

WESTERN PACIFIC
Mileposts

MARCH-APRIL, 1965



Mileposts

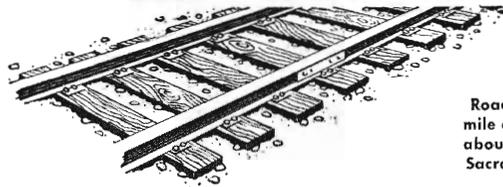
WESTERN PACIFIC

Volume XVII, No. 2

MARCH-APRIL, 1965

*Milepost No. 162

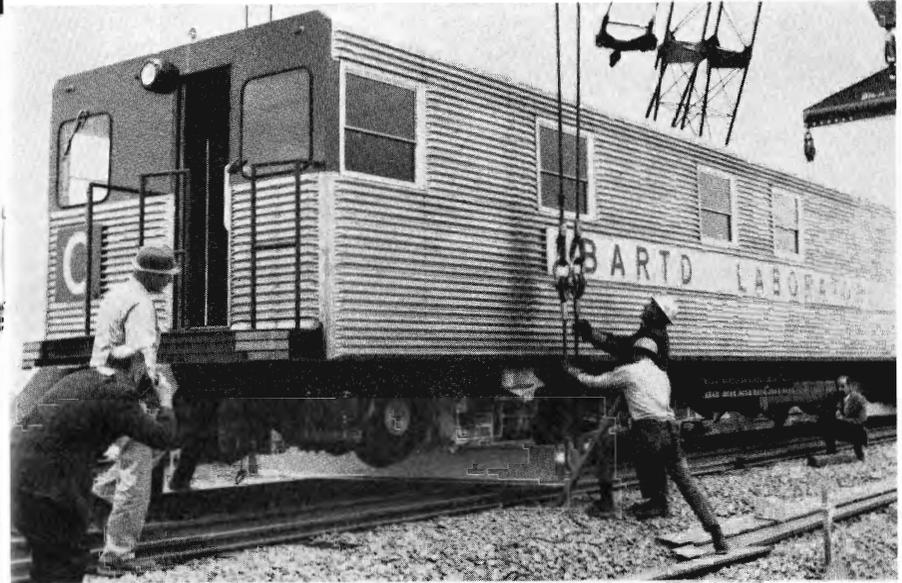
Public Relations Department
WESTERN PACIFIC RAILROAD
 SACRAMENTO NORTHERN RY.
 TIDEWATER SOUTHERN RY.
 526 Mission Street
 San Francisco, Calif. 94105
 Lee "Flash" Sherwood, Editor



*Milepost No. 162:
 Road crossing one-half
 mile east of Trowbridge
 about midway between
 Sacramento-Marysville.

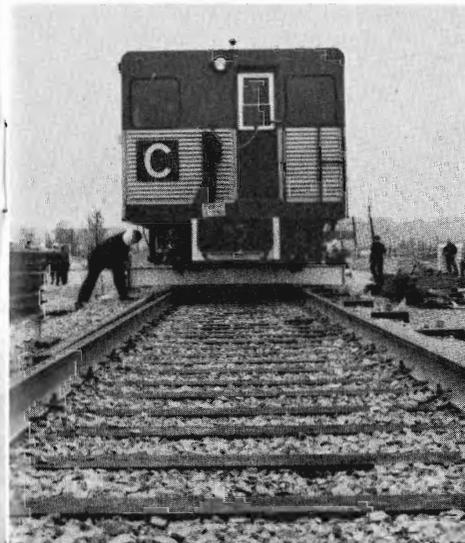
MANIFEST

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Above: Transfer from WP flatcar (Cover) to test track was easily handled by the huge cranes.

Below: End view shows width of laboratory car compared to 5-foot 6-inch gauge test track.

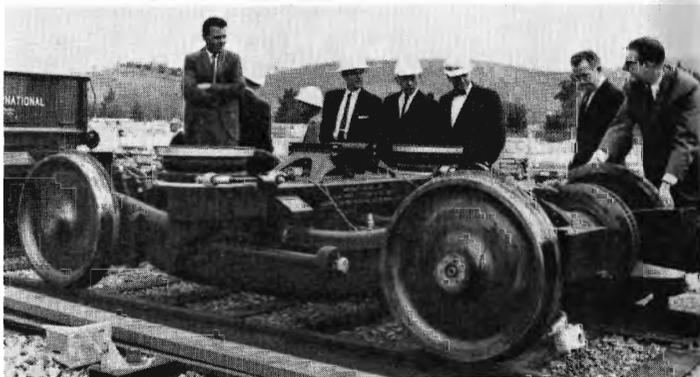


BARTD gets first test track car

CLARA, an unpretentious 20-ton 70-foot-long laboratory car was delivered to the Bay Area Rapid Transit District's Diablo test track in Concord on March 24. The unit, designated "Laboratory Car C," was built from the ground up by Western Pacific forces at the railroad's Sacramento shops for the contractor, the Budd Company of Philadelphia. Two additional laboratory cars, A (for Agnes)

(Continued on Page 4)

E. R. Wisner, Budd Company's Vice President West Coast Transit Sales (right) demonstrates how easily the Budd transit car truck may be moved by hand. Truck has no metal contact with car body.



BARTD car . . .

(Continued from Page 3)

and B (for Betsy), are under construction at the shops and are expected to be delivered to the test track by June. The term "laboratory car" rather than "test car" is used because these units little resemble the cars which will zip along at speeds up to 80 miles an hour when BARTD's network of rails is

John Kaffun, Oakland senior sales representative behind B. R. Stokes, BARTD general manager in safety helmet, listens to Stokes' press review.



placed in passenger operation within three to five years from now.

Clara arrived at Concord from Sacramento in a special Sacramento Northern train. She rode on a WP flat-car instead of on the rails since she has a 5-foot 6-inch gauge, nearly a foot wider than the 4-foot 8½-inch standard gauge used by most existing transit systems and all of the nation's railroads. Parsons Brinckerhoff-

Sacramento Northern President Rex T. Kearney inspected car after transfer to test track, which is immediately adjacent to SN main line.



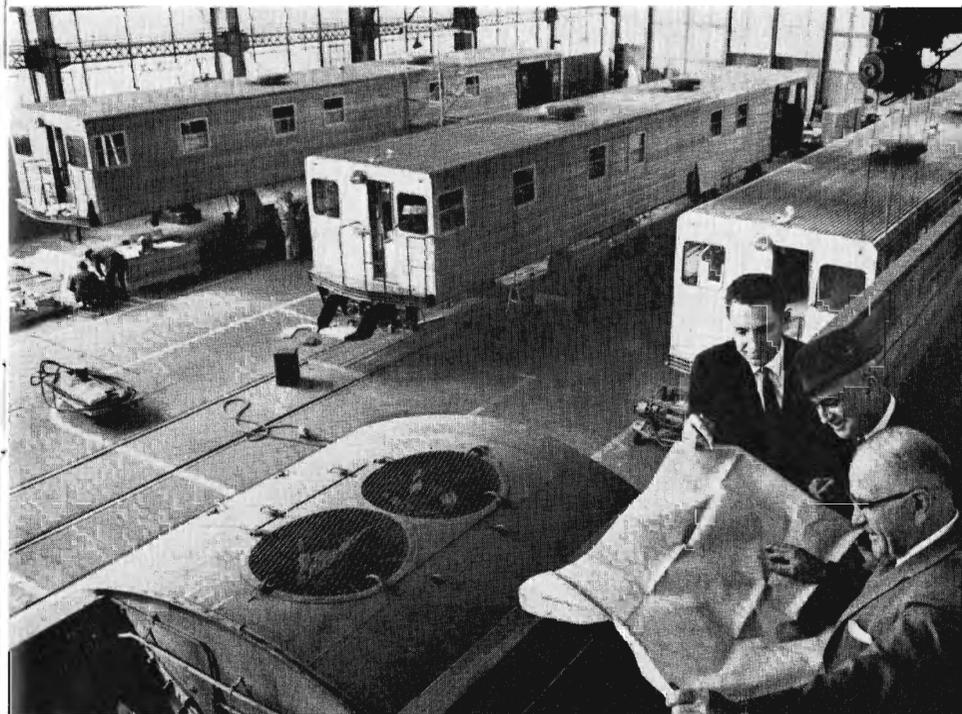
Tudor-Bechtel, the District's consulting engineers, said that exhaustive study shows the wide gauge will provide greater stability and smoother riding qualities for the rapid transit trains.

Clara was formally presented by BARTD for the first time on April 12 during ceremonies to officially open the 4½-mile test track where new concepts of rapid transit equipment and operating techniques will be developed during the next 3-4 years.

