engineer.....	Western Division
Vern Van Natter.....	Conductor.....	Western Division
Birger E. Westman.....	Claim & Industry Clerk.....	Oakland
Lloyd E. Whisler.....	Locomotive Engineer.....	Western Division

25-YEAR PINS

Fred C. Anderson.....	Locomotive Engineer.....	Western Division
Chester F. Barnes.....	Locomotive Engineer.....	Eastern Division
Champ C. Bishop.....	Conductor.....	Western Division
R. L. Carskadon.....	Locomotive Engineer.....	Eastern Division
Manuel M. Coquim.....	Carman.....	Sacramento Shops
George W. Daniell.....	Locomotive Engineer.....	Eastern Division
Helen T. Decker.....	Head Statistician-Marketing.....	San Francisco
Edward M. Du Brutz.....	Locomotive Engineer.....	Western Division
Robert A. Failing.....	Secretary-Clerk, M/W Equipment.....	Oakland
Harold W. Fife.....	Conductor.....	Eastern Division
William C. Filbeck.....	Locomotive Engineer.....	Western Division
E. M. Flahive.....	Asst. Chief Clerk-Data Processing Department.....	San Francisco
John G. Ford.....	Yard Clerk.....	Elko

(Continued on Page 20)

Mileposts in Gold . . . (Continued from Page 19)

William D. Gladney.....	Interchange Clerk.....	Sacramento
Alvin C. Gregg.....	Section Laborer.....	Western Division
Henry W. Hobbie.....	Chief Ticket Clerk.....	San Francisco
John Jay.....	Machinist Helper.....	Oroville
Chester F. McDonald.....	Locomotive Engineer.....	Eastern Division
Robert V. McGinnis.....	Locomotive Engineer.....	Western Division
John T. McLaughlin.....	Conductor.....	Eastern Division
John R. McNeill.....	Locomotive Engineer.....	Western Division
Earl P. Miller.....	icing & Report Clerk.....	Stockton
Edgar C. Newman.....	Locomotive Engineer.....	Western Division
George A. Oels.....	Locomotive Engineer.....	Western Division
Burr E. Outlaw.....	Locomotive Engineer.....	Western Division
Donald R. Patterson.....	Conductor.....	Western Division
Richard S. Pattison.....	Carman.....	Oroville
Othel W. Perry.....	Locomotive Engineer.....	Eastern Division
Lamar Porter.....	Conductor.....	Eastern Division
George R. Porterfield.....	Locomotive Engineer.....	Western Division
Loren L. Powell.....	Conductor.....	Western Division
Ray D. Reese.....	Yard Checker.....	Stockton
Peter Rosenkrants.....	Conductor.....	Eastern Division
Graham W. Snyder.....	Fireman.....	Western Division
John A. Vrismo.....	Conductor.....	Western Division
Robert M. Wakefield.....	Locomotive Engineer.....	Western Division
Helen M. Williams.....	Per Diem Clerk.....	San Francisco
Homer D. Wolf.....	Conductor.....	Western Division

20-YEAR PINS

Jack B. Clark.....	Relief Clerk.....	Elko
Vitoriano M. Diaz.....	Laborer.....	Stockton
Richard Duncan, Jr.....	Section Laborer.....	Western Division
James F. Finley.....	Internal Auditor.....	San Francisco
Andrew Gianetti.....	Carman.....	Stockton
Miriam L. Grude.....	Crew Clerk.....	Stockton
Jasper R. Hicks.....	Store Laborer.....	Sacramento
Robert F. Lawton.....	Machinist.....	Sacramento
Harold Mettett.....	Car Foreman.....	Oakland
Tracy L. Monks.....	Blacksmith Helper.....	Stockton
James E. Roberts.....	Blacksmith.....	Sacramento
Albert F. Schwarzenberger.....	Machinist.....	Sacramento
Manual J. Silva.....	Head Bill Clerk.....	Sacramento
Walter D. Smith.....	TCS Maintainer.....	Beowawe
Lenore Studt.....	Head Machine Operator-Clerk.....	San Francisco

15-YEAR PINS

William H. Covert.....	Switchman.....	Western Division
R. O. Daniels.....	Fireman.....	Eastern Division
Phillip C. Hendren.....	Switchman.....	Western Division
O. L. Hocker, Jr.....	Asst. to Director Industrial Development.....	San Francisco
Norma A. Joseph.....	Stenographer-Clerk.....	Sacramento
Robert L. Millhiser.....	Carman.....	Portola
Leon Monks.....	Water Service Maintainer.....	Western Division
George L. Noisat.....	Manifest Clerk.....	San Francisco
Donald W. Obenshain.....	Switchman.....	Western Division
Lloyd W. Peters.....	Interline Recheck Clerk.....	San Francisco
Florian L. Turner.....	Red Cap.....	Oakland
Laurence E. Sweet.....	Switchman.....	Western Division

10-YEAR PINS

John Baranesky.....	Car Foreman.....	Oakland
J. E. Bennett.....	TCS Maintainer.....	Carlin, Nev.
Jack A. Bergstrom.....	General Secretary-Marketing.....	San Francisco
M. B. Brunner.....	Brakeman.....	Western Division
A. F. Chaplin.....	Wire Chief.....	Sacramento
G. D. Gieber.....	TCS Maintainer.....	Wendover
R. E. Hale.....	Switchman.....	Western Division
Edward O. Hood.....	Machinist.....	Sacramento

(Continued on Page 21)

Look What Happened to Our Pretty Heroine Since Last Issue!



