

WESTERN PACIFIC  
*Mileposts*

MARCH-APRIL 1966



# Mileposts

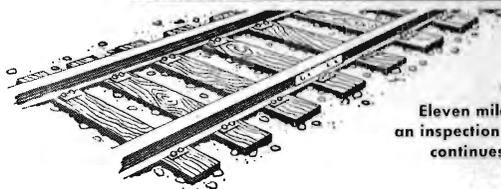
WESTERN PACIFIC

Volume XVIII, No. 2

MARCH-APRIL, 1966

\*Milepost No. 168

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. 168:**  
 Eleven miles from Marysville  
 an inspection party in Hy-Railer  
 continues toward Oakland.

## MANIFEST

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## Electronic gates speed trains over Sacramento crossings

WESTERN PACIFIC RAILROAD and the City of Sacramento jointly announced the installation in January of the first of 31 crossing gates at Sacramento to speed trains through the city. The announcement was made by Councilman Richard N. Marriott, representing the mayor and the city council, and by Myron M. Christy, president of the railroad. A delegation of other city officials attended the ceremonies, and Western Pacific was represented by President Christy, General Manager L. D. Michelson, B. L. McNeill, Jr., engineer signals and communications, E. A. Thompson,

assistant engineer signals and communications, and B. E. Pedersen, director of advertising and public relations.

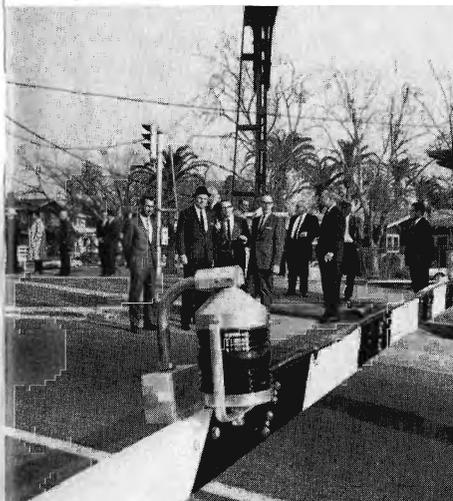
Councilman Marriott, who has worked on the railroad crossing problem almost since he joined the Council, said that he was delighted at the cooperation between the City and the State, and the Western Pacific. "This will go a long ways towards aiding both the City, by increasing its rate of traffic flow on streets which cross 20th, and the railroads by tightening its schedules on time necessary to arrive and depart the yards through the 'old city' area of Sacramento." He characterized Western Pacific as being "one of our oldest corporate citizens" and said he knew the railroad was anxious to see the improvements in place.

The first of 31 new electronic predictor crossing gates were placed in operation at the 21st Street crossing of WP tracks north of the WP yard in Sacramento on January 14.

President Christy pointed out that the new predictor signals will be among the most modern of their type, manufactured by the Marquardt Corporation at Pomona, California, and originally developed by the Stanford Research Institute at Stanford University.

THERE will be 31 crossings equipped with gates. Of these, eight in outlying areas will be conventional track circuits to operate the gates. The remaining 23 crossings within the City proper will be equipped with grade crossing predictors to actuate the gates.

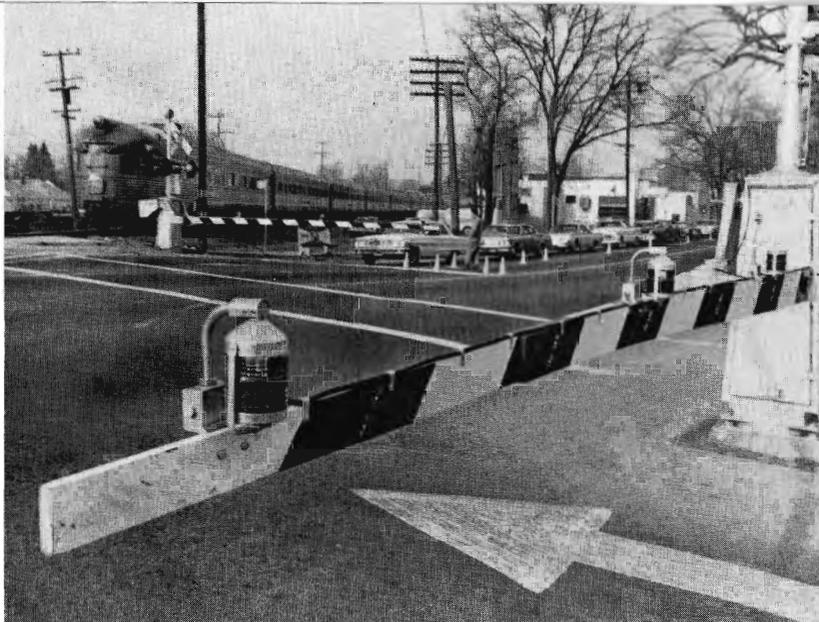
(Continued on Page 4)



**COVER PHOTO**  
 WP and City of Sacramento officials viewing first operation were, from left, President M. M. Christy, Signal & Communications Engineer B. L. McNeill, Jr., General Manager L. D. Michelson and, for the City of Sacramento, Councilman Richard H. Marriott and Public Information Officer Donald J. Foley.

Sacramento Bee photos (Cover, Pages 3 and 4)





An electronic solid state analog controller computed the speed of this California Zephyr as it approached the crossing, placing gates in operation to protect vehicular traffic.

## Electronic Gates . . .

(Continued from Page 3)

According to Engineer McNeill, the grade crossing predictor is an electronic solid state analog controller, capable of computing the train speed and distance as it approaches a protected crossing. It computes the time the train will arrive at the crossing and places the crossing protection in operation in time to protect vehicular traffic at the crossing. "Should the train stop before reaching the crossing," said McNeill, "the predictor will stop the crossing protection and allow the vehicular traffic to move. Should the train proceed again towards the crossing the protection will be reactivated."

The predictor has overcome many problems where crossing gates are installed at street crossings where vehicular traffic is heavy such as it is in Sacramento. It allows both through trains and switch engines to move over these crossings with a minimum delay to vehicular traffic.

Two such installations are now in service and four more crossings will be completed very shortly. "The remaining gate installations," said Assistant Signal Engineer Thompson, "will be placed in service as the signal department completes the work at each location."

Total cost of the project is about \$540,000 with Western Pacific contributing about \$270,000, and the remaining 50 per cent divided evenly between the City and the State. The City plans to use State gasoline tax funds for its share.

## Train and engine crews are reporting "Near Misses"

NEARLY any Western Pacific train and engine crew can tell you about the hair-raising experience of a motorist racing his car over a railroad crossing inches in front of an on-rushing train. Or, about a bus or truck driver required by law to stop at crossings who fails to do so. The newspapers carry far too many stories about those who tried and failed, resulting in death or serious injury to themselves as well as to train and engine crewmen and occasionally passengers.

Continued failure of the driving public to accept individual responsibility for personal safety at highway-railroad grade crossings is a primary cause for these incidents. Lack of driver education is another.

Unfortunately, many drivers of cars, busses and trucks do not use sufficient care in approaching such crossings. Sixty per cent of grade crossing accidents occur in broad daylight, and in one-third of all such accidents the automobile or truck hits a train that is already occupying the crossing. In some cases automobiles and trucks

have been driven through lowered gates into the path of a train. Last year in the United States 1,660 persons needlessly died in grade crossing accidents.