WP's Chief Clerk H. A. O'Rullian, Chief Draftsman J. R. LaMalfa, and Shop Superintendent D. R. Sarbach check blueprint during construction of cars at WP shop. Sacramento Bee photo.

The laboratory cars, 10½-feet high and 10½-feet wide, are constructed of corrugated stainless steel supported by a framework of tubular steel. The interiors are a conglomeration of parts, electronic equipment, tubes, wiring and other units to record noise, vibrations, power consumption and many other factors to refine the system. They will serve as test platforms for evaluating new designs for three electrical propulsion systems, four automatic train control systems, three braking devices, four vehicle suspension systems, three power transmission systems,

(Continued on Page 6)



BARTD car . . .

(Continued from Page 5)

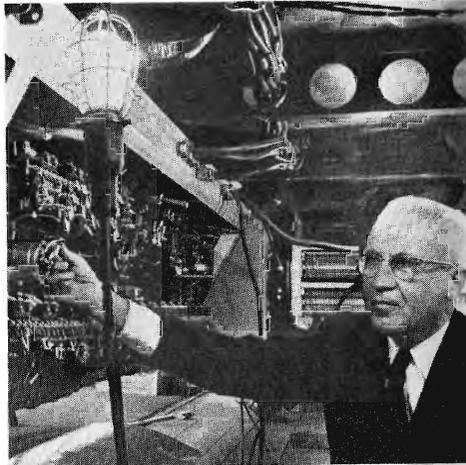
tems, three types of wheels, and several types of rail fastening devices.

PLATE glass port holes have been installed in the floors at each end of the cars to allow technicians and engineers to observe the operation of electrically driven trucks upon which the 70-foot-long units will ride. "They will be operated from one centrally located computer system," said E. T. Cuyler, WP's chief mechanical officer. "Impulses from the computer will activate control devices in the cars. This thing is in the embryo stage. Many things may change before they finish tests. Right now they look like the inside of a pinball machine," Cuyler explained.

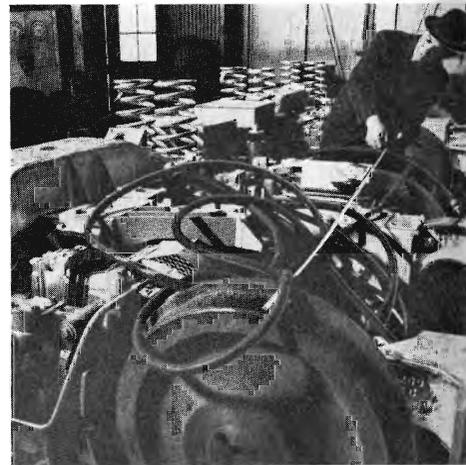
Propulsion power will be 4,160 volts 3-phase AC and 1,000 volts DC. Initially, Agnes will pick up power from the AC rails with Betsy and Clara contacting the DC rail.

Agnes, Betsy and Clara will be a busy trio, operating on six 16-hour days per week schedule during the test period. Upon completion, BARTD will be able to provide a completely automatic system that will comprise the world's fastest, safest and most comfortable rapid transit service.

WP started building the laboratory cars last September. "It's been a very interesting project and everybody in the shop was enthusiastic about the job," said Cuyler. "Our men really adapted themselves to this different type of work and there wasn't anything we couldn't do mechanically or electrically," added David R. Sarbach, superintendent.

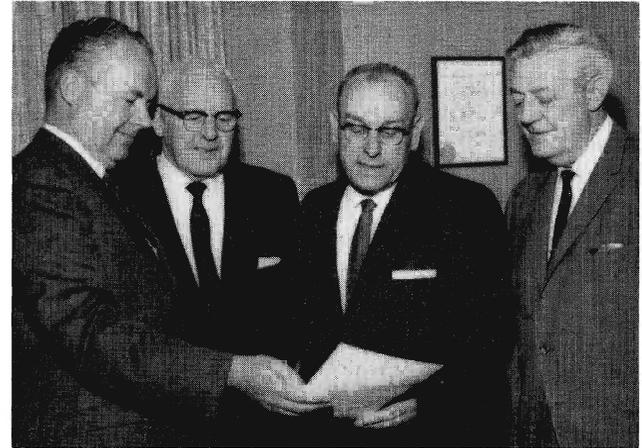


Final checks made at WP's Sacramento Shops confirmed the excellent work performed by WP forces during construction of the three cars. Above: Chief Mechanical Officer Edward T. Cuyler inspects the intricate electronic equipment beneath one of the cars nearing completion. Below: Chief Draftman J. R. LaMalfa makes a final measurement check of distance between wheels on a car truck. Sacramento Bee photos:



MILEPOSTS

Vice President-Marketing W. C. Brunberg, Director of Passenger Sales R. J. Cleland, District Car Foreman David Laird, and W. J. Powell, manager of dining car services, show pleasure in Public Health Service's award for excellence. All agreed that credit for the award was due to the combined efforts of the dining car crews and their supervisors who work hard to maintain these high standards.



Third successive annual award

For the third consecutive year Western Pacific was commended by the Public Health Service, Washington, D.C., for demonstrating its high regard for health by maintaining an excellent level of sanitation aboard its *California Zephyr* dining cars.

The commendation, received on March 31 by Walter C. Brunberg, vice

president-marketing, from C. H. Atkins, assistant surgeon general, said that "on behalf of the Surgeon General I would like to convey this commendation to the Western Pacific Railroad Company, its management, and employees, for devoting the effort necessary to bring about and maintain this desirable situation."

Canners League fights L & D

The importance of good carloading and safe car handling in the over-all nationwide merchandizing of California canned goods again is being stressed during April in a series of Carloading Clinics. Jointly sponsored by the Canners League of California, California Terminal Railroads, and the Association of American Railroads, these clinics — seventh series — were held this year in San Jose, Oakland, Modesto, and Sacramento.

The theme for the program was

"Our Aim — Satisfied Customers." Chairman for the various clinics was William K. Kitchin, assistant secretary, Canners League of California. John Roumillat, canned goods specialist, AAR, Chicago, led the program with a talk on The National Viewpoint of Damage to Canned Goods. W. Cliff Emerson, WP's loss and damage prevention officer, informed the audiences of the Carriers Research and Development and their Advancement of Mechanical Handling of Canned Goods.

MARCH-APRIL, 1965

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The Travel Agents anxiously await the return ride to Oakland as train arrives at Stockton.

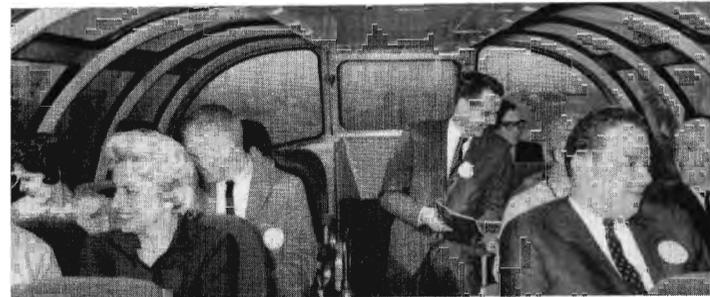
Travel agents learn how to promote train travel

LIKE a postman going for a walk on his day off, a group of Bay Area travel agents and their employees spent the day of March 27 riding the *California Zephyr*.

The tour, sponsored by the Northern California Chapter of the American Society of Travel Agents, was to better acquaint those who promote travel of the comforts, safety, service and other advantages of traveling by train. The tour, comparable to ASTA's "School at Sea" in conjunction with Matson Navigation Co., was the first such train tour of its kind on the West Coast.

The idea for the train tour originated with Arthur L. Lloyd, former employee of WP's public relations department, and now a partner in San Francisco's Clift Travel Service. Arthur, treasurer for ASTA's Northern California Chapter, acted as moderator during the round trip ride between Oakland and Stockton. He was assisted in answering questions directed by the travel agents by Frank Rauwolf, tour director; Jack Streck, passenger sales representative, WP; Ray de Guire, passenger representative, D&RGW; O. K. Lucas, general agent-passenger, CB&Q; Ken Knight, passenger agent, SFe; and Ted Sevilla, Pullman Company.

Additional tours for other Bay Area travel agents and their employees are being planned, and the next tour is scheduled for May 22.



They enjoyed the ride in the Vista Domes . . .



found the dining car food and service to be excellent . . .



and learned all about train travel during a question and answer session while enjoying the comforts of the rear observation Dome-lounge car.