HELP!
*I'm a prisoner
of C.R.A.S.H.*

That dreadful secret society has captured your sterling, true-blue friend, Miss Careful Handling.

All you railroad men know what that horrible C.R.A.S.H. stands for: Cars Roughly And Shockingly Handled. The agent of this society couldn't stand Miss Careful Handling going around talking to railroad people about safeguarding freight shipments. So I'm in an awful spot.

The only one who can save me now is the man from C.O.M.C.H.* Are YOU that man?

***You'll find out in next issue's exciting episode.**

Mileposts in Gold . . . (Continued from Page 20)

T. W. Hutchins.....	Brakeman.....	Eastern Division
D. M. Joy.....	Brakeman.....	Western Division
Amos N. Nelson.....	Freight Claim Investigator.....	San Francisco
J. E. Nowlin.....	Brakeman.....	Western Division
H. A. Owens.....	Switchman.....	Western Division
R. T. Peterson.....	Switchman.....	San Francisco
W. P. Petterson.....	Traveling Accountant.....	Memphis, Tenn.
Eugene P. Schmittgens.....	Sales Representative.....	San Francisco
Mrs. M. Tansey.....	Adjustment Clerk.....	San Francisco
K. J. Tinker.....	Traveling Auditor.....	San Francisco
W. E. Wakeland.....	Telegrapher.....	Keddie

* * *

Correction May-June issue: Reported 15-Year Pin for Florence M. Libby, secretary to vice president-finance. With MILEPOSTS' apology, Florence's correct title is secretary to vice president-marketing.



STOCKTON

Elaine Obenshain

Mrs. MARY LEDA BARRY ELLIOTT, roundhouse clerk since September 1942, retired on June 30. "May" was the first white child born in the Arctic Circle. The event took place in a log cabin on the Yukon River at Circle City, Alaska, on December 7, 1900. The temperature was 50 degrees below zero that night, and her father, a blacksmith, placed her apple box crib behind the stove to keep her warm. Her parents, James Michael and Lida Rickel Barry, brought her to the states in August 1901.

"May's" daughter, BETTY ANN FOX, was employed as a clerk in the store department during World War II working for AL KASPER, now manager of purchases and stores. "May" has one granddaughter and one grandson. She hopes to make a trip to Alaska to revisit Circle City which is now the end of the road north from Fairbanks. As for her nearly 24 years with WP, she says she has "enjoyed every minute."

June 30 was also the retirement date for GERALD W. MCCAULEY, chief clerk at the freight office. "Jerry" first hired out as call boy at Stockton on Feb-



Mr. and Mrs. McCauley

ruary 4, 1919. He was roundhouse clerk when the late JACK PETERS, chief clerk, asked him to become assistant yard clerk which, in those days, was quite an honor. He broke in on freight house jobs after hours in the yard, and worked as rate and bill clerk at San Jose for 11 years, revising clerk at San Francisco for seven years, and held various positions at Stockton including warehouse foreman. He became chief clerk when MERYLE REIGNER went to New York City as sales representative. "Jerry" was given an engraved electric wristwatch and some "spending money" at a retirement dinner held at Turks Restaurant on June 24. He and his wife, Hilda, plan a trip to Minneapolis this summer which is quite a treat to "Jerry" as he has

never been further east than Denver.

ROSS MORENO, former electrician, was promoted to position as relief roundhouse foreman, and Electrician JAMES GILLY was moved to Stockton from Oroville.

Our very best wishes for many years of happiness to Clerk LARRY A. BALLARD and Jeannette Stolz who were married June 18 at Carson City.

Car Inspector EVERETT C. MULLINS retired on May 31 after nearly 23 years with WP and, prior to October 1943, some 14 years with the PFE. He bought a new car and a 20-foot travel trailer and he and his wife are planning a trip to Oregon, Washington and on into Canada. The Mullins have four sons, one daughter, 14 grandchildren, and six great grandchildren. Fellow employees held a dinner for him on June 3 at which he was presented with a transistor radio and money.

CHARLES B. KIRKPATRICK, roundhouse foreman, retired on June 2.



Charley is shown at the left in the above picture with his successor, Roundhouse Foreman C. L. "Lefty" Myers.

Telegrapher and Mrs. PAUL GAGE announced the arrival of son Robert Lewis, the first grandchild for Clerk and Mrs. B. N. GAGE.

A daughter, Rosemarie Lane, arrived June 5 at the home of Switchman and Mrs. W. E. JONES. They have a son, Frank, age 3.

The arrival of a daughter, Sheryl Lynn, on June 8 was announced by Clerk and Mrs. JOHN DORTON.

Ramon W. Randall, Jr., son of Engineer and Mrs. R. W. RANDALL, graduated from University of California (Davis campus) as a chemical engineer and has accepted employment with Du Pont at Antioch.

Carman S. G. EQUINO and Conductor J. T. BURROWS have been ill and we are looking forward to their return to work.