In most states, railroad stop laws apply to vehicles carrying passengers for hire, school busses and vehicles carrying explosives or flammable liquids. Train crews also report violations of other types of vehicles when they can be identified, including passenger cars whose drivers run crossings.

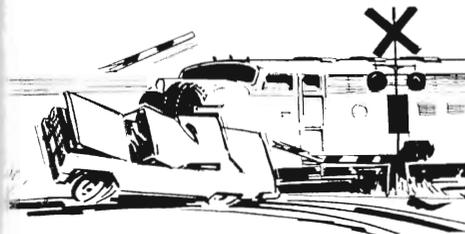


"Near Misses" are reported by the crews to the railroad superintendent who sends a friendly letter to the company, school district, or individual involved when identification can be made. A copy also goes to the National Safety Council. A Council spokesman said more than 200 "Near Misses" and violation reports were made during the first 10 months of 1965, including 60 involving school busses and 70 involving trucks carrying flammable materials.

Railroad train crews are unable to teach responsibility to irresponsible individuals, but they are assisting in driver education by wholeheartedly participating in a campaign to report all "near misses."

The rapidly accelerating campaign,

(Continued on Page 6)



## Train and Engine Crews . . .

(Continued from Page 5)

in response to a National Safety Council request and supported by the Association of American Railroads, is expected to have a powerful influence on driver behavior at grade crossings: "This program is one of education, and is not intended to be punitive in any way," said Harry Porter, Jr., manager of the Council's traffic department. "We are not out to get any commercial drive or school bus operator in trouble with his boss. But we firmly believe that a friendly warning will help him to recognize his responsibilities. Just knowing that train crews check them at crossings, and report any 'near-miss' incidents, will undoubtedly make some drivers more diligent about required safety stops."

General Manager L. D. Michelson told MILEPOSTS that at present Western Pacific has this pretty well covered by yellow notice and by good response from our enginemen in reporting "near-misses." "Although I am doubtful that our men would have to be reminded of such an important subject, we don't want them to overlook reporting their 'near-miss' crossing experiences."

While most professional drivers have been educated and are aware of what might occur through carelessness at



railroad grade crossings and obey the traffic signs and stop regulations, others do not. The passenger driver is the biggest offender and is involved, at latest count, in about 79 per cent of grade crossing accidents, trucks in about 19 per cent, and other types of vehicles account for the remaining two per cent.

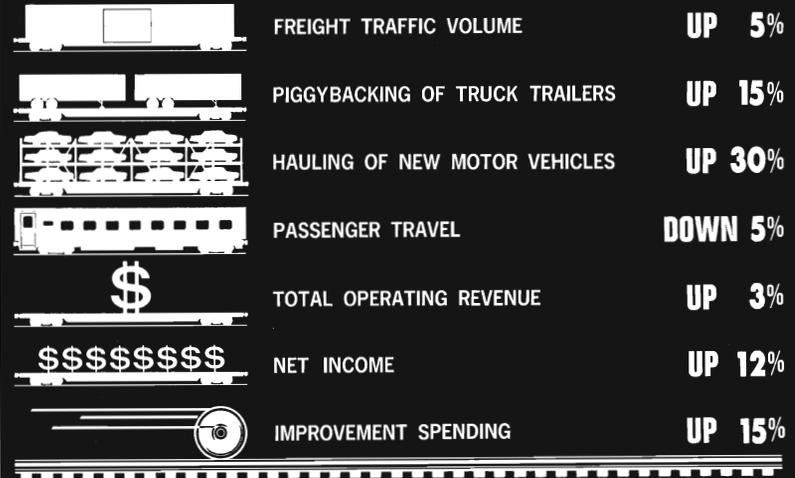
In the interest of safety to railroad employees and passengers and to drivers of all forms of motor vehicles, the campaign to report all "near-misses" can be an important factor in reducing death and injury.

The engine crew of a speeding California Zephyr had moments of fright as a big gasoline truck approached and proceeded over a crossing near Stockton without making a required stop.



MILEPOSTS

## THE RAILROADS IN 1965



## PIGGYBACK REVENUE CARLOADINGS 1955-1965



**Donald L. Loftus**, director of market development since March, 1963, was appointed assistant to president on February 1 with general staff responsibilities.



Don was born in Chicago on August 17, 1921. He attended Northwestern University, Evanston, and Loyola University, Chicago, majoring in transportation and economics, receiving his B.B.A.

From September 1948 until January 1952 he was a research assistant and lecturer for Northwestern University and research analyst and sales engineer for the Pullman-Standard Car Company. He joined Western Pacific in February 1952 as technical assistant, later advancing to positions as transportation engineer, supervisor of transportation and engineering, manager of research, and assistant to president-research and planning.

He is a member of Railway Systems & Management Association, the National Council of Transportation Research Forum, on the general committee for the AAR Data Systems Division, the Pacific Railway Club and the World Trade Club of San Francisco.

Don married the former Lois G. Miner of Chicago and they have four children, Shirlee K. 17, Geoffrey M. 14, John D. 13, and Kenneth B. 10. Their home is at 993 Moreno Avenue, Palo Alto, where Don is a trustee for the Presbyterian Church and was 1965 president of the Palo Alto Little League, Inc.

## PERSONNEL CHANGES

**William P. Ludwig, Jr.**, most recently with the Missouri Pacific Railroad, was appointed manager of industrial development, effective March 1.

Bill was born in Texas City, Texas on May 5, 1927. Following military service in World War II and graduation from Texas A & M University with a degree in mechanical engineering in 1949, he first worked in the engineering department of Texas City Terminal Railway Company. In 1954 he became assistant to the president and general manager, and was elected president and general manager of the company on July 11, 1956.

He joined Missouri Pacific Railroad as assistant director of industrial development on August 1, 1958 and on June 1, 1961 was appointed executive representative for the MP in Houston. In this capacity he served as director of Houston Belt & Terminal Railway, Houston; director Galveston, Houston and Henderson Railroad Co., Galveston; Terminal Industrial Land Company, Texas City; president and director, Brownsville & Matamoros Bridge Company; and officer and director of various other subsidiary companies.

Bill was named the Outstanding Junior Citizen (under age 35) of Texas City in 1956, and was selected by the



Texas Junior Chamber of Commerce as one of the Five Outstanding Young Men of Texas for 1957.

He is a registered professional engineer, State of Texas, director and member of the executive committee, Texas Industrial Development Council, director of Gibraltar Life Insurance Company of America, Dallas; member of the Society of Industrial Realtors, Houston Club, and the Long Point Baptist Church, Houston.

Bill and his wife, Fay, have one son, Howard, age 12.

**Katherine M. Griffin** was appointed an attorney in Western Pacific's law department, effective March 1.

Miss Griffin, a native of Philadelphia, received her education at Dominican College in San Rafael, Calif., where she majored in English and received her B.A. degree. She received her LL.B. degree from the University of San Francisco.

Prior to joining Western Pacific, Katherine was an attorney for McCutchen, Doyle, Brown, Trautman & Enersen for four years, and an attorney for Mannon & Edmondson for five years, both San Francisco legal firms.