L. D. Michelson



L. W. Breiner

L. D. Michelson and L. W. Breiner have been appointed to new positions at San Francisco. Michelson, former general superintendent at Sacramento, became assistant general manager effective March 1. Breiner, former assistant superintendent at Sacramento, became assistant to general manager, effective April 1. He will supervise various duties as assigned by the general manager.

Since Michelson first worked for Western Pacific on June 10, 1928 he has been crew caller (while attending Elko High School), cashier, agent, timekeeper, assistant accountant, traveling freight and passenger agent, and chief clerk at Elko. After one and one-half years as auditor of payroll at San Francisco he returned to the operating department as acting trainmaster at Salt Lake City on May 1, 1951. During the next seven years "Mike" became trainmaster, terminal trainmaster, assistant superintendent, superintendent and general superintendent.

"Mike" was born July 5, 1914 in San Francisco. His father, A. P. Michelson, was a chief dispatcher for the railroad until his death in February, 1942. He married Vera McKnight at Elko on September 15, 1934. They have a

Promotions and Transfers

daughter, Barbara, now Mrs. Ronald Nicholls, a grandson, Craig Leland, 4, and are looking forward to becoming grandparents to a second grandchild about May 1.

* * *

Breiner first worked for Western Pacific on July 10, 1949 as a trainee in the railroad's 39-month training program. His first supervisory position was as trainmaster at Elko on January 1, 1953. He later worked as trainmaster at Oroville and then at Stockton where he became terminal trainmaster in July, 1959.

He was next moved to Sacramento as trainmaster on January 1, 1961 and became assistant superintendent there on May 1, 1963.

"Bill" and his wife, Marilyn, have two daughters, Laura, 8, and Kathy, 6.

* * *

Division changes

EFFECTIVE March 1, 1965 Western Pacific's eastern and western divisions will be operated from Sacramento, Calif., as one division. The two former divisions were operated respectively from headquarters at Elko, Nev., and Sacramento, Calif.

The railroad's new single division will be under the jurisdiction of James F. Lynch, appointed superintendent at Sacramento. Lynch was superintendent of the former eastern division at Elko since January 16, 1951.

Secondary headquarters at Elko, Nevada will be under the immediate direction of William G. Howell, assistant superintendent at Elko since November 15, 1950.



J. F. Lynch



W. G. Howell

Lynch, born at Denver, Colorado on January 10, 1904, began his railroad career with the Denver & Rio Grande Western Railroad in 1920 as a clerk. Four years later he was a brakeman with Western Pacific. He was promoted to conductor on September 1, 1926. On March 11, 1936 "Jimmy" was appointed acting yardmaster and then yardmaster on September 23 of that year. On June 1, 1941 he was appointed trainmaster with headquarters at Wendover, Utah and on February 1, 1945 he went to Elko as assistant superintendent. This led to his appointment as acting superintendent on November 16, 1950 and superintendent on January 16, 1951.

"Jim" and his wife, Elsie, have four children. Jim, Jr., the oldest, is division engineer on the Oakland division for Southern Pacific, and lives with his wife, Alicia, in Oakland. Bill is a division engineer on the Northwestern Pacific and lives with his wife, Jane, in San Rafael. Robert is presently a Lt. Commander in the United States Navy and lives with his wife, Ann, and five children in Pensacola, Florida. Their daughter, Melva Ann, teaches

fourth grade classes at Verdi, Nevada.

"Jim" has no lodge affiliations, but is a member of the Elko Chamber of Commerce.

* * *

William G. Howell was born September 22, 1905 at Pueblo, Colorado and soon after moved to Salt Lake City where he received his schooling. "Bill" became a Western Pacific employee on August 7, 1923 and after working as a crew caller soon began student trips as a brakeman. He was promoted to conductor on August 13, 1926 and on December 16, 1936 was appointed yardmaster at Portola, Calif. Five years later "Bill" was appointed assistant trainmaster at Sacramento and later worked as trainmaster at Portola and Stockton. He became assistant superintendent at Elko, Nevada on November 15, 1950.

"Bill" and his wife, Blanche, live at the Kepler Apartments in Elko.

His memberships include Elko Lodge No. 15 F. & A. M., Elko Council No. 9 Royal and Select Masters, Elko Commandery Knights Templar, Elko Chapter No. 11 Royal Arch Masons of Nevada, Kerak Temple Shrine, Elko Shrine Club, and Lodge 1472 B.P.O.E., Elko.

* * *

John C. Luser was appointed assistant superintendent at Sacramento effective April 1.

John began his Western Pacific career in August, 1941 as locomotive fireman. He entered the railroad's training program in early 1958 and was appointed road foreman of engines at Keddie on March 1 of that year, later working in that position at Stockton, and between San Francisco and Oro-

(Continued on Page 12)

Promotions and transfers . . .

(Continued from Page 11)

ville, On May 1, 1963 he was made trainmaster-road foreman at Stockton.

* * *

James H. Brown was appointed terminal trainmaster at Stockton effective April 1.

In addition to his Western Pacific duties, he will also have duties as trainmaster for the Tidewater Southern Railway, under supervision of Harold J. Mulford, who was appointed superintendent of the Tidewater effective March 1. Mulford is also superintendent of the Sacramento Northern.

"Jim" Brown became assistant trainmaster at Sacramento on May 16, 1960 and in January of the next year was

assigned to the first subdivision as assistant trainmaster, including the San Jose Branch. He has been trainmaster at Stockton since March, 1963.

Transfers

Effective April 1, Trainmaster K. P. Wood was transferred from Elko to Stockton, vice J. H. Brown.

R. A. Christ was transferred from San Jose to Elko, vice K. P. Wood.

W. D. Eyre, road foreman of engines, was transferred from Portola to Stockton.

R. K. Harrison was transferred to Portola as road foreman of engines.

J. E. Miller has been assigned to position as yardmaster at Oroville, vice R. O. Bonner, retired.

Tussey manager of personnel

William A. Tussey was appointed manager of personnel effective April 1. He will retain all jurisdiction over labor relations matters and assume personnel duties formerly handled by Ian M. Ferguson who resigned from the company on March 31 to accept a position with another company.

"Bill" became a Western Pacific employee in 1937 as assistant file clerk in the superintendent's office at Sacramento. After several promotions, he



W. A. Tussey

transferred to San Francisco in January, 1942 as chief clerk in the office of special agent and claim agent. On July 1, 1942 he became secretary to the late Col. E. W. Mason, vice president and general manager. Bill returned to the railroad after three years in the U.S. Army Transportation Corps, continuing as secretary until April 1, 1949 when he became chief clerk in the mechanical department at Sacramento. "Bill" has been assistant to general manager in charge of labor relations since April 1, 1953.

"Bill" and his wife, Edna, have two teen-age daughters, Janis and Merle, and two younger children, Jeanne and James.

New agents at San Jose



P. E. Scott



P. B. Hazlett

Phillip B. Hazlett was appointed assistant agent at San Jose effective April 1, succeeding Paul E. Scott, promoted to agent.

Phil was born in Winnemucca, Nevada on February 20, 1924, the son of the late Bert Hazlett who began his career with WP as cashier at Winnemucca in June, 1923. He died on January 25, 1950 while general agent at Reno. His widow, Dell, lives with Phil and his wife, Polly, in Fremont.

Paul E. Scott was appointed agent at San Jose effective April 1, succeeding Kenneth K. Dunton, retired.

Paul was born in Sacramento on August 16, 1923. His father, the late R. B. Scott, was a locomotive engineer for the Sacramento Northern until his retirement in 1948. Following attendance at Yuba College, Paul became a warehouseman for Sacramento Northern at Marysville in April, 1942. He later worked as warehouse foreman, rate and bill clerk, train desk clerk and demurrage clerk at Marysville and Yuba City. He also worked at other SN stations as cashier, chief clerk and as agent during vacation relief.

He came to San Francisco as payroll clerk during the WP-SN general office coordination in September, 1957, and was appointed assistant agent at San Jose freight office in September, 1959.

Paul and his wife, Barbara, were married in Marysville on December 7, 1947. They have three children, Nancy, 16, Patricia, 13, and James, 4.

He is a member of the Santa Clara County Transportation Club.

Phil first went to work for Western Pacific as general clerk-warehouseman at Reno in October, 1950. About two and one-half years later he bid in the position of train desk and crew clerk at Portola where he remained until March, 1955. He "bumped" into a relief clerk's job at San Jose and from there became bill and demurrage clerk at Milpitas, helping to keep the Ford Motor Company plant operating smoothly. Early in 1959, Phil worked a short period as boat and transfer clerk at San Francisco, but returned to San Jose to assist others as a vacation relief clerk.