NEW YORK CITY

Richard J. Tracy

Our Sales Manager W. M. WORKMAN is forsaking the Garden State and will now reside in Stamford, Conn.

Congratulations to Clerk MIKE RZEZNIK on his recent marriage followed by a wedding trip to the Pocono Mountains.

JACK EDWARDS, sales representative, is awaiting the return of his son, John, who has just completed three years with the Air Force in Germany.

Our retired Sales Representative JOE MASON, now with the U. S. Government, is off again on another foreign adventure with his wife, Marjorie. This time to Scandinavia for a one month's tour of Sweden, Finland, Norway and Denmark, including Lapland and the Arctic Circle, Land of the Midnight Sun. The Masons spent five weeks last Spring in an air journey

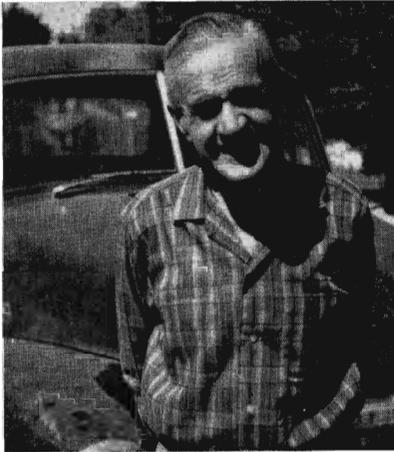
around the world and the year before visited 11 European countries.

JOAN HEALY is the new secretary to Sales Manager W. M. WORKMAN and District Sales Manager HAROLD KLEIN. Joan has been married for just short of one year and is now residing in Elmhurst, Queens on Long Island. She attended Good Counsel College in White Plains, New York and before coming to the WP, was employed by the Great Northern Paper Co. as secretary to director of traffic.

WINNEMUCCA

Hank Mentaberry

After just 24 days less than 35 years service with Western Pacific, JOHN A. HAMILTON retired on June 30 as yardmaster at Winnemucca. "Ham," nearly 75 at the time of his retirement, was born August 27, 1891 in Philadelphia, Pennsylvania. He received his schooling at Girard College in Philadelphia.



"Ham" retires at 75!

John first hired out with the Colorado and Southern at Fort Collins in 1912, prior to serving with the AEF 353 Infantry in the Army of Occupation in World War I. Upon his return to civilian life in 1919, John rejoined the C&S until he was cut off in 1931. He then hired out with the Union Pacific in Cheyenne, Wyoming as a switchman. He moved to Portola and first went to work for Western Pacific as a switchman on July 24, 1931. He became yardmaster at Winnemucca on October 30, 1939.

With over 47 years of railroading behind him, "Ham" and his wife, Elizabeth, plan to spend their time enjoying life which for "Ham" will include as much fishing and hunting as is possible. And, of course, visiting with their children "Jack," Jr., Winnemucca; Charles, Carson City; Mrs. Margaret Price, Oakland; and HAROLD F. "BILL," WP assistant freight pricing manager, of San Leandro.

SACRAMENTO

Telegrapher A. W. MOORE's son, Gene, completed his freshman year at Yale University receiving an average of 89 in his final grades. This put Gene in the top 10 percent of his class as a "Ranking Scholar." He made the Dean's honor list during his first semester with an average of 85.

In English, Gene won a \$150 prize for his essay "Savagery and Civilization" in Joseph Conrad's "Heart of Darkness." This was an early concentration class of eight freshmen taught by the noted playwright, Miss Lillian Hellman.

Gene also won a trophy and two medals for highest score on the freshman rifle team.



Retired WPAC honorary members from left to right, back row: A. Santos, J. DePangher, R. Kelleher, T. Alerich, J. Strawn, G. Napoli, F. Grimes, H. Brown, C. Keller. Center row: L. Morris, H. Weathersby, D. Sarbach, W. Fouche, W. Spann, F. Tomlinson, J. Fippin. Front row: J. Jelisich, F. Bieser, M. Cacic, J. Stratton, A. Zinniel, F. Rohrer, J. Roderich. Group picture furnished by J. R. LaMalfa.

MECHANICAL DEPARTMENT

Clara R. Nichols

Retired Western Pacific employees who are honorary members of the Western Pacific Amusement Club got together again in May for their annual party. They enjoyed a ham dinner with all the trimmings and a variety of entertainment. This annual get-together gives each one an opportunity to get re-acquainted to tell the others how hard he worked during the past year while fishing, hunting, traveling, and loafing around the house. The above group picture was furnished by J. R. LAMALFA, lead draftsman.

SAN JOSE-MILPITAS

Phil Hazlett, Lee Marshall

WILLIAM L. DANCE, retired lead carman, died in a San Jose hospital on July 5 at the age of 67. He was the husband of Frances Dance, the father of Hal, Bill and Leland Dance and Margaret Dance Carrell, the stepfather of Barry, Charles and William Hildebrand, and the grandfather of 17. Final rites were held in Ogden, Utah. All of us who knew "Pappy" will miss him, knowing he will no longer make his visits at Milpitas, where for years he did a fine job.

Although we're sorry to see R. L. "DICK" MEYERS, assistant trainmaster, leave for Oakland, we welcome F. D. WEBB into our Milpitas-San Jose family. He was formerly yardmaster at Oakland.