Miss Griffin is a director of the Queen's Bench, and holds member-

ships in the San Francisco Bar Association and the American Bar Association.

She lives at 2400 Golden Gate Avenue, San Francisco.

\* \* \*

**G. R. Green** was appointed to the newly created position of manager of economic and statistical analysis, financial division, effective February 1.

"Dick" was born in Hornell, New York and received his education at Allegheny College and the University of Michigan, and a B.A. degree in business administration.

While serving as Ensign throughout World War II in the South Pacific his ship was torpedoed off Formosa on Friday the 13th of October, 1944.

After the war he entered the mechanical department of the Erie Railroad, and in April 1946 became assistant to director of research.

Friday the 13th must have some bearing on "Dick's" life as on that day and date in 1950 he was recalled to active duty for the Korean War and served two years as underway officer of the deck on the aircraft carrier *Boazer*, principally in the Sea of Japan.

"Dick" became assistant transportation engineer for WP on October 12, 1959, and early in 1963 was made manager of costs and statistics.

He is a member of the Transportation Research Forum, Budget Executives Institute and the Pacific Railway

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## Personnel Changes . . .

(Continued from Page 9)

Club. He is an executive officer in the U.S.N.R. composite company 12-46 with rank of Commander, and is on the official board of the Carlmont Methodist Church and president of its Men's Club.

"Dick" and his wife, Margaret, have three children, Jon 17, Charles 10, and Margaret Anne 3. Their home is at 1124 Alomar Way, Belmont, Calif.

\* \* \*

**Peter Citron** was appointed assistant to vice president-marketing on February 1.

He was born in San Francisco on July 17, 1907. He attended seminars of Field Sales Management Institute, San Francisco, Society of Industrial Realtors, Northwestern University and American Management Association, New York.



Pete has been a Western Pacific employee since October 16, 1933. From file clerk he worked up through various Marketing Division sales and administration positions including sales representative, office manager, foreign freight agent, district sales manager and in 1963 was appointed assistant director of industrial development.

He has been a director of the Pacific Traffic Association and president of the General Agents Association, and is a member of the Transportation Club, Commercial Club and B. P. O. E.

He assists in fund raising activities for the City of Hope, who maintain a hospital at Duarte, California for catastrophic diseases, a non-sectarian and cost free service to patients who cannot pay.

Pete and his wife, Jeanette, live at 831-36th Avenue, San Francisco. They have a daughter, Mrs. Vernon H. Peterson, age 28.

\* \* \*

**James N. Baker** was appointed assistant to vice president-marketing, pricing, effective January 1.

Jim was born in Springfield, Massachusetts and attended Yale University, majored in history, and received his B.A. degree. He first worked for Western Pacific in March 1960 as a marketing trainee after two years in the Transportation Corps with assignment in liaison to the German Federal Railways, and four years with another Class I carrier.



Admitted to practice before the Interstate Commerce Commission in 1960, Jim has been active in various proceedings before the Commission including the Western Pacific control case. In 1962 he was assigned as assistant director of pricing on trans-continental rates, and in 1964 as assistant freight pricing manager for terminal and transit subjects.

Jim is a member of the Transportation Club and the Commonwealth Club and with his wife, Mary, live at 307-4th Street, Sausalito, California.

**David H. Copenhagen** was appointed director of market development effective February 1.

He was born in Portland, Oregon on September 19, 1915 and received his education in Oakland, California schools. He first worked for Western Pacific in July, 1932, rising in position from file clerk to accumulate a vast experience in nearly every section of the Marketing Division, most recently as assistant to vice president-marketing.



Dave is a past director of the Transportation Club and the Pacific Traffic Association and is a member of the Oakland, Santa Clara and Sacramento Valley transportation clubs, National Defense Transportation Association, Commercial Club and Delta Nu.

Dave and his wife, Margaret, live at 360 Olive Street, Menlo Park. They have three sons, David 23, Richard 22 and Bruce 15. He is active in swimming, tennis and just recently won the Northern California doubles championship in badminton.

\* \* \*

**Peter H. Van Gorp** on February 1 was appointed manager, market research.

Pete was born in Pella, Iowa on March 2, 1928 and attended Purdue University and Denver University, majoring in transportation economics and receiving his B. S. degree.

He first worked for Trans World Airlines in Kansas City in August, 1951 and in January 1955 became

economics analyst for Pan American World Airways at South San Francisco. His first Western Pacific position in October 1955 was assistant transportation engineer in the research and planning section.

With the organization of the market development department in 1963, Pete became a member of that group. In his new position he will be responsible for determining the railroad's freight car requirements, as well as other Marketing, sales and traffic studies.

Pete is a member of the Railway Systems & Management Association, Chicago, the Sierra Club, San Francisco, the National Parks Association and the Wilderness Society both of Washington, D.C. He is an ardent conservationist and spends much of his free time hiking and back-packing which has taken him to the top of some of the West's famous peaks. Other personal interests include various lay positions in church work.

Pete and his wife, June, and their two children, Kyle 12 and Ryne 6, live at 1061 Via Roble, Lafayette, Calif.

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It was bound to happen. One of the suburban stores is opening a downtown branch.

\* \* \*

Teacher: "What two documents contributed greatly to the United States government?"

Pupil: "Forms 1040 and 1040A."



## Personnel Changes . . .

(Continued from Page 11)

**Sheldon Glatt**, formerly district sales manager at Seattle, became district sales manager at Oakland on April 1.

He was born in Berkeley on November 30, 1921 and attended San Francisco City College. He first worked for Western Pacific at Oakland for two years before entering the Navy on August 1, 1941. He returned to WP on January 6, 1946 as a clerk at Oakland



and became a sales representative there on June 1, 1947. On September 1, 1955 he became assistant industrial agent at San Francisco and then went to Seattle as sales representative on September 1, 1958, becoming district sales manager on May 1, 1962.

"Shel" is a member of several Northwest transportation clubs, the Washington Athletic Club, and the Masonic Lodge, Oakland.

"Shel" and his wife, Margery, a former Western Pacific employee, have two daughters, Janet Lee 13½ and Nancy Ann 4. They live at 639 Teak Court in Walnut Creek. If and when he can locate his golf clubs following his recent move he hopes to get his game back somewhere near the ability of another great left-handed golfer, Australia's talented professional, Bob Charles.

In baseball a hard hit delivers runs; in railroading a hard hit delivers damaged freight.

**Robert W. Rouse**, former sales representative at Sacramento, was appointed district sales manager at Seattle, effective April 1.

Bob was born at Monmouth, Illinois on February 11, 1918. He attended Sacramento City College and the National School of Business at Los Angeles, majoring in pre-law, and later the California School of Real Estate in Sacramento.



He was first employed as freight agent for Union Pacific Railroad at North Long Beach in 1941, and in 1947 worked as traffic representative for the Isthmian Steamship Co. in Los Angeles. He became a sales representative for Western Pacific at Los Angeles in 1952, which position he took with him to Sacramento in 1957.

Bob is a director of Rotary International, South Sacramento, and the Sacramento Valley Transportation Club. He is administrative vice president for Toastmasters International, Sacramento, and is a member of the Chamber of Commerce and the Masonic Lodge in Sacramento.