In September, 1959, he transferred to marketing as chief clerk at San Jose, later becoming sales representative in St. Louis. Three and one-half years later he returned to his first love, bidding in the position of bill, claim and demurrage clerk, Milpitas.

Phil and Polly have four children, Chris, 18; Tom, 15; Dan, 12, and Jennifer, 10.

Phil is a member of F. & A. M. Lodge No. 885, Villa Grove, Illinois, and the Scottish Rite Bodies, San Jose.

Friendly Handshake

Many thanks for keeping me on your mailing list. My recent MILEPOSTS was like a friendly handshake from an old friend. It's my only contact with my old friend, WP.

I retired from WP (engine foreman at San Jose) in 1960 after almost 20 pleasurable years with the railroad. We live in Yuma, Arizona during winter months (where it's summer all the time) and in Colorado during summer. Thus far we've been able to boycott the doctors. The wife knits, sews, and crochets, while I fish and do some creative writing on the side. My last book (Editor's note: an excellent one—"Little Engines and Big Men") was published while I was still with WP. Just finished a new one and will advise you if it finds a publisher.

Glad Western Pacific is finally independent. She's too darned good a pike to be under the dominance of anybody.

Gilbert A. Lathrop
179 Edlun Road
Grand Junction, Colo. 81501

* * *

Independence Good News

Just saw in MILEPOSTS the good news (to my mind) that the ICC ruled that WP (SHOULD!) remain independent. Wanted to add my voice in congratulations to WP and the general public!

Donald Bureson
Mendocino, Calif.

* * *

Thankful for Independence

I have nothing against any other railroad as I have visited Denver several times and have always enjoyed



Dear Editor:

various trains and their service, and last year had a wonderful *Zephyr* trip to Omaha and return.

But I was ever so pleased to read in the *Oakland Tribune* and in MILEPOSTS that the ICC made the final decision to keep the WP, with its beautiful and wonderful *California Zephyr*, independent.

I am custodian for museum locomotives and cars in Oakland, and as an Alameda County special deputy sheriff help to keep undesirables away from your Oakland yard.

Mort Buell
615 Alice Street
Oakland, Calif.

* * *

Enjoying Retirement

I read MILEPOSTS from cover to cover and keep posted on friends and doings on the Western Pacific since retiring over five years ago as general car supervisor. My health is excellent and due to the WP supplementary pension I have no money worries.

A retired man must have something to do to keep him mentally and physically active and in good health. To accomplish this I took up the study of braille to correspond with blind people. I have a woodworking shop in my garage and have built a nicely designed doll bed, African violet planters and a

little sleigh for use as a Christmas decoration.

We bought a house in Morro Bay and after completing the landscaping I now do some fishing which is very good down here. The climate is very mild, flowers bloom the year 'round, and it is the finest retirement town that I have ever seen. The air is so clear and pure my wife's health, as well as mine, has improved immensely. Walking the beach is an added diversion and it has made a rock hound of me!

Gordon M. Middleton
2416 - 6th Street
Box 843
Morro Bay, Calif. 93442

* * *

Checked and Double Checked

Your MILEPOSTS is enjoyed very much and I look forward to each issue. The November-December issue did not arrive and I wonder if you received my postcard to keep me on the mailing list? Please check on this, with many thanks, and congratulations on a very fine magazine.

Frank M. Nelson
343 North 2nd West
Salt Lake City, Utah 84103

* * *

Memories

Enclosed is a *Stockton Record* clipping about the death of James P. Hark-

ins on February 15. Mr. Harkins was the first WP agent in Stockton after transfer from the old Alameda & San Joaquin Railroad.

When I went to Tesla from Stockton in 1903 he gave my ticket to Conductor Luchessi (known as "Casey"). Dan McKellips was engineer. Harkins was in the Stockton office of the A&SJ and Tesla Coal Co. This also included the Carnegie Brick & Pottery Co. in Corral Hollow canyon.

Memories—memories. I shall never get Tesla out of my head. The money poured into that canyon for nothing. I am just waiting for a nice sunny day and Tesla bound for me. The railroad from Carbona into the canyon is all gone. You couldn't find an old rusty nail in Tesla today.

H. B. Bessac
1904 No. California Street
Stockton, Calif.

Transportation Week

In observance of National Transportation Week May 16-22, Western Pacific, Santa Fe and Southern Pacific will exhibit modern freight equipment on the State Belt Railroad, Jefferson street between Hyde and Larkin, San Francisco, May 21.

The equipment will include a WP center flow covered hopper car and mechanically refrigerated piggyback trailer; SFe super shock-control box car and bulkhead flat car SP containers on flat car and PFE multi-purpose mechanical refrigerator car.

Railroad representatives will be present to explain the equipment.

MILEPOSTS



IN GOLD

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

40-YEAR PIN
 Hubert Daverkosen.....Clerk.....San Francisco

35-YEAR PINS
 Wilmer R. Anderson.....Clerk.....Sacramento
 Charles J. Fischer.....Sales Manager.....Salt Lake City
 Henry J. Fitzpatrick.....Marine Captain.....San Francisco
 Morgan O. Howell.....Conductor.....Eastern Division
 Claude E. Reavis.....Conductor.....Western Division
 Don Richmond.....Asst. T. & E. Timekeeper.....Sacramento
 Kenway R. Stoney.....Freight Pricing Manager.....San Francisco
 Craig N. Vetter.....Communications Maintainer.....Sacramento

30-YEAR PINS
 Clifford C. Bennett.....Blacksmith.....Sacramento
 Frank H. Cutright.....Section Foreman.....Crescent Mills
 Earl Dufour.....Carpenter Helper.....B & B Gang #6
 George Roehl.....Pile Driver Foreman.....Pile Driver Gang #1
 Edmond A. Tibbodeaux.....Locomotive Engineer.....Western Division

25-YEAR PINS
 August J. Ackerman.....Extra Gang Foreman.....Extra Gang #5
 Willie Charley.....Laborer.....Eastern Division
 Cecil H. King.....Section Laborer.....Bidwell
 John M. Webb.....Conductor.....Western Division
 Richard V. Wolf.....Store Helper.....Sacramento

20-YEAR PINS
 Charles M. Cavis.....Revising Clerk, Jr.....San Francisco
 Spencer Carmouche.....Chef.....Dining Car Department
 Salvatore T. Crocco.....Carman.....Sacramento
 Lloyd A. Darnell.....Store Helper.....Oroville
 Lelsie Davis.....Chair Car Porter.....Dining Car Department
 Walter P. DeWitt.....Carman.....Sacramento
 Irvine J. Dinkel.....Clerk.....Stockton
 Jasper L. Ellis.....Carman.....Oroville
 Jacob H. Ephraim.....Sales Representative.....Chicago
 Kermit M. Grimes.....Carman.....Sacramento
 Dwight E. Hayden.....Clerk.....South Sacramento
 Walter D. Klabo.....Assistant Engineer.....San Francisco
 Archie R. Martin.....Carman.....Oakland
 Russell I. Pettit.....Brakeman.....Eastern Division
 Clarence R. Phillips.....Clerk.....Oakland
 John G. Rose.....Clerk.....Stockton
 Harvey L. Ross.....Asst. Chief Clerk.....Stockton
 William L. Stanley.....Machinist.....Oroville
 Erich Thomsen.....Engineer Inspector.....San Francisco

15-YEAR PINS
 Joe Cannon.....Section Laborer.....Stockton
 Demetrio F. Carranza.....Section Laborer.....Quigley
 Gabriel Castro.....Section Laborer.....Golconda
 Edward R. Churchill.....Carman.....Oakland
 James D. Clifford.....Brakeman.....Portola
 Sandran M. Maestas.....Section Laborer.....Burmester
 Albert H. Overturf.....Track Supervisor.....Sacramento
 Frank J. Price.....Carman.....Stockton
 Richard Richards.....Section Laborer.....Elko
 Frank W. Rogers.....Electrician.....Oroville
 James A. Waddell.....B & B Carpenter.....B & B Gang #6
 Edward K. Wiley.....Carman.....Stockton

(Continued at top of Page 17)

10-YEAR PINS

D. D. Azevedo.....	Conductor.....	Western Division
J. Barrett, Mrs.....	Secretary to District Sales Manager.....	Portland, Oregon
E. Bozeman.....	Dozer Operator.....	Western Division
F. Bustos.....	Laborer.....	Western Division
A. E. Faulkner.....	B & B Helper.....	Western Division
H. H. Gramps.....	Laborer.....	Western Division
H. E. Gramps, Jr.....	Laborer.....	Western Division
P. Herrera.....	Laborer.....	Western Division
J. E. Kerber.....	Conductor.....	Western Division
E. R. Obenshain.....	Conductor.....	Western Division
V. C. Roblyer.....	Conductor.....	Western Division
J. H. Rogers.....	Conductor.....	Western Division
E. Spilski.....	Laborer.....	Western Division
W. O. Stepp.....	Shovel Operator.....	Western Division
E. K. West.....	Clerk, Marketing Department.....	Salt Lake City

* Service began January 17, 1953 but not previously reported.
 ** Service began November 11, 1954 but not previously reported.