We also welcome another generation who are coming along. Such as K. P. D. "DON" DUNTON, son of retired Agent KEN DUNTON, and CHRIS HAZLETT, son of Assistant Agent PHIL HAZLETT, who both are working with us as summer relief clerks. Also to BEN BATTLES, son of retired Gerlach, Nevada Agent BEN BATTLES, who is the new assistant chief clerk at Milpitas.

District Sales Manager JOHN DULLEA's youngest daughter, Mary, has been in the Stanford Hospital for major surgery. However, we understand she is getting along very well and should be home soon.

Recent visitors in the sales office were retired Agent KEN DUNTON, always looking younger, and CARL NIPPER, retired assistant to director of industrial development, working as hard as ever on his real estate deals.

Freight car loadings were down 10 percent last month while alcohol consumption was up 22 percent. Proves more people are getting loaded than are freight cars.—Signature

OROVILLE

Helen R. Small

Diane Chapman, daughter of Mrs. Dorothy Chapman and the late Conductor BERT J. CHAPMAN, has received a \$700 Elks National Foundation Scholarship. Diane graduated from Oroville High School in June and plans to enter Chico State College next fall to major in mathematics and minor in animal husbandry.

Oroville's pitching ace, Gary Nolan, son of Switchman and Mrs. R. T. NOLAN, signed a professional contract with the Cincinnati Reds of the National League. The club's farm director, J. M. McLaughlin, said it was "one of the largest bonuses given by Cincinnati in a long time." Gary left Oroville July 1 to join the Reds at Houston for a week of indoctrination before going to Class A, Sioux Falls (S.D.) Canaries, for the summer, required playing for all draftees, and then to Tampa, Fla., for the winter league and spring training next year. Gary's wife, Carol, and their one-year-old son, Gary, Jr., will accompany him to South Dakota and to Florida. The 18-year-old graduate of Oroville High School this past June has had an outstanding record for the past four years while pitching for his high school and the American Legion nine.

At the latest report Switchman-Relief Yardmaster C. M. CRAWFORD is improving after his return on June 20 from a hospital in San Francisco and is hopeful that he may be able to return to work by September 1.

Cheryl Burris, 16-year-old daughter of Switchman and Mrs. BUDDY L. BURRIS, won the title "Miss Oroville" for the 1966 Feather Regatta Days



Cheryl Burris, "Miss Oroville"

Celebration held in June. Cheryl was chosen from 10 finalists in a beauty pageant and reigned over the entire celebration. She was also the recipient of more than \$600 in prizes and an opportunity to represent Oroville in the Miss Butte County pageant. She was a junior in high school this year.

Retired Switchman HERBERT GRUMMETT, age 84, passed away suddenly on May 18. Herb was a resident of Oroville for 42 years and had worked in the railroad industry for more than 50 years. He is survived by his widow, Mrs. Myrtle Grummett, a son, Engineer RAEMON GRUMMETT of Stockton, and a daughter, Mrs. Fern Ulstad of Redwood City. Funeral services were under the auspices of Oroville Lodge 103 F.&A.M. Interment in Memorial Park Cemetery at Oroville.

Gladys Nelson, wife of Brakeman CARL NELSON, died on May 30 after a long illness. She was born on September 3, 1910 at Medford, Oregon and came to Oroville from San Francisco in 1948. She is survived by her hus-

band, Carl; a son, Walter C. of the U.S. Navy, San Diego; a daughter, Mrs. Roberta M. Pickler of Oroville; and one grandchild.

Retired Brakeman HOMER I. HALL died on June 10 in a local hospital. Homer had worked 25 years for WP before retiring and he had lived in Oroville for the past 20 years. He was born in Toledo, Ohio on June 26, 1900. Survivors are his widow, Mrs. Alta Hall, four sisters, and two brothers. Interment in Memorial Park Cemetery.

ELKO

Henry Wallock

Road Foreman of Engines CLIFFORD F. FIELDS retired on June 30, ending a 42-year career. Cliff hired out in the spring of 1924 as a Lidgerwood and Spreader operator and then fired a steam shovel and ditcher. He worked as a call boy, miner on tunnel gangs, and as jumbo operator before becoming a fireman in 1926. He was promoted to engineer in 1942 and became road foreman in August, 1944. Cliff's father was a trainman on the WP from 1918 until his death in 1937. His mother resides in Elko. Cliff was born in Alma, Kansas in 1903 and married his wife, Ida, in Ely, Nevada in 1923. They have two sons, Lt. Col. D. E. Fields in Hawaii, and Dr. H. C. Fields, a dentist at Gold Beach, Oregon. Cliff and Ida have purchased a home in Gold Beach (Box 302) and we wish them many very happy years and good fishing during a long retirement.

The Nevada Civic Club's annual Outstanding Girl Award went to Linda Oldham, daughter of Cashier and Mrs. FRANK OLDHAM. Born in Winemucca, Linda has lived in Elko most of her life. She has been a member of



"Outstanding Girl" Linda Oldham

the F.T.A. and Language Club, was Girl Representative for the sophomore class this year, is a member of the band, the chorus accompanist, and has participated in the district music festivals. Last February Linda played the female lead in Maria in the music department musical "The Sound of Music." She plans to major in choral music or mathematics in college.