He has given much of his spare time to activities of the Boy Scouts of America, United Crusade, and Junior Achievement of Sacramento.

Bob and his wife, Ferne, have three children, Richard 18, a freshman at California Lutheran College, Thousand Oaks, California, Susan 16, and Robin 7. The family is great camping enthusiasts and are looking forward to exploring the Pacific Northwest.

## One thousandth member of S. F. Zoological Society

**AMOS N. NELSON**, freight claim investigator, has become the one thousandth member of the San Francisco Zoological Society.

To celebrate the occasion, Amos, his wife, Danalee, and their five children visited the Zoo to receive his membership documents. The family was conducted on a tour of the Zoo by James J. Ludwig, Society board member and membership committee chairman, and Jack A. Hurt, secretary-treasurer.

The Society is a private, non-profit organization dedicated to the development of the San Francisco Zoo as one of the outstanding recreational and educational facilities of its kind. Charles K. Faye, assistant vice president-freight sales, is a Society director, and Logan Paine, corporate secre-

tary, is a member of long standing. Membership information may be obtained from the Society, Zoo Road and Great Highway, San Francisco.

Amos first worked for WP as a relief clerk on July 26, 1956, was later a clerk at several locations, and has been a freight claim investigator since February 16, 1961. He was born in Fresno, and in 1953 received his A.B. degree from Fresno State College, majoring in general social science and minoring in psychology. He then attended Berkeley Baptist Divinity School for three years. He has been active in church work since he was licensed as a minister by the First Baptist Church of Fresno on August 19, 1953, and he hopes to be ordained soon and to enter the ministry full time. He is also very active in community affairs in his home town, Alameda.

Amos and Danalee were married in Fresno on August 26, 1950. Mrs. Nelson received education at the Baptist Missionary Training School, Chicago, and for several years was president of the Northern California Chapter of the Baptist Missionary Training School Alumnae Association. Danalee has had extensive service in church work, and is a licensed vocational nurse employed at Peralta Hospital, Oakland.

Accompanying Amos while visiting Storyland Children's Zoo were his wife, Danalee; Christina, age 11; Elisabeth, age 13; Peter Marshall, aged 12; and in front, Danalee (named after her mother), age 5; and Andrew David, 7.



## Promotes Zephyr travel

We have many visitors from all over the country here at Harrison Railroad Park where I am caretaker. Many tell us they get tired of driving their cars or riding other forms of transportation so we always recommend the *California Zephyr*. We've had success, too, as some have returned to tell us how they enjoyed the train, the crew, diner, scenery and relaxation. My assistant and I work hard to keep the *Zephyr* going. We recommend to many with children that they take the one-day round trip ride to Stockton as many children have never ridden a train which they find fascinating, just as they do the equipment we have on display at our park.

Mort Buell  
615 Alice Street  
Oakland, California

\* \* \*

## Henry W. Steinert

This is to notify you of the death of my husband, Henry William "Holly" Steinert, in Reno, on February 21. He retired as an engineer in 1962 after working out of Portola since 1957. Previously he had worked for 35 years out of Elko to Wendover.

I was just informed that a very good friend of his since they were boys of 17, Val Dycus, died on March 28. I think it would be fitting to pay tribute to both these men who knew nothing but railroading during their lifetimes.

I would also appreciate being kept on your MILEPOSTS mailing list.

Mrs. Henry W. Steinert  
P. O. Box 8637  
Reno, Nevada



# Dear Editor:

## Old furniture wanted

Gordon and I want to thank everyone for the glorious time we had at his retirement party and for the lovely gifts to which everyone contributed so generously.

He is truly enjoying the new drills for his shop equipment, and if the broken down furniture in the basement just holds out, retirement will be no problem for either of us!

Mrs. Gordon Switzer  
379 Staten Avenue  
Oakland, California

\* \* \*

## James C. Davenport

My husband, retired locomotive engineer James C. Davenport, died on March 23. He retired in 1941 and had received his 50-year pin. He started working on engines as a boy at McCook, Nebraska, and worked on various railroads before coming to California to work for the Sacramento Northern.

He belonged to Lodge 59, F&AM, of Kent, Washington; BLE of Stockton; Mary E. Partridge Chapter 308, OES; and Reorganized Church of Jesus Christ of Latter Day Saints of Berkeley. He was a native of Craig, Missouri. In addition to his wife he is survived by several nieces and nephews.

Brother James Cummings and Masonic Lodge 59 officiated at the service held at The Little Chapel of the Flowers, followed by entombment at Sunset Mausoleum.

Mrs. James C. Davenport  
2530 Piedmont Avenue  
Oakland, California

\* \* \*

## Howard W. Graham

You may wish to report in MILEPOSTS that Howard W. Graham, retired brakeman, died on January 18 after a long illness.

Mrs. H. W. Graham  
139 East Pine  
Stockton, California

\* \* \*

## Three remain as readers

When I reach Milepost-0, namely, my retirement as general superintendent for the High Point, Thomasville & Denton Railroad, after 40 years plus to my credit, I'm reminded that after receiving MILEPOSTS for many years I am going to miss it. If consistent with your policy, I will greatly appreciate being kept on the mailing list.

A personal comment (and this is not taffy) is that of the many similar magazines your's holds high in the ranks. Its size is convenient, the make-up most attractive, the articles are

always interesting—all in all a fine magazine which I'd desire to continue receiving.

L. B. "Dut" Dutton  
1310 Merry Hills Drive  
High Point, N.C.

\* \* \*

Please correct your record of my address. I have missed several copies of MILEPOSTS and surely don't want to miss more of them. I look forward to the magazine with its news of WP and the many friends I have made back in Nevada and California.

As you can see by the enclosed photo of Mrs. Pfenning and I—Sacramento was never like this when I

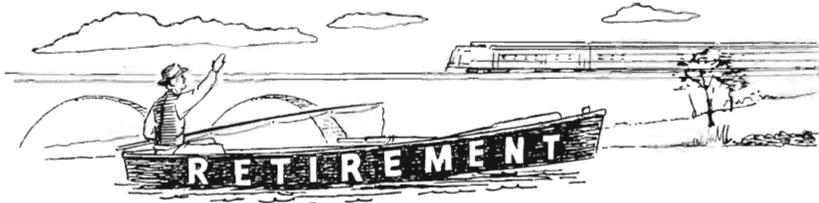


The Pfenning's dressed for -15 degree weather.

was night chief dispatcher there. We are about to set out on a little jaunt on our Ski-do which is a motorized sled. Weather clear, temperature -15 degrees!

We do enjoy Iowa though in spite of below zero weather. Our summers

(Continued on Page 16)



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:

*Leslie E. Boone*, locomotive engineer, Oakland, 20 years 10 months.

*Frank E. Chamard*, rate clerk, San Francisco, 18 years 3 months.

*James L. Collins*, conductor, Salt Lake City, 39 years 5 months.

*Leo E. Ennis*, assistant agent, Oakland, 41 years 6 months.

*Ernest S. Eshom*, Alameda Belt Line locomotive engineer, Alameda, 10 years, 10 months.

*James H. Ford*, carman, Elko, 17 years 4 months.