Assistant Engineer Bridges & Structures Robert D. Nordstrom receives a 15-year Service Pin from Chief Engineer Frank R. Woolford as department members smile approval.

How to speed payment of sickness benefits

The Railroad Retirement Board urges employees to keep the following points in mind to speed the payment of their claims for sickness benefits under the Railroad Unemployment Insurance Act:

1. Keep the "Application for Sickness Benefits" (Form SI-1a) attached to the "Statement of Sickness" (Form SI-1b). These forms should not be separated for any reason.

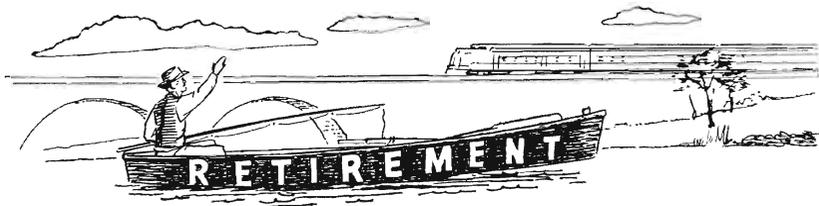
2. Read the instructions on the sickness application carefully before completing this form.

3. Check over the completed application for accuracy of information. The Board emphasizes that employees should make sure that their name and social security account number are printed clearly on BOTH the application and statement of sickness.

4. Have a doctor complete the "Statement of Sickness" promptly.

5. Mail both completed forms to the Board within 7 days after becoming sick or injured. If the forms are not filed within 7 days, the employee

(Continued on Page 19)



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

Jesse E. Adams, locomotive engineer, Stockton, 45 years 8 months.

Luchin C. Adams, brakeman, Oroville, 19 years.

Edw. P. Adkins, locomotive engineer, Sacramento, 20 years 3 months.

Nels G. Anderson, section foreman, Oakland, 33 years 2 months.

Roy O. Bohner, yardmaster, Oroville, 43 years.

Roy Butler, conductor, Elko, 34 years 4 months.

James C. Cody, Sacramento Northern brakeman, Sacramento, 21 years 6 months.

Kenneth K. Dunton, freight agent, San Jose, 41 years 9 months.

John F. Fouche, machinist, Sacramento, 19 years 1 month.

George E. Gerald, relief foreman, Portola, 23 years 2 months.

Edwin G. Gibson, waiter, Oakland, 20 years 10 months.

Joseph L. Giesser, machinist, Oakland, 37 years 2 months.

Shelby K. Griffith, Sacramento Northern locomotive engineer, Sacramento, 16 years 6 months.

Arthur E. Groves, Sacramento

Northern locomotive engineer, Sacramento, 34 years 9 months.

Charles L. Hawkins, locomotive engineer, Winnemucca, 40 years 7 months.

Rollo F. Howell, locomotive engineer, Salt Lake City, 42 years 6 months.

Murdock F. Manning, yardmaster, Portola, 34 years 6 months.

Don C. Marshall, locomotive engineer, Portola, 40 years 2 months.

Jesse R. Moss, fireman, Oakland, 18 years.

Joseph M. Perry, machinist helper, Oakland, 33 years 9 months.

Royce L. Richey, switchman, San Francisco, 9 years 1 month.

Claude G. Smith, waiter, Oakland, 24 years 7 months.

Emil O. Stadem, hotel porter, Wendover, 11 years 7 months.

Edgar R. Sullivan, conductor, Salt Lake City, 23 years 7 months.

Harry B. Taylor, Sacramento Northern locomotive engineer, Sacramento, 13 years 5 months.

William E. Taylor, brakemen, Portola, 23 years 10 months.

Walter E. Thacker, fireman, Keddie, 22 years 10 months.

Hartie Thurston, chair car attendant, Oakland, 22 years 5 months.

Cecil G. Trumbo, locomotive engineer, Salt Lake City, 44 years 5 months.

Ken Dunton retires



K. K. Dunton

Kenneth K. Dunton, agent at San Jose, retired March 31 after a Western Pacific career of 42 years.

Ken was born in Oroville on March 3, 1903 and started his WP employment as a warehouseman on June 29, 1923. During succeeding years he became industry clerk, delivery clerk, yard clerk, general clerk, bill clerk,

and assistant agent. Ken and the railroad learned a lot from each other and he was made agent at San Jose in July, 1955, which during succeeding years earned him the respect around San Jose as "Mr. Western Pacific." This affection was also brought about through Ken's outside activities, including offices as president of the Rotary Club of Milpitas, and Past Master, Charity Lodge 362, F. & A.M., Campbell, and memberships in the Transportation Club of Santa Clara County and the Milpitas Chamber of Commerce.

Ken married Margaret Austin on April 1, 1933 and they have a daughter, Mrs. Barbara Conant, a schoolteacher, and a son, Donald, a biological science student.

Sickness benefits . . .

(Continued from Page 17)

should enclose a note explaining the cause of the delay.

An employee's first claim will usually be mailed to him within a week after his application and statement of sickness are received by the Board. Thereafter, if he completes and returns the claim form promptly, a new claim form will be mailed to him at 2-week intervals.

Any questions regarding the filing or completion of his sickness application may be obtained from the nearest Board office which may be found in the local telephone directory under U.S. Government. Application forms are available from railroad employers, railroad labor organizations, or any Board office.

Hey, Mister!

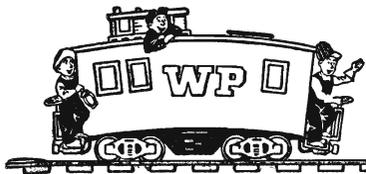
Lend me a dollar to help me walk and I'll make you feel good all day
(P.S. I'll pay you back when I'm rich)



Giving to the Easter Seal Kid, here, besides making you feel good in the mysterious way that giving does, enables him and 250,000 others all over the U.S.A. to keep coming to us for help in overcoming these crippling disorders—accidents, polio, cerebral palsy, multiple sclerosis, muscular dystrophy, arthritis, birth deformities, speech defects, and many others.

Easter Seal Fund Appeal

MARCH-APRIL, 1965



Caboosing

WENDOVER-SALT LAKE CITY

Esther Witt, J. B. Price

We bid goodbye to Engineer GLEN B. "MIKE" GORHAM who retired from the railroad after nearly 45 years of service. "Mike" started as a laborer in the roundhouse in 1919, began firing in 1920 and was promoted to engineer in 1927. He went on the head end of Trains 17 and 18 after the *Zephyrettes* were discontinued. We're going to miss "Mike" and hope that he and his wife have many happy years of retirement.

We were reluctant to bid farewell to former Coal Shute Crane Operator MERTON BROWN and his wife, Violet. They have moved to Lehi, Utah and we wish them good luck.

Our day was brightened recently by a visit from Passenger Brakeman VAL L. KIMBALL.

Brakeman FRANK P. CALLAHAN suffered a heart attack the forepart of February and we hope that he will enjoy full recovery soon.

Welcome back to Conductor LARS B. TANG who has been absent for some time because of an injury. Lars reports that Mrs. Tang is in the hospital but that she is making steady recovery.

Our deepest sympathy to Rhea Shepherd, wife of Switchman GERALD D. SHEPHERD, whose father, Walter A. Weaver, died on March 8. Also, to the family of former Machinist BURT DAVIS. Burt died in Montpelier, Idaho on March 11 following a heart attack.



Engineer Trumbo makes last run in the cab

Passenger Engineer CECIL G. TRUMBO retired after 44 years of service. Cecil hired out as a fireman on August 20, 1920 and was promoted to engineer on October 1, 1929. He gave up freight for passenger service when the *Zephyrettes* were inaugurated and later graduated to the *California Zephyr*. We wish Cecil and Mrs. Trumbo many happy years of retirement.

All WP people as well as citizens of Wendover were stunned by the death of Switchman DAN W. LEO on February 22. Dan had submitted to surgery and had seemed to be well on the road to recovery. Dan first worked at the roundhouse in 1945 and transferred to switching service in 1946. He will be

sadly missed and we extend to his family our most heartfelt sympathy.