Carman H. E. BEEZLEY, 61, died at Elko general hospital on July 6. He had been ill since April 20. He worked for SP in Eugene, Oregon before coming to WP as writeup man on March 10, 1952. He was a native of Salem, Missouri. We express our deepest sympathy to his wife, Joy.

Engineer GEORGE DANIELL's sister, Mrs. Ben Nelson, died in Springfield, Oregon on July 2. Our sincerest sympathy to George.

Electrician JAY KUMP has an orchid cactus plant in the electrical shop which he has owned for some 20 years. Last year it bloomed for the first time, and this year the plant went wild with very pretty blossoms. Jay is

mighty proud of his plant which it is understood blooms only on rare occasions. The plant seems to thrive in the electrical shop and takes up an area of about four feet.

KEDDIE

Elsie Hagen

Conductor and Mrs. JACK KRAUSE are grandparents for the second time. The baby is Karen Marie, daughter of Mr. and Mrs. Dan Krause of Westminster, Calif., who also have a three-year-old son.

Yardmaster JOE CLINTON and Conductors JAMES FOX and GLENN METZDORF were all patients in Plumas District Hospital and are now recuperating at home. A broken heel may keep Glenn home for quite a while.

Among the Quincy High School graduates this year were Davney Simpson, daughter of Conductor VIRGIL SIMPSON; Patricia Strang, Conductor MELVIN STRANG's daughter; and Jerry Thomas, son of Conductor ALDEN THOMAS.

Agent and Mrs. PETER HANLEY's son, Allen, and Ellen Bresciani were married in the Methodist Church in Quincy on June 11. Ellen, the daughter of Mr. and Mrs. A. P. Bresciani, is a graduate of Chico State College. Allen is a graduate of San Francisco Art Institute. They will live in San Francisco.

Brakeman RONALD BARKER and Susan Caudill were married in the Methodist Church in Quincy on June 12. Susan is the daughter of Mrs. Vera Caudill of Quincy and Ronald is the son of Mr. and Mrs. Robert Barker, also of Quincy.

WALTER THACKER, now retired, underwent an eye operation at St. Mary's

Hospital in Reno but is now home and reported to be getting along fine.

Retired Conductor and Mrs. ELMER PARTAIN visited with old friends here in July to renew friendships. Now living in Stockton they plan to move to Riverside soon.

WENDOVER-SALT LAKE CITY

Esther Witt, J. B. Price

We're glad to report that retired Conductor THOMAS FOX, after two bouts with surgery, is out again and going strong. It's hard to keep a good man down. In fact, on June 5 Tom was elected Commander of the United Spanish War Veterans, Department of Utah, during the 45th encampment held in Salt Lake City on June 4 and 5.

Our deepest sympathy to retired Water Service Maintainer VARIAN ANDERSON and family due to the death of his sister, Mrs. Lucille Clark, in a St. George hospital on May 25.

Sincerest sympathy to retired Conductor ELMER J. CAMPBELL and family whose wife passed away in Salt Lake on June 21 after an extended illness. She will be sadly missed by one and all.

Retired Carman WILLIAM S. BOWERS passed away on June 27 in a Payson, Utah hospital. Bill was a car inspector for 37 years. Upon his retirement he moved from Grantsville to Spanish Fork to make his home. He was a frequent visitor and we always enjoyed having him. Bill had been ill for some time but not bedfast. Our sincerest sympathy is extended to Mrs. Bowers and family.

Congratulations to Mrs. Helen Lorenz, wife of retired Engineer GEORGE A. LORENZ, on her election as junior

vice president of the Ladies Auxiliary, United Spanish War Veterans.

The maintenance of way employees were all shocked at the sudden passing of retired Division Engineer H. H. ELLIOTT in May. Bert had a European trip planned and had so much enjoyed his trip to Alaska shortly after retirement. He was a caller here several times to see how things were progressing along the line and he will be missed by all his associates both in the field and in the offices.

Cashier and Mrs. PRESTON NUFFER were overjoyed at the return to the States of their daughter, Pat, and her husband, Staff Sgt. J. W. Oakes and family who have been in Italy for the past three and one-half years. They were doubly glad to see for the first time their two granddaughters, Rebecca, three years, and Susan, 10

months. Preston and his wife, May, had planned a trip to Europe early this Spring, which was abandoned when no replacement was available for the cashier's job. The Oakes flew from Italy on May 31, visited for 10 days in the east, mostly with Sgt. Oakes' family in Ohio. They drove to Utah in a new car, and then to Biloxi, Miss. where Sgt. Oakes will be stationed for the next three years as an instructor.

Welcome to CAROL ANN SUCHAN who became trainmaster's clerk at Salt Lake City on February 21, following the retirement of Ethel Owen reported in the last issue.

Carol was born in Twin Falls, Idaho, on January 18, 1942, and attended the University of Idaho and Stevens Henager College in Salt Lake City. She first worked as credit girl and then head bookkeeper for Producers Finance Co. and was executive secretary to the head of the Utah State Retirement Board prior to being employed by WP. Carol's hobbies are bowling, cooking, and music.