*Calvin V. Foss*, section laborer, Stockton, 29 years 1 month.

*Jose Garcia*, Sacramento Northern section laborer, Yuba City, 28 years 5 months.

*Leon A. Gordon*, car inspector, Stockton, 19 years 8 months.

*Earl Hurst*, locomotive engineer, Sacramento, 22 years, 1 month.

*Nathan Johnson*, roundhouse laborer, Stockton, 36 years 5 months.

*Harry Kilcrease*, chair car porter, Oakland, 20 years 6 months.

*Julius A. Lundey*, Sacramento Northern conductor, Sacramento, 45 years, 9 months.

*Ruth Lyon*, file clerk, marketing department, San Francisco, 22 years 6 months.

*Ferris McKelly*, extra gang laborer, Yuba City, 4 years.

*Annabel McMillan*, junior file clerk,

(Continued on Page 17)

## Dear Editor . . .

(Continued from Page 15)

are nice and there is still such a thing as a "pleasure drive" on Sundays here.

*Charles R. Pfenning*  
Vice President  
American Train

Dispatchers Association  
1927 1st Ave., S.E.,  
Cedar Rapids, Iowa

\* \* \*

Although I retired from service of the Rio Grande as auditor, general ac-

counting, on March 1, it is my desire that you continue to furnish me with Western Pacific MILEPOSTS, since there will be no retirement of my interest in the welfare of the Western Pacific and of my interest in the friends who still serve the Company.

I shall, therefore, appreciate continued receipt of your magazine at my address shown below.

*G. L. White*  
708 Elm Street  
Denver, Colorado

## Carl W. Mangum

WITH nearly a half century of railroading to his credit, including 40 years and seven months with Western Pacific, District Sales Manager Carl W. Mangum retired from active service on March 31.

Carl was born at Eureka, Utah on March 26, 1901. After a high school education in Salt Lake City, he went to work for the Rio Grande's operating department in that city on January 2, 1919. He remained with that road until September 1, 1925 when he became traveling freight and passenger agent for Western Pacific with headquarters at Salt Lake. His first promotion was to position as general agent at San Jose on November 15, 1933 which led to his position as district sales manager at Oakland on January 1, 1939.

Since coming to Oakland, Carl has been very active in civic affairs—a director of the Oakland Chamber of Commerce, past president of the Oakland Traffic Club, former industrial co-chairman of The Land Development Committee of Alameda County, a vice president of the Travelers Aid Society, and a director of the East Bay

Activity Center. As a member he was also active in the World Trade Club, Athens Athletic Club and Athenian Nile Club of Oakland and the Emeryville Industries Association, Emeryville, as well as United Crusade and other community services.

Carl married the former Miriam Horsley of Salt Lake City on May 31, 1929. They have three children, Richard 30, Robert 28, and Mrs. Lt. Robert G. (Carolyn) Wallin. Richard is in sales work for Weyerhaeuser Shipping Container Division, San Francisco; Robert is in Cameroun, Africa with the Frontier Internship Program of the United Presbyterian Church, New York City; and Carolyn is presently in Hahn, Germany where her husband is stationed with the U. S. Air Force.

From his home at 520 Magnolia Avenue, Piedmont, Carl hopes to travel a bit and enjoy some of his fishing, hunting and photography hobbies.

## Albert D. Quackenbush

AFTER 37 years of service, all with WP's engineering department, Albert D. Quackenbush retired on March 31 as engineer of industrial projects.

He was born in Berkeley on March 8, 1901 and after one year at San Rafael High School, completed home study courses in engineering for a number of years. His professional career included service with the California Highway Department, Pacific Gas & Electric Company, and National Park Service among others. He first came to WP as a draftsman on May 5, 1929 but was released on two occasions due to force reductions in the

(Continued on Page 18)

## Retirement . . .

(Continued from Page 16)

auditor of revenues department, San Francisco, 20 years 11 months.

*Sam Oliver*, second cook, Oakland, 16 years 3 months.

*Lela E. Owen*, trainmaster's clerk, Salt Lake City, 22 years 1 month.

*Everett C. Schwartz*, carman, Sacramento, 22 years 1 month.

*Kenneth B. Wastell*, locomotive engineer, Oakland, 22 years 5 months.

## Norma French in race for Queen of National Transportation Week

**P**ERSONABLE Norma French, a shop clerk in Western Pacific's mechanical department, has been selected as a candidate for Queen of National Transportation Week, to be held May 15 through 21.

Norma will be competing against seven other candidates employed with various Sacramento industries.

The contest is based on ticket sales to qualify the top five candidates. From those five winners, the Queen will be chosen by a professional group of judges, based on the individual's capabilities.

Norma is an effervescent individual with a wonderful personality and other attributes, and her many Western Pacific friends believe she has an excellent opportunity to become

Queen. She has been a Western Pacific employee for several years, employed mostly in the store and mechanical departments.

She is married and has two sons, is an ardent fisherwoman and enjoys flying.

According to Sales Representative Don Naylor, books of tickets are being mailed to all department heads on the railroad asking for assistance in selling tickets.

Western Pacific had the honor of placing a Queen in the 1964 National Transportation Week contest, and with good support from all Western Pacific employees, the chances are excellent that Norma will succeed to the title again this year.

### A. D. Quackenbush . . .

(Continued from Page 17)

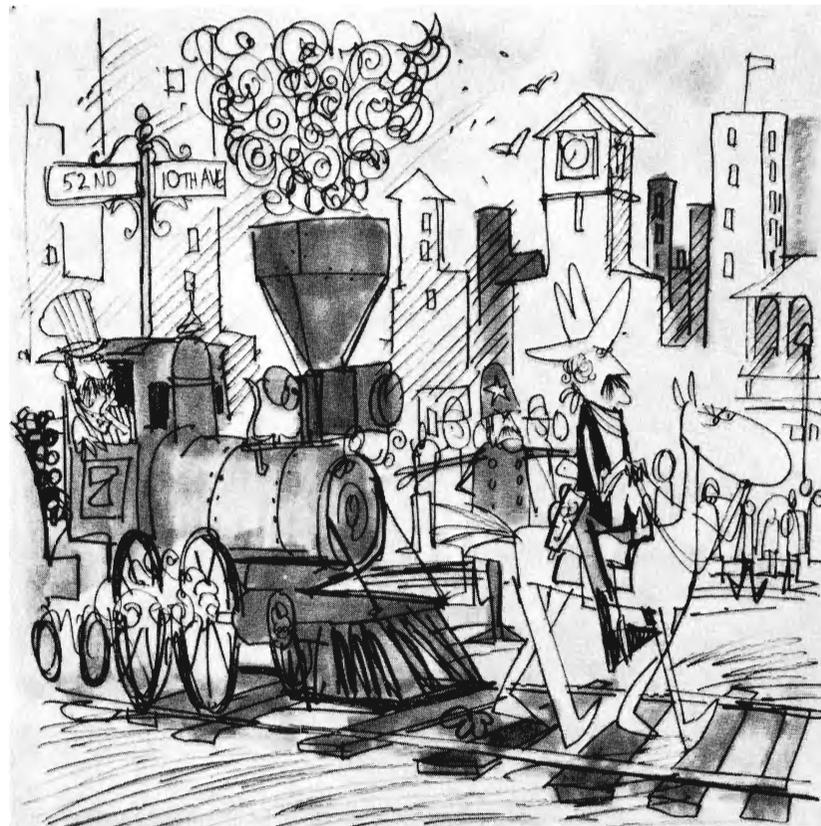
early 1930's. He became a draftsman on a permanent basis on February 1, 1936 and subsequently held positions as chief draftsman, office engineer, principal assistant engineer, and has been engineer of industrial projects since March 1, 1964.