The Annual Sweetheart Ball sponsored by the Wendover Legion Auxiliary was held in the Community Building on February 13. Western Pacific was represented by Beth Pettit, daughter of Switchman and Mrs. COLEMAN PETTIT, and Beth was elected first attendant. Nanette Poulsen, daughter of Wend - Over Motel Manager and Mrs. LYNN POULSEN, was elected Queen, and second attendant and close runnerup was Shiela Tripp.



Calder Hammond

is currently studying at the University of Utah. During his stay in Sweden he had occasion to ride the Swedish State Railway passenger trains and to observe their equipment and operations. He reports that although they are somewhat below our standards of operating efficiency, they are making great strides in equipment design and roadbed.



WP's Representative Beth Pettit

Calder M. Hammond, son of Trainmaster and Mrs. MAURICE W. HAMMOND, recently returned from serving a two and one-half year mission in Sweden for Church of Jesus Christ of Latter Day Saints. En route home he traveled by jet to Copenhagen, Frankfurt, Zurich, Paris and Montreal. Upon arrival in Chicago, Calder and his two companions boarded the *California Zephyr* for relaxation before arriving home in Salt Lake City, where Calder

OROVILLE

Helen R. Small

Congratulations to Baggagehandler and Mrs. GEORGE E. GERALD, JR., who became parents of twins on February 3. Son Thomas Gary weighed 4 lbs. 15 oz., and daughter Toni Leann weighed 3 lbs. 13-1/2 oz. The twins will join sister Lynn, age 8, and brother Mark Edward, 18 months. Grandparents are retired Perishable Freight Foreman and Mrs. GEORGE E. GERALD, of Portola.

Retired Section Foreman JOHN ANASTASIOU died in a local hospital on February 24. John was born in Greece on November 13, 1892 and had lived in Oroville for 52 years. He is survived by one son, Gus, of Oroville.

Mrs. Pearl Blackwell, age 63, wife of Scaling Gang Foreman GEORGE BLACKWELL, died on February 25. She is survived by her husband, three children, five grandchildren, and one great-grandchild.

Foreman JACK McCLANAHAN died recently in his cabin at the James siding. He was born August 12, 1912 and

is survived by a son, Lt. Buford McClanahan, U.S. Army, Fort Sill, Okla.

Retired Conductor CHARLIE E. GRAHAM, age 69, died in Grand Junction, Colorado on March 13. He was a resident of Oroville from 1930 until 1962. He is survived by a daughter, Mrs. Wanda Key; two sons, Assistant Trainmaster-Agent MELVIN E. GRAHAM, Sacramento, and Marvin Graham; a sister, Mrs. Violet Peninger; and nine grandchildren.

Retired Switchman EUGENE M. MCQUAIDE, 81, died on March 19. He had been a resident of Oroville for 23 years and is survived by his widow, Beulah.

Retired Ditcher Engineer W. H. SANFORD died on March 23. "Bill" was born August 10, 1889 in Kinsley, Kansas and came to California in 1904. He had been a resident of Butte County for 50 years and an employee of Western Pacific for 37 years, retiring in 1951. He is survived by his widow, Abbie, a son, Rev. William C. Sanford, Gilroy, and a daughter, Mrs. Patricia Spicer, of Mill Valley.

Retired Brakeman MARK WINDUS called on old friends in Oroville during the latter part of March. Mark was driving from his home in Guadalajara, Mexico, and plans to spend the summer in the States visiting relatives and friends. He will return to his home in Mexico for the winter months. His wife died about six months ago in Mexico City, of which city she was a native.

NEW YORK CITY

James B. Hansen

On January 20 a son arrived at the home of our able DF Clerk JOHN CASSIDY and his wife, Frances. The little fellow was christened Patrick James Cassidy.

Farewells and our best wishes were extended to DIANE BAKER, secretary to Sales Manager WILLARD M. WORKMAN, when she left recently to raise her family.

Our Senior Sales Representative JOE MASON is planning quite a vacation for this year. Having enjoyed a brief taste of European travel last year, Joe and his wife, Marge, are anxious to see more of this old globe and will make an around-the-world tour.

PORTOLA

Mary Alice Phelan, daughter of Engineer and Mrs. E. I. PHELAN, was installed as Worthy Advisor of Portola Assembly of Rainbow for Girls at Memorial Hall in Portola on January 31. Mary Alice, in photo below, was installed by her father.



MILEPOSTS



Icing Foreman GEORGE E. GERALD retired from Western Pacific service on January 31. He is shown third from left in the above photo holding the transistor radio presented to him by his railroad co-workers. In the picture with George and his radio are "HAP" MANIT, FOY COLE, and EVERT HUMPHREYS.

Robert Snow, son of Engineer and Mrs. MYRL M. SNOW, JR., has completed a course of study at the U.S. Fleet Anti-Submarine Warfare School in San Diego. He was graduated fifth in his class as a basic surface sonarman on March 5.

Conductor PAT LARGAN and his wife, GLADYS, trainmaster's clerk, spent two weeks vacation the latter part of March in Phoenix watching the San Francisco Giants get in shape for the coming season.

According to AAR tentative figures, American railroads in 1964 achieved their best passenger safety record in five years. Their 0.06 fatality rate per 100-billion passenger miles was less than half the domestic air lines rate of 0.15 per 100-m.p.m. Highway travel statistics are not yet available but on a past 10-year average, rail travel is 40% safer than bus and 20 times safer than automobile.

MARCH-APRIL, 1965

KEDDIE

Elsie Hagen

Roundhouse Clerk CLAUDE EDWARDS is back at work and feeling fine. Claude was relieved by J. E. HIGHTOWER who returned to Stockton upon Claude's return.

We're happy to learn that Agent PETE HANLEY is recovering from surgery at St. Joseph's Hospital and getting along fine.

Fireman HOWARD SNYDER is now working as train desk clerk at Keddie and Fireman GENE SHIPMAN has moved to San Francisco to work in the general office. Gene's boys are staying with Engineer and Mrs. BILL HECKALA until school is out.

C. A. ENGLISH, Keddie Resort owner, is fast improving from a leg injury which prevented his getting around for several weeks.

Trainman DEAN FIANT was married a few weeks ago to Pat Potvin and we wish them much happiness.

Engineer and Mrs. CLARENCE BANCROFT and their daughter, Pamela, attended the wedding of their son, and brother, Raymond in Walnut Creek on January 30. Raymond, a manager of a Roos/Atkins store in the Bay Area, and his bride, the former Chris Pedersen of Walnut Creek, will make their home in Oakland where Chris is attending school.

Our sympathy to Scaling Gang Foreman GEORGE BLACKWELL in the recent death of his wife. Also, to Cecilia Falen, of Stockton, whose husband, retired Engineer DAVE FALLEN, died recently. We were also sorry to learn of the death of the husband of FLORENCE DEDMON, postmistress at Belden.

CLARENCE BANCROFT, engineer, is now working out of Portola.

ELKO

Theda Mueller

Robert Goldsberry, son of Dispatcher and Mrs. W. E. GOLDSBERRY, recently received his Certified Public Accountant title for practice in the State of Utah. Robert attended BYU in Provo, Utah, and received his bachelor degree and has been employed by a CPA firm in Salt Lake City. Robert, his wife and two daughters will continue making their home in Utah.

Word has been received that retired T&T Maintainer AL WELLIVER died in Washington, Iowa on February 6. Al had been recuperating from several slight strokes, but succumbed to a very severe and final one. He had left Elko many years ago and had been making his home with his niece. Al, who would have been 85 years old on April 12, was buried in Ainsworth, Iowa, his birth place.

PATTY HOBBS has again joined our ranks and is working as relief stenographer in the dispatcher's office. Patty worked for us as vacation relief a couple of years ago, then decided to stay at home and be a housewife. She is the daughter-in-law of Roadmaster R. F. HOBBS.

We had heard rumors flying around about changes to be made in personnel, but little did we think it would involve the highest ranking officer on the Eastern Division. We were surprised and saddened when we learned that Superintendent JAMES F. LYNCH was being transferred to Sacramento, but congratulate Jim on his promotion. We hope that he will return to Elko often, so have left his office intact. We will miss both our former "boss" and his wife, Elsie, and wish them well in their new surroundings.

We do have one consolation in that we still have WILLIAM G. HOWELL, who now is our senior ranking officer. Bill has been assistant superintendent for the past 14 years so business will continue without a hitch except, perhaps, for a little confusion because of the changes which time will smooth out shortly.