Trainmaster and Mrs. MAURICE W. HAMMOND announced the wedding of their son, Calder Maurice Hammond, to Miss Joyce Ann Rabiger on June 30 in the Salt Lake Temple. A reception honoring the couple was held at The Shalamar in Salt Lake that evening with many well-wishers in attendance. Congratulations and best wishes for a long life of wedded bliss from all of us!

Sincerest sympathy is extended to



Sgt. Oakes, Susan, Mrs. Oakes, and Rebecca.

Signal Supervisor **J. RALPH HILLAM** whose mother passed away in Brigham City in July at the age of 85.

SACRAMENTO STORE

Al Dabbs

TOMMY PERRAULT returned from Vietnam after two years with the Army Engineers and is again store helper in the lumber yard. He said you can't imagine how good it is to be home again. And for Tommy, it's especially good as during his absence his wife presented him with a new daughter, Cheryl Lynn.

ELAINE ROUSE, vacation relief helper, had the good fortune to win a contest sponsored by one of our local radio stations. The prize was a \$250 wig. Elaine was also presented with a new grandchild, Shannon Marie Rouse, on May 15, a very happy event.

DALE ROBINSON is back at work after serving his yearly two weeks with the National Guard and, returning with Dale was a new car.

The entire force is getting back to normal procedure again after completing our annual inventory the first of July.

SAN FRANCISCO

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

Barbara Alice Powell and Robert George Welch were married Saturday, June 18, in Arden Christian Church in Sacramento. Bob is the son of **GEORGE J. WELCH**, assistant manager-revenue accounting. Barbara plans to teach high school in Eugene, Ore. in the Fall, and Bob will enter law school at the University of Oregon. Both are graduates of the University of Oregon, Class of 1966.

The bride's sister, Betsy, was maid of honor and bridesmaids were Carolyn Alberts of Reno, Nev., Katherine Lerer of San Francisco, Barbara McGill of Portland, Ore., and Mrs. Roger Hunt of Woodsie. Ronald Welch was his brother's best man, and ushers were Andrew DeGrassi, Douglas Hudson, Bradley Peter, and Richard Currin. After the wedding, a reception was held at the Wayside Inn in Sacramento.

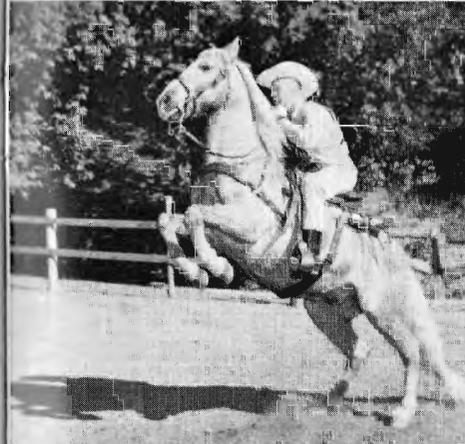
HAROLD HEAGNEY, chief clerk of the revising bureau, retired on July 8 after a Western Pacific service of 44 years and five months. A dinner honoring Harold and his wife, Rhomance, was held at the Montgomery House where his many friends extended their best wishes for a happy and long retirement. Among those attending the dinner was Charlie Swartzburg, who worked with Harold in the days when the accounting office was at 8th and Brannan Streets and who left WP many years ago to begin his own business. Another old friend present was **BOB RUNGE**, district sales manager from Sacramento, and several of Harold's former associates now retired, **BESS McCULLOUGH, LEE BROWN** and **BILL LEVY**.

JOHN W. MILLS, JR. succeeds Harold as chief clerk of the revising bureau. John was formerly chief clerk of the overcharge claims bureau, which position has been taken over by **WALTER BASTEDO**. Walt previously was recheck clerk in the interline divisions bureau.

KATHLEEN MURPHY, secretary to Chief Surgeon **DR. M. E. CHILDRESS**, reports that **DR. GLENN F. CUSHMAN**, retired chief surgeon, is recovering at home from a very serious heart attack on May 30. While "Doc" can do no

work in his garden, he is able to go outside and enjoy his beautiful yard.

MAX A. POTTER, chief - passenger baggage and rate bureau, will be paddock steward for the annual benefit horse show sponsored by the San Francisco Sheriff's mounted posse for the benefit of a recreation center for handicapped people at Fleishhacker Pool, Sloat Boulevard and Great



Max and "Radaar" are a great team.

Highway. The show will be held in Golden Gate Park's polo field on September 24 and 25—admission \$1.00. Max's horse "Radaar" was a feature attraction at the Corte Madera July 4th celebration and parade. Now 16 years old, "Radaar" is a "High School" trained and trick horse and when about six years old appeared in a Rod Cameron movie. Max is the third owner of the horse since his professional days on the show circuit. "Radaar" performs his repertoire of tricks by voice command only.

CLIFF NORDEN, who retired as assist-

ant engineer in December 1953, entered St. Joseph's hospital recently as a hernia patient. About the same time **HENRY REGLEY**, who retired in July 1954 as supervisor of labor relations, was in St. Joseph's for eye trouble. Placed in the same room, they later found out that they were born within five months of each other in 1888. "For a couple of 78-year-old kids we're doing fine," said Cliff.