Al's engineering abilities have been his avocation as well as his vocation. Not only has he built his own fine home in Redwood City and one under construction at Lake Tahoe, but his own boats, ship models, furniture,

fishing rods and bows and arrows.

When Al became office engineer in 1943, the engineering department was manned by personnel well along towards retirement. As a result he gathered young promising candidates from various colleges and other schools which presently staff the department today. His keen ability to judge people is indicative of his accomplishments.

Al has had a helping hand from his fine wife, Jeanette and they have raised two fine sons, Ralph and Don, ages 36 and 32 respectively, and both married.



***“It is against the law for a train to enter the city limits unless preceded by a man on horseback”***

This quaint law, once on the books of the nation's largest city, is long since outdated and repealed. But there are many other regulations and restrictions governing railroads today equally out of date, equally geared to an era long past. The result is slower progress, stifled competition, and unjust discrimination which deny to the public the full benefits of a dynamic railroad service. America needs a transport policy as modern as America itself. Congress can provide it.

—Association of American Railroads

# MILEPOSTS



# IN GOLD

MILEPOSTS congratulates the following railroaders who are eligible for Service Pin Awards during the months of March and April, 1966:

| 40 - YEAR PINS            |   |                           |
|---------------------------|---|---------------------------|
| C. L. Ashley              | General Chairman, Brotherhood of Maintenance of Way Employees   | San Francisco             |
| W. F. Asvitt              | Head Payroll Clerk  | San Francisco             |
| A. Moldenhauer            | Lead Relay Repairman - Signal Dept.                             | Sacramento                |
| Logan Paine               | Corporate Secretary   | San Francisco             |
| William L. Rowberry       | Chief Clerk - Station Accts.                                    | San Francisco             |
| 35 - YEAR PINS            |   |                           |
| Harold D. Branting        | General Chairman, International Brotherhood of Firemen & Oilers | Sacramento                |
| H. A. Hutchinson          | Section Foreman   | Extra Gang #73            |
| Vernon N. Richins         | Section Foreman   | Anderson, Nev.            |
| 30 - YEAR PINS            |   |                           |
| Vernie R. Ackeret         | Carman  | Sacramento                |
| Malcom P. Armstrong, Jr.  | Machinist   | Elko                      |
| Arthur Crump              | Chief Yard Clerk  | San Francisco             |
| Calvin V. Foss            | Track Laborer   | Stockton                  |
| Robert B. Lambert         | Carman  | Sacramento                |
| Raymond H. Powell         | Conductor   | Western Division          |
| 25 - YEAR PINS            |   |                           |
| Charles E. Davis          | Machinist   | Sacramento                |
| Paul C. Evans             | Roundhouse Clerk  | Oakland                   |
| James W. Evans            | Locomotive Engineer   | Western Division          |
| Allen C. Fleming          | Conductor   | Western Division          |
| Carl D. Heady             | Carman  | Sacramento                |
| Fred C. Marty             | Machinist   | Sacramento                |
| William B. McCullough     | Baggage-man-Janitor   | Oakland                   |
| Clifford A. Morgan        | Conductor   | Western Division          |
| Walter L. Phipps          | General Chairman, Brotherhood of Locomotive Firemen & Enginemen | Stockton                  |
| Loyd R. Quigley           | Conductor   | Western Division          |
| Kenneth A. Rank           | General Sales Manager   | Chicago, Illinois         |
| Harlin C. Robertson       | Stationary Engineer   | Oroville                  |
| Frank E. Schmalenberger   | District Sales Manager  | Los Angeles, Calif.       |
| Willard M. Workman        | Sales Manager   | New York City             |
| 20 - YEAR PINS            |   |                           |
| Anthony A. Bettencourt    | Assistant File Clerk  | Sacramento                |
| W. J. Funk                | Storekeeper   | Stockton                  |
| Walter L. Gay             | Chef  | Dining Car Department     |
| Ruby C. Gore              | Secretary to Assistant Vice President - Pricing                 | San Francisco             |
| Frederick G. Grenz        | Carman  | Sacramento                |
| Charles B. Lindsay, Jr.   | Transit Clerk   | San Francisco             |
| Yen Louie                 | Accountant  | San Francisco             |
| Ralph T. Lowry            | Laborer   | Portola                   |
| Lois R. Manca             | Stenographer-Clerk  | Elko                      |
| Floyd W. Mitchell         | Carman  | Portola                   |
| Rudy Mlakar               | Laborer   | Portola                   |
| Eva V. Pierce             | Laborer   | Oroville                  |
| Clement J. Reilly         | Carpenter Helper  | Western Division          |
| William F. Stevens        | General Diesel Supervisor                                       | Oroville                  |
| Frank A. Tufo             | Asst. Car Service Inspector                                     | (MILEPOSTS Correspondent) |
| Bernard J. Witucki        | Extra Gang Foreman  | Western Division          |
| William B. Wolverton, Jr. | Mechanical Engineer   | Sacramento                |

(Continued at top of Page 21)

## 15 - YEAR PINS

|                      |                        |                         |
|----------------------|------------------------|-------------------------|
| John M. Coggins      | Carman                 | Elko                    |
| Foster P. Fox        | Switchman              | Western Division        |
| Francisco R. Maciel  | Section Laborer        | Western Division        |
| Henry J. McKewan     | Switchman              | Western Division        |
| Levi P. Mitchell     | Machine Operator       | Western Division        |
| Joseph E. Moore      | Sales Representative   | Charlotte, No. Carolina |
| Luis G. Ochoa        | Section Laborer        | Western Division        |
| Jose Ojeda           | Section Laborer        | Western Division        |
| Frank Salinas        | Section Laborer        | Western Division        |
| Raymond D. Santiago  | Engineering Accountant | San Francisco           |
| Edgar G. Sutton      | Motor Car Maintainer   | Winnemucca              |
| Floyd E. Vice        | Carman                 | Elko                    |
| Alvin L. Vizina, Jr. | Carman                 | Portola                 |
| Charles W. Wilkens   | Unit Welder            | Western Division        |

## 10 - YEAR PINS

|                  |                            |                       |
|------------------|----------------------------|-----------------------|
| D. V. Barragan   | Welder                     | Welding Gang #1       |
| L. E. Boyce      | Extra Gang Foreman         | Western Division      |
| A. D. Del Bosque | Laborer                    | Western Division      |
| J. H. Douglas    | Second Cook                | Dining Car Department |
| J. A. H. Flores  | Section Foreman            | Tobar, Nevada         |
| J. E. Gonzalez   | Laborer                    | Winnemucca            |
| O. A. Herrera    | Carpenter                  | B&B Gang #1           |
| George W. Keller | Electrician                | Oroville              |
| H. J. Miller     | Yard Car Clerk             | San Francisco         |
| W. R. Miller     | Dispatcher                 | Elko                  |
| Ernest N. Perry  | Asst. Engineer - Valuation | San Francisco         |
| R. R. Rios       | General Clerk              | Gerlach, Nev.         |
| Frank Robinson   | Carpenter                  | Barro, Utah           |



**30-Year Veteran**

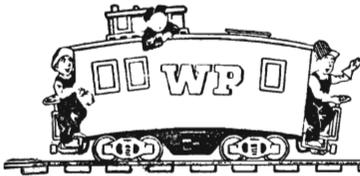
O. S. Correa, chief clerk for Tidewater Southern Railway at Modesto, sent in the above picture of Carl P. Lindman, section foreman-patrolman, receiving his 30-Year Service Pin. The presentation was made by Superintendent Harold J. Mulford and witnessed by Carl's immediate boss, Road Supervisor A. A. Schuetter.