We have also lost Trainmaster and Mrs. K. P. WOOD, Ken having been transferred to Stockton. He, too, will be missed after having worked between Winnemucca and Wendover for the past eight years. Mrs. Wood will be equally missed, as she is a very prominent artist and has done much for the City of Elko in establishing and arranging many art shows and bringing well-known artists to our city. She leaves behind her many beautiful paintings for which she will be remembered.

We welcome back to work BLANCHE MILLER as 3rd trick telegrapher in KN office. Blanche has been absent because of illness for some time but was recently released to resume her former position.

We're also happy to have CHARLIE RHINES back at work after having a severe illness. The CTC maintainer says he is feeling much better and he expects to continue to improve as time goes on.

STOCKTON

Elaine Obenshain

Belated congratulations to Brake-man and Mrs. R. H. CASSIDY on the birth of their third son, Ronald Hansford, on December 1. The two other children are Michael, age 9, and Patrick, age 7.

Our best wishes and congratulations

to JAMES H. BROWN, appointed terminal trainmaster at Stockton; JOHN C. LUSAR, promoted to assistant superintendent, Sacramento; and RICHARD L. MEYER, promoted to assistant trainmaster, Milpitas.

We also extend a welcome to Trainmaster KEN P. WOOD and Road Foreman of Engines W. D. EYRE.

Miss Rebecca Gayle Nunley, daughter of Mrs. John Delaney, and Switchman JOHN EDWARD OBENSHAIN, son of



Willis and Clerk ELAINE OBENSHAIN, were married in the First Baptist Church, Carson City, on February 16. John is a graduate of Manteca Union High School, attended San Joaquin Delta Junior College, and plans to continue his education at Sacra-

mento State College in the fall. "Becky" is a senior at Manteca Union High School, and the young couple are living in Manteca.

SACRAMENTO STORE

Jack W. Miller

Our heartiest congratulations to our new bridegrooms, Store Helper DAVID MALDNADE and Forklift Operator R. GENE SLACK.

David and his lovely bride, the former Virginia Medinilla, were married March 8 in Carson City, Nevada.

Our sincere sympathy to Check Clerk KENNETH WILCOX and his mother on the death of his grandfather, Harrie E. Paul, on January 31.

MARCH-APRIL, 1965

Congratulations are also in order for B. MCGARITY, JR., Krane Kar operator,



Michele Carol

and his wife, Judy, on the arrival of a daughter, Michele Carol, on March 8. The little Colleen weighed 7 lbs. 7 oz. on the Sutter Memorial Hospital scales. The grandfather is Store Laborer B. MCGARITY, SR.

Gene and Frances Crull, daughter of Mrs. Esther C. Crull of Jordan, Montana, were married by candlelight services at The Wedding Chapel in Reno, Nevada on March 11. Louise Hyke and Robert Williams, friends of Gene, were attendants. Following a honeymoon at Lake Tahoe and Carson City, the young couple moved into a home in Sacramento.

We are sorry to learn that retired Store Helper JOHN PINKHAM, SR., suffered a heart attack on March 18. He has returned to his home and we hope that his recuperation is rapid.

MECHANICAL DEPARTMENT

Clara R. Nichols

All Sacramento has expressed a keen interest in the Bay Area Rapid Transit Test Cars (laboratories) which are being built at WP's Sacramento General Shops by Mechanical Department forces. Local newspapers, television stations, and Associated Press representatives have already photographed and filmed the big project.

Roundhouse Clerk HARVEY DOPP has returned from military service and is back at work at Oroville roundhouse.



Mr. and Mrs. Forrest Henderson

JEAN MARIE SMITH, secretary to Chief Mechanical Officer E. T. CUYLER, was married on January 31 in a beautiful church ceremony at St. Mary's Church, Sacramento. Jean and her husband, Forrest Henderson, honeymooned at Palm Springs.

BLANCHE LOWER is the new stenographer-clerk to Mechanical Engineer WILLIAM B. WOLVERTON. Blanche succeeds MARGE HAMMETT who recently resigned.

Our boys did pretty well in the 14th Annual WP Bowling Tournament held in Elko on February 20 and 21. WM. ROBINSON and ED ROBINSON took first place in the doubles event with a score of 1243, and HY O'RULLIAN and V. S. LATINO finished second with 1219. In the singles event O'Rullian placed fourth with 646 and AL STADLER came in seventh with 623. O'Rullian picked up a third in the all events with 1856, and Sacramento Team #1 scored 2978 in the team event good for third place.



Attorney Netherton and Graduate Hy O'Rullian

HY O'RULLIAN, chief clerk, mechanical department, received congratulations from Sacramento attorney H. Eugene Netherton for final examination grade "A" on completion of his course in business law, which was the final requirement to an accounting major.

OAKLAND

John V. Leland

Machinist JOE L. GIESSER retired on February 26 with 37 years and two months of WP service. Joe also had about 11 years' prior service with Southern Pacific and New York Central, all as machinist. Joe first worked for WP at Sacramento in January 1928 and has since worked at about every on-line location except Portola and Winnemucca. He said that when he first came to Oakland in the "steam power" days there were nine "Joes" at the roundhouse but he is apparently the last. His hobby is playing the organ which he fully recommends to all—



Friends and co-workers wanted their picture taken with Joe Giesser (sixth from left) as he completed his last day as machinist

retired or otherwise—and other plans following retirement include going back to hunting and fishing and some traveling—"more of the latter, I think." Joe and his wife, Beatrice, live at 425 Merritt Avenue, Oakland.

Congratulations to RONALD TOFANELLI, Oakland sales representative, who was recently awarded a scholarship to Golden Gate College, San Francisco from the Oakland chapter No. 154 of Delta Nu Alpha Transportation Fraternity. Ron expects to use the award to prepare for an examination for admission to practice before the I.C.C.

Secretary IRMA PIVER, district car foreman's office, reports that her boss, DAVID "SCOTTY" LAIRD, shot a hole-in-one on the sixth hole at Alameda Muni's old course on March 22. The 12 handicapper hit a five-iron on the 185-yard hole for his "ace." Just to prove it wasn't all luck, "Scotty" put his tee shot 1-1/2 feet from the same hole with a four-iron a few nights later!

Carman BILL PHELPS is resting at home for the next three months catering to a demanding heart. "My heart," says Bill, to keep the record straight.

Visitors at the Milpitas repair track in March were retired General Car Foreman and Mrs. GORDON MIDDLETON. They are now living in Pismo Beach, California.

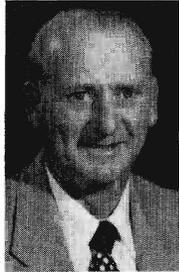
Retired Engineer ADOLPH GEORGE "MIKE" BECKER died in March at the age of 83. "Mike" was a veteran of the 31st Railway Engineers of the A.E.F., outstanding outfit in World War I, commanded by the late Col. E. W. MASON, former WP vice president and general manager. "Mike" joined the B.L.F.&E. on July 11, 1905 and retired from WP in February, 1949. He had resided at the St. Louis Hotel on 7th Street, Oakland, for 38 years.

CALVIN F. HOUSE, interchange-yard clerk-checker, unexpectedly found himself in Laurel Grove Hospital, Castro Valley, the night of January 20 following a heart attack. We understand "Cal" may be recuperating until at least mid-April.

Engineer JOHN L. "JACK" WALLIS returned to duty on March 30 following a heart attack which occurred two days prior to last Thanksgiving Day.

Captain JAMES E. ENGSTROM retired last December with 36 years and 9

months of WP service, having started his employment on the steamer *Feather River* and tug *SS Virgil Bogue* as able seaman and mate, and on the tugs *SS Hercules* and *SS Humacoma* as mate and captain. He was appointed Master of the *MV Las Plumas* on October 1, 1959 from which position he retired. Captain Engstrom was born in



Tonsberg, Norway, on December 26, 1899 and started sailing at the age of 14. On his first trip to the United States in 1915 he jumped ship in Bayonne, New York. He later made four trips across the Atlantic and then remained in Norway to join the Norwegian Navy on their largest battleship, the *Isvold*. The ship was captured by a German submarine in World War I off the Spanish coast and blown up. The crew was allowed to escape in a life boat and were later transported back to Norway. Engstrom returned to New York in 1919 and then traveled by train to San Francisco from which port he sailed on many steam schooners and tankers. He worked as both seaman and salmon fisherman for five seasons on the *Star of Lapland*, *Star of Holland*, and *Star of Alaska*. The latter was renamed the *Balclutha* and is now part of the San Francisco Maritime Museum's property and is presently berthed at Fisherman's Wharf.