HARRY E. CARVER, right of way engineer, retired on July 29 after a service of 24 years. Harry was born in England on July 4, 1901. He attended Craigflower School at Victoria, B.C., first school to be built on the west coast of North America from lumber brought 'round the Horn. It is now a park and monument. After attending the University of British Columbia at Victor, and San Francisco Law School, Harry went to work for Southern Pacific in 1921. During 1925-27 he was

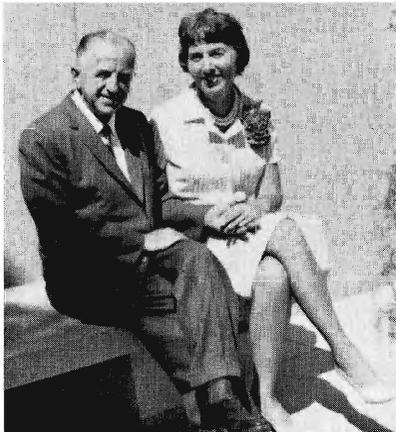


"She's just 'Cupcake' to me," said Harry of his great-granddaughter, Julie Ann.

an instrumentman for Feather River Power Co. and worked on projects at Storrie and the big dam at Bucks Lake. He spent 14 years with Bank of America and on March 25, 1942 joined WP's engineering department. In 1965 Harry was Master of Peninsula Lodge No. 745, A.&F.M. He has accumulated 84 First Prize awards, and hundreds of ribbons for his exhibitions of dahlias and roses at the San Mateo County Fiesta for the past 10 years. Harry and his wife, June, have two sons, five grandchildren, and one great granddaughter.

Sincere sympathy is extended to JACK W. BURKARD, assistant to manager-T.O.F.C., in the death of his wife, Grace, on June 26, and to MALCOLM W. ROPER, retired vice president-assistant to the president, in the death of his wife, Frances, on July 23.

Marketing division employees, and many friends throughout general office were delighted to learn of the en-



Boyd and Helen just before their marriage on August 27. Photo by Josephine Spadaro, statistician in the Marketing Division.

gement on June 24 of HELEN DECKER, general statistician, and BOYD SELLS, general secretary. A small family wedding will be held on August 27 at the home of Helen's sister and brother-in-law, Mr. and Mrs. Wallace A. Volz, in San Carlos. The Sells will live in San Carlos, following a honeymoon at Lake Tahoe.

FERD DORIUS, medical department business manager, reports that MAXINE LANDUYT, secretary since May, 1963, resigned on July 1 in order to care for her mother in Lakewood, California who has been ill for some time. For about 18 years Maxine was secretary at 490 Post Street for DOCTORS KILGORE, CUSHMAN, FLEMING and BACON.

JUDITH RAUSCHMEIER, stenographer-clerk since May, 1963, succeeds Maxine as department secretary. Completing the staff, each as stenographer-clerk, are IRENE HARMON, and JANICE CALLAHAN a new employee with considerable medical office experience.

ANDY P. MURPHY, assistant trainmaster-agent, after suffering a heart attack on February 6 and returning to work on June 20, had to return to St. Joseph's Hospital on July 1 for two and one-half weeks. He is now recuperating at his home, 2420 - 21st Avenue, San Francisco, and all his many friends wish for him good health real soon.

Just about everyone concerned with WP's piggyback operations had to get along for three weeks without the talented services of RITA CONNOLLY, piggyback dispatcher for the transportation department. Rita and her sister, Connie, left August 6 for their Cabin atop Russian River, with possible side trips to Southern California and Reno.

CHICAGO

D. J. Landgraf

New faces welcomed to our Chicago office are PETER O'CONNOR, GARY MEIER, and SUSAN PAPIERNIK.

FLORENCE DUDLEY, our expert export clerk, did a little sleuthing and learned the following about our new arrivals.

Peter was formerly with WP at Kansas City, is now a sales representative, and he also recently became the father of a baby daughter.

Gary was formerly with WP at Cleveland, is now a sales representative, and was just last June 4 married to Nancy Jean Vanera in Parma, Ohio.

Susan, a Fox Business School graduate, is our new clerk handling the piggyback work like a veteran. Susan worked for Merchants Shippers prior to coming to our Chicago office.

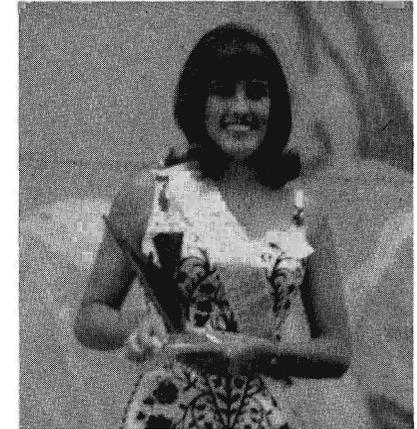
PORTOLA

Mrs. Norma Peterson, wife of Conductor W. M. PETERSON, has been donating her time and talent as a pianist



Norma, seated, receives award from Mrs. Berg. Other person not identified.

for Portola community events for 20 years. In recognition of her long service a luncheon in her honor was arranged by Theta Lambda Chapter, Beta Sigma Phi sorority, held in the home of Conductor and Mrs. H. J. BERG. Norma was presented with the annual Citizen of the Year Award by Mrs. Berg.



"Theme Girl" Karen McNally

Karen McNally, daughter of Yardmaster and Mrs. M. L. McNALLY, was chosen Theme Girl in the Sweetheart of the Mountains contest. Karen will participate in the Maid of California contest as the Plumas County entrant at the California State Fair in September.

Get help when filing your medicare claim

Many medicare claims for doctor bills that are submitted by railroaders and their families cannot be paid promptly because the claim forms are incomplete or incorrect.

The nearest Railroad Retirement Board office will be glad to help people who call, write, or telephone for assistance in filing their medicare claims. This help can be important for prompt payment of claims.



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:

Theodore W. Baker, retired locomotive engineer, Paradise, July 11.

Joseph I. Barnett, retired machinist, Sacramento, February 1966.

Clifford I. Beason, retired section foreman, Red House, Nev., March 1966.

Carl R. Bauman, retired telegrapher, Niles, February 1966.

William S. Bowers, retired car inspector, June 27.

Clyde M. Brown, retired Sacramento Northern B&B carpenter, Sacramento, December 1965.

William E. Brown, retired roadway foreman, Western Division, March 1966.

Irvin A. Carlson, retired switchman, Stockton, date unknown.

Ygnacio Castellanos, retired track laborer, Western Division, March 1966.

William L. Dance, retired carman, San Jose, July 5.

Homer I. Hall, retired brakeman, Oroville, June 11.

Cyrus R. Heffner, retired agent-telegrapher, Sacramento, February 1966.

Eli E. Howard, retired Sacramento Northern section laborer, date unknown.

Arthur Johnson, former telegra-

pher, Oakland, July 14.

Levi L. Joseph, marine oiler, San Francisco, June 11.

Charles W. Kelsay, Alameda Belt Line machinist, Hayward, February 1966.

James B. Laney, retired conductor, Stockton, February 1966.

Leroy L. Lepper, retired Oakland Terminal switchman, Oakland, February 1966.

John A. Lewis, retired Sacramento Northern conductor, June 11.

Frederic C. McKinnie, retired statistical clerk, Oakland, July 6.

Martin C. Moran, retired Sacramento Northern brakeman, March 1966.

Ralph W. Murray, retired Sacramento Northern conductor, April 1966.

James E. Newbrough, retired baggageman, Oroville, April 1966.

Tsunetaro Oki, retired section foreman, Eastern Division, March 1966.

Jesus A. Orosco, retired section laborer, Stockton, January 1966.

Luis R. Perez, retired Tidewater Southern track laborer, March 1966.

Oliver E. Perry, retired Sacramento Northern section laborer, Chico, July 2.

James A. Shingleur, retired telegrapher, Western Division, January 1966.

Ernest C. Skinner, retired Tidewater Southern agent, June 15.

(Continued on Page 35)

In Memoriam...

(Continued from Page 34)

John L. Studebaker, retired signal draftsman, San Francisco, July 26.

John Taranto, retired carman, June 4.

William M. Taylor, retired blacksmith helper, Sacramento, date unknown.

David H. Thomas, retired shop laborer, February 1966.

Harry E. Thompson, retired train dispatcher, Elko, March 1966.

Lloyd E. Whisler, locomotive engineer, San Francisco, July 24.

Archie H. Whitten, retired locomotive engineer, June 10.

Lewis B. Willsey, retired water service mechanic, Sacramento, March 1966.

John C. Wright, locomotive engineer, May 30.

John G. Wright, retired section foreman, June 15.

Smokey's ABC's

Whenever you have an opportunity to pass through or stop for a visit in our public parks and forests, please remember that our trees and wildlife depend on your thoughtfulness.

Trees and underbrush do more than decorate the landscape. They protect it, as well. For without them, rain waters would become flood waters and take away the precious topsoil and cause widespread land erosion.

Our wildlife is dependent upon the trees and forests for its habitat, and these areas provide families with many happy hours of pleasant recreation.

That's why every tree, every shrub, and all our wildlife depend on you to help prevent forest fires, nine out of ten of which are caused by careless people who forget Smokey Bear's ABC's.

Only YOU can prevent forest fires!



Always hold matches, 'til cold

Only you can prevent forest fires



Be sure to drown all fires

Only you can prevent forest fires



Crush all smokes dead out

Only you can prevent forest fires

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RAILROAD LINES



Tunnel project will probably get under way in 1969 to link England and France by rail under English Channel.

* * *

Canadian National's new turbo-powered passenger trains, with potential speed of 160 miles per hour, will go into service next spring between Montreal-Toronto.

* * *

New York Central developing computer-communications system (COM-CALL) that will permit a machine to actually talk over the telephone.

* * *

Nearly one-half of total auto industry production (more than 4.5 million new motor vehicles) moved by railroad in 1965.

* * *

On July 7 D&RGW's Silverton-Durango narrow gauge line carried its 500,000th passenger since June 1947, and this season's trains are setting new passenger records.

* * *

Odds are lengthening that 1966 will be an all-time record year for U.S. rail freight volume, topping 1944 record of 737 billion ton-miles.

* * *

July 10 marked 10th anniversary of Santa Fe's "high-level" chair-car service on its Chicago-Los Angeles "El Capitan."