## Spring-forward . . . Fall-back

Congress has completed action on legislation to place the majority of the nation on uniform daylight saving time in 1967. It also will set uniform starting and ending times for existing daylight time observances.

The House passed the bill 281 to 91 and sent it to the White House on March 30. The measure this year would require all states or localities observing daylight time to turn clocks ahead one hour on April 24 (*Spring-forward*) and turn clocks back one hour on October 30 (*Fall-back*).

The bill also would set up nationwide daylight saving observance during the same period next year. Exemptions could be achieved only by affirmative action of a state's legislature, and then would have to be statewide. Present state time laws would be invalid after this year.



# Caboosing

## SAN JOSE

Lee Marshall

(Editor's note: Beginning with this issue, Sales Representative LEE W. MARSHALL becomes correspondent for this column. MILEPOSTS welcomes Lee to the staff. He will appreciate hearing news items from WP employees throughout the San Jose - Milpitas area.)

Congratulations are in order for CHARLIE H. MYERS, retired Sales Representative, and Kay Mahoney of San Jose on their marriage in San Jose on February 28.

Understand BILL REED, San Jose yard, has been invited to the State Annual Square Dance Convention as a "guest caller." The place—Orange County Fair Grounds, San Bernardino, Calif. The dates—May 6, 7 and 8—just in case you happen to be in the neighborhood.

KENNETH K. DUNTON, retired local agent, has been a visitor in all the local offices recently. It was good to see you, Ken, and come around again!

Our old friend, PHIL PRENTISS, retired trainmaster, is very active as public relations man for the Milpitas Chamber of Commerce. We understand Phil is quite a "big wheel" out that way. Congratulations, Phil, and we know you'll do a fine job.

DORIS COLIN, secretary to District Sales Manager JOHN DULLEA, is in the

process of buying a new home. We hope, and we know Doris is anxious, that she will be moved in and settled by the time this issue is off the press.

## WINNEMUCCA

Hank Mentaberry

After a joint start last month with Co-Correspondent BOB SHEPHERD this column slipped to one correspondent this issue with Bob convalescing in Reno following surgery. We hope he recovers swiftly and returns to duty soon.

Belated congratulations to BILL HOLT on his promotion to assistant general supervisor of roadway equipment last October. Bill will make Winnemucca his home.



"What'll I do with these, Hon?"

Sgt. Joe L. Sutton, son of Motor Car Maintainer and Mrs. EDGAR SUTTON, was presented the Air Force Commendation medal with an accompanying citation commending Sgt. Sutton for . . . "exceptionally meritorious service as a Flight Commander of the Operations Function of the Division of Security and Law Enforcement, Headquarters, United States Air Force Academy." The medal is the seventh highest in the nation and was awarded for his work prior to assuming duty at the Air Force recruiting station in Tuscaloosa, Alabama.

## STOCKTON

Elaine Obenshain

Switchman and Mrs. D. E. ATKINSON became parents for the first time with the announcement of David Edward Jr.'s birth on January 31. Grandparents are Engineer and Mrs. H. D. ATKINSON.

A first son, David Edward, arrived on February 17 to make a happy home for Switchman and Mrs. J. D. SWETS, who also have a daughter. Grandfather is Switchman R. E. SWETS.

Another first son, Ross, Jr. was welcomed by Electrician and Mrs. ROSS MARINO on February 8.

A second son, Brian Gordon, was welcomed by Switchman and Mrs. J. A. PETTIT on February 20. The elder son, Gary, is five years of age.

Switchman and Mrs. T. W. MILLER were recently surprised by the arrival of twins to join Terry, Jr., Colleen, Michael, and Danny. Born February 28, the twins are James Lee and Jeannie Lynn.

Leroy Davis, son of retired Clerk and Mrs. E. S. DAVIS, was recently

honorably discharged from the U. S. Army after serving a tour of duty in Vietnam.

Our deepest sympathy to the families of retired Engineer HARRY MAIN who passed away on January 24; Engineer W. L. HERMANC; and Mrs. CHRIS NICELER, wife of hostler helper.

Stockton WP Employees Federal Credit Union held their 12th Annual meeting in January. A dividend of 4½% was declared for the year 1965. Assets have grown from \$83 in 1953 to \$221,994.18 in 1965, with a total of 398 shareholders. 163 loans, totaling \$171,003.74 were made in 1965. Elected to the Board of Directors were: Conductor K. W. CRAIG, Car Foreman FRANK MORENO, and Special Agent JOHN C. STERNER who has been a board member since the union organized in 1953.

We were saddened to learn of the death of JASPER H. METTLER on March 6 at the age of 84. He joined WP on December 1, 1909 as the railroad's first agent at Stockton. After other duties at San Francisco and Sacramento, he returned to Stockton on March 1, 1920 as WP's first general agent there, from which position he retired on December 31, 1948. He was well known for his activities in Masonry, particularly the Scottish Rite and was an honorary 33rd degree Mason. He is survived by his wife, Mrs. Mildred B. Mettler.

Oops! There was an error in the caption under the picture of retired TS Conductor W. R. DAWSON on page 27 last issue. The person on the right is really Brakeman U. C. WRIGHT instead of W. C. FIELDS. Sorry, fellows!

Marine PFC Stephen K. Reese, son of Assistant Trainmaster-Agent and Mrs. H. K. Reese, and Miss Sherry

Young of Long Beach, Calif. were married in Las Vegas on February 12, attended by his parents. The happy couple are making their home in Long Beach where Sherry is employed. Stephen is presently stationed at Camp Pendleton.

## SACRAMENTO STORES

Al Dabbs

AL MADAN, our chief clerk, returned to the hospital on March 14 for physical therapy. He is at Kaiser Hospital in Vallejo and is expected to be away for about six weeks. Our best wishes, Al, that you will return soon.

## KEDDIE

Elsie Hagen

Engineer LLOYD WHISLER is in the Southern Pacific Hospital in San Francisco to recuperate after having been in Plumas District Hospital. We do hope he will soon be well again.

Yardmaster JOE CLINTON spent several days in Plumas District Hospital for a complete checkup.

We're happy to learn that Conductor JACK KRAUSE's wife is now home recovering from surgery. She is getting along fine but will have to take it easy for a while.

Our deepest sympathy to the family of HERB WOMICK who died in Centralia, Illinois on February 8. Herb, a former conductor, lived in Keddie for many years and later moved to Oroville from where he retired before moving to Illinois.

The Keddie post office has been closed and is now located in the Keddie store, where mail is handled by MRS. GLORIA RAYMOND.

Our congratulations to Cynthia Geil, granddaughter of Trainmaster WAYNE GEIL on being named "Good Citizen" by Reno High School. (Editor's note: See Portola column for details.) The Geils were Keddie residents for many years.

PFC Ed Dunn, Jr., son of Conductor ED DUNN, SR., arrived home in Quincy on January 10 by *California Zephyr* from Fort Monmouth, New Jersey, for 20 days. He will be stationed with the Army in Okinawa on his return to duty.

Engineer and Mrs. H. D. ATKINSON are happy to announce a new grandson, the son of Switchman DAVID ATKINSON of Stockton. Little David was born on January 28, a 7 lb., 1 oz. arrival.

## ELKO

Theda Mueller

We are happy to report that Assistant Superintendent BILL HOWELL is well on the road to recovery after having undergone surgery at St. Joseph's Hospital in San Francisco. We're anxiously awaiting his arrival back at the office.

With the abolishment of the Chief Clerk's position on February 28, the superintendent's office at Elko was completely consolidated with the Sacramento office. The few remaining clerks requested severance allowance with the exception of TOM CLARK who displaced MRS. JACKIE REDANT in position of roadway clerk. Your correspondent remains assistant superintendent-trainmaster's clerk. If plans to consolidate the dispatcher's office, too, are true, we'll hang a large "FOR RENT" sign on the east end of our depot.

Anticipating the scarcity of office news, Roundhouse Clerk HENRY WALLOCK has consented to be Elko correspondent for future issues. With his close association with the men "on the road" we're sure Henry will give us some good reporting.

(Editor's note: MILEPOSTS, and those who read the magazine, are deeply grateful and indebted to THEDA MUELLER for her faithful and loyal contributions to this column since April 1954. But don't give her up for lost as she has kindly offered to assist Henry Wallock with any news that comes to her attention from time to time.)

## PORTOLA

Cynthia Geil, granddaughter of Trainmaster and Mrs. W. W. GEIL, was named Nevada's "Good Citizen" in the state-wide annual DAR Good Citizen Contest, sponsored by the



Cynthia Geil, Nevada's "Good Citizen"

Nevada State Society, Daughters of the American Revolution.

A senior at Reno High School, Cynthia was first selected as "Good Citizen" of her school by the students and the faculty scholarship committee, having maintained a perfect citizenship record during her period of enrollment in Reno High School. She was one of the delegates to Girls State in 1965, is active in the YWCA-Y-Teen Club, has been an active participant and instructor in the youth ski program, is a devoted member of her church, has held many class offices, and is an honor roll student.

With a theme of "Prayer for Peace," Jo Retta Burt was installed as Worthy Advisor of the Portola Assembly of the Order of Rainbow for Girls at Memorial Hall, Portola, on February 5. Jo Retta is the daughter of retired Engineer and Mrs. J. H. BURT, and is the sister of Brakeman R. E. BURT.

Our deep sympathy is extended to the families of retired Brakeman GLASS C. ROGERS, and retired Brakeman H. A. WOMICK who died recently; also, to the family of Carman J. R. LARGENT on the passing of his wife and the children's mother.

## SACRAMENTO

CHARLES R. HARMON, 66, retired district sales manager, died here suddenly on February 6. He became ill at home and died after being taken to Sacramento Hospital.

Charley was born at Unionport, Ohio on September 14, 1899. His total railroad service, which began with the Pennsylvania in 1915, was 44 years, 31 years with Western Pacific. He was first a chief clerk for W P at Cleve-

land, Ohio, became traveling freight and passenger representative covering the Salt Lake-Ogden-Pocatello territory, and then general agent at Sacramento on July 15, 1937 until his retirement. He was well known in Sacramento for his many activities in community affairs as a member of, and officer in, City-County Chamber of Commerce, Rotary Club, Sutter Club, and Ben Ali Shrine.

Congratulations to Sales Representative ROBERT W. ROUSE on his appointment as district sales manager at Seattle. Bob has been with WP since 1952.

Welcome to RAY ROWLEY, our new sales representative, transferred here from the marketing division in San Francisco.

## OROVILLE

Helen R. Small

A letter was just received from retired Carman D. P. EDWARDS who is spending the winter in Mexico, enjoying both weather and scenery. He spent a month in the town of Hamoy, Jalisco, with retired Section Foreman MANUEL GOMEZ who worked in the Canyon for many years. Mr. Gomez is now 78 years old and very active. His largest and most interesting project is that of feeding 275 parochial school children each morning. Manuel's address is Bravo 189, Hamoy, Jalisco, Mexico. Both Mr. Edwards and Mr. Gomez send greetings to old friends.

Clerk BENJAMIN F. REPERT, age 63, died in a local hospital on February 3. He had been on leave of absence since 1958 because of poor health. In 1945 he and his wife opened a dress shop

which they operated until 1963 when it was sold because of Ben's health. Ben was a native of Oroville, attending local schools and Chico State College. He is survived by his wife, Winifred, a son, Benjamin F. Jr., and a daughter, Mrs. Rodney Manning, and two grandchildren. Funeral services were conducted by Oroville Lodge 103, F. and A. M. followed by cremation.

Word has been received that retired Brakeman HERBERT A. WOMICK died at his home in Centralia, Illinois on February 8. He is survived by his wife, Bertha.

## SAN FRANCISCO

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

DAVID H. COPENHAGEN, newly appointed director of market development, made the news pages of the *Redwood City Tribune* and the *San Francisco Chronicle* recently. Not because of his new title, report JIM DRURY, chief clerk car records bureau, and BILL HAMILTON, assistant to freight pricing manager, but for his athletic prowess. Dave and partner, Ray Daba, an attorney, defeated Ian McKinnon and George Cruikshank of Scotland, 15-12, 10-15 and 18-17 in the Davis Open Winter Tournament at the University of California at Davis to become new Northern California badminton doubles champions.

ANDY P. MURPHY, assistant trainmaster-agent, is recovering after being critically ill from a heart attack on February 6. Andy, who has just over 44 years of service with WP, expresses his gratitude to his many friends for their get-well cards and

best wishes for a speedy recovery. Many others phoned the local freight office for latest reports on Andy.

Our best wishes to ANNABELLE RANNEY McMILLAN, first on her marriage in Oakland on February 27 to David Ray McMillan and, secondly,



Mr. and Mrs. David R. McMillan

because she announced her plans to retire on April 5 and devote her full time to making her new marriage a happy one. Ann started with Western Pacific on May 4, 1945, having worked most of the time in passenger accounting and of late, in miscellaneous accounts.

Our sincerest best wishes to Revising Clerk FRANK E. CHAMARD, who retired from the auditor of revenues department on February 28.

Congratulations to Ivo BACOVIC, station accounting center, on his marriage on February 19.

Congratulations to ROGER CLERK, auditor of revenues department, and

his wife, Elizabeth, on the arrival of a son, Roger Scott Clerk.

LOREN RICKS, chief clerk-statistical bureau, underwent chest surgery