Captain Engstrom and his wife, Jessie, have a home on the Russian River near Monte Rio, and a boat, where they expect to spend some time, and then a long-planned trip to Norway.

SAN FRANCISCO

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

Stenographer JUDITH E. KINTSCHER, marketing, and Gary L. Corbin were married in the First Presbyterian Church of Hayward on February 27, Bernard Dubbert was best man and Janet Howell was maid of honor. Gary is from Sandusky, Ohio and is a reconditioning clerk for Montgomery Ward & Co. in San Leandro, where the couple are now residing. Judy has been with Western Pacific since June 5, 1964.



Western Pacific

PSFB Rate Analyst REGINALD W. DUNKLEY and his wife, Bjorg, welcomed the arrival of a second son, Michael Eric, on March 24. The other son, David Reginald, is now two years old.



JOANNE WOOD, formerly general secretary, marketing, is now secretary to F. B. STRATTON, director of industrial development and real estate.

KENNETH D. LEWIS, secretary-clerk, president's office, underwent a hernia operation on April 12 and it is hoped that he will be able to return to work soon.

Our sincere sympathy to MARY WILCOX, secretary to General Auditor WILLIAM G. LEVY and Assistant Gen-

Time for a Change

ON Sunday, April 25, we as a nation will once again start living on what some sage has called "scrambled time." On that date, about 100 million Americans will advance their clocks one hour to Daylight Saving Time and part company with 85 million other Americans. The latter will either remain on Standard Time all year or move to DST on some later date. It happens every year and is as frustrating as is a steel telephone pole to a woodpecker. It adds up to one of the greatest inconveniences the public has ever had to face.

Daylight Saving Time is one thing. The rub is the muddled and muddling manner in which it is observed, particularly in the widely varying dates on which states and local areas move to and from DST.

Last year 15 states started DST the last Sunday in April and ended it the

last Sunday in October. Another 16 states either started or ended DST, or did both, on different dates. The remaining states didn't observe DST at all.

To add to the confusion, 15 of the 31 states observed it on a statewide basis while the others used it only in selected areas. In addition, there are isolated points across the country that use "wildcat" DST without any official sanction whatever.

Examples of just how involved this time-changeover can get are plentiful.

In one town, the banks open on DST and close on Standard Time. In another, its citizens go to bed on Central Standard Time and get up by CDT. Of 130 of the country's largest cities (over 100,000 population), 71 observe DST for all or part of the season and 59 don't.

(Continued on Page 30)

eral Auditor CLIFFORD E. WARNER, whose husband died late in March.

HAROLD CONTOIS, assistant right-of-way engineer, won the Speaker's Cup as a member of Marin Toastmasters No. 890 on the last two occasions that he participated. Congratulations!

A daughter arrived at the home of Assistant Industrial Agent and Mrs. O. H. HOCKER on April 15. The 7 lb. 13 oz. little lady was named Laura. "Her brothers, Richard, 4, and Michael, 2, were looking forward to another brother," said happy father "Dick," "but no doubt they will change their minds as they grow older." Dick's wife, BEA, a former WP employee, agrees.

Blood donors needed!

Western Pacific's Sacramento and San Francisco blood banks are urgently in need of blood donations!

Maxine Landuyt, medical department secretary, requests that Sacramento employees donate to the Sacramento Blood Bank, and that San Francisco employees donate to the Irwin Memorial Blood Bank. Employees should inform both banks that their blood be credited to Western Pacific.

Time for a change...

(Continued from Page 29)

In one state alone, there are 23 different combinations of dates on which community areas shift to and from DST. In another, the state's business is run on Standard Time while citizens in more than 600 communities try to remember that their towns are on DST.

Trains, held to standard time operation by law, are thus "out of step" when they arrive in a DST community, to the confusion of passengers and those who come to meet them. Nor are train travelers alone in this respect. Users of all forms of transportation, including the family automobile, face similar headaches in trying to keep track of the daylight-standard time variations.

More confusion reigns in families with members who work or go to school in different time zones. And consider the problems of radio and television network programming in trying to maintain some continuity of timing across the country in reaching audiences.

INTERESTINGLY enough, the concept of DST can be credited to Benjamin Franklin. As the story goes, the idea began when he was Ambassador to France. It seems that he awoke one morning and found sunlight streaming through his window while the city slept. The "waste" of sunlight annoyed the frugal author of Poor Richard's Almanac and he soon worked out a plan to conserve this daylight by advancing the clocks one hour. It is said that he even went to the trouble of figuring out how many candles this would save the people of Paris.

It remains, of course, that as phe-

nomenally prophetic as the famous Franklin was, he could hardly have foreseen the involvements that the present-day lack of time uniformity in the U.S. would produce. And it's high time that the "scramble" was taken out of the nation's daylight-standard time arrangements.

An impressive list of organizations and companies including transportation, broadcasting, communications, agriculture, banking, government agencies such as Commerce, Defense, Post Office and Weather Bureau, and numerous other enterprises with the public interest at heart, are cooperating in the effort. A Committee for Time Uniformity, with headquarters in the nation's capital, is spearheading the campaign.

A bill (S.1404) designed to establish uniform dates for the beginning and ending of Daylight Saving Time where it is observed throughout the United States was introduced in the U.S. Senate on March 8, 1965 by Senator Cotton (N.H.) for himself and for Senator McGee (Wyo.), the Act to take effect on January 1, 1966.

The goal, essentially, is to have the one-hour advancement of clocks for DST take place in all instances on the last Sunday in April, with the return to Standard Time to take place with equal uniformity on the last Sunday of October. Decision as to adoption of Daylight Saving will still be left to the states, but preferably with application on a state-wide basis.

Such an arrangement would be of real service to the public generally—and it is to be hoped that such governmental action as is needed to bring this about will be taken posthaste.

It's time to put uniformity back into time!



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:

Luchin C. Adams, brakeman, April 5.

John G. Anastasiou, retired track laborer, February 24.

Grace Baird, shop laborer, date unknown

Adolph G. Becker, retired locomotive engineer, March 19.

John M. Boquist, export and rate clerk, Chicago, March 22.

Zane L. Brown, switchman, March 5.

Dick J. Chetwynds, telegrapher, December 1964.

Sermon J. Davis, B&B carpenter, January 15.

Harry Debrates, carman, December 1964.

David A. Fallon, retired locomotive engineer, March 1.

Henry J. Fitzpatrick, marine captain, April 12.

Jesus Garcia, Sacramento Northern assistant foreman, February 9.

James P. Harkins, retired Tidewater Southern agent, February 15.

Daniel W. Harris, Sr., engine watchman, March 11.

Barney Harton, retired hostler helper, February 20.

William L. Ingersoll, retired conductor, April 7.

Benjamin F. Jackson, shop laborer, December 1964.

James W. Jones, dining car cook, January 28.

Marion F. Lagle, locomotive engineer, December 1964.

Edwin C. Lambert, retired locomotive engineer, April 10.

Dan W. Lee, switchman, February 22.

Jack McClanahan, track patrolman, March 2.

Sam Reay, assistant signal supervisor, March 30.

Louis B. Reed, Jr., telegrapher, February 22.

William H. Sanford, retired ditcher engineer, March 23.

John Scott, retired water service maintainer, January 7.

John C. Silverberg, chair car porter, February 9.

John V. Stager, retired locomotive engineer, January 31.

Gerald L. Thomas, clerk, December 1964.

Arthur L. Welliver, retired T&T maintainer, February 26.

Dietrich C. Wilkens, retired general agent, Los Angeles, February 25.

Karl L. Wragg, retired assistant manager-labor relations, February 1.

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RAILROAD LINES



Piggyback car loadings on U.S. railroads hit a new high of 20,342 cars for the week ended March 6.

* * *

With patronage down 75 percent and a 1963 passenger deficit of more than \$3 million Frisco Lines move to discontinue all passenger service.

* * *

Trailer Train now has in service or on order 23,584 TTX piggyback flat cars.

* * *

Chicago-area commuter service improving; new trains being added by Milwaukee, Chicago & North Western, and Illinois Central.

* * *

German Federal Railroad will begin regular 125-m.p.h. train service between Augsburg and Munich during International Exhibition of Transport which will run June 25 to October 3.

* * *

During recent clean-up program Long Island Railroad asked people in dozen communities to choose the colors they'd like their stations painted.

* * *

Baltimore & Ohio announces new all-piggyback "B&O Trailer Jet" train operating on reduced schedule between New York-St. Louis by by-passing freight classification yards and eliminating terminal switching.

* * *

Frisco petitions ICC for permission to discontinue all remaining passenger service effective April 19; ruling could be as late as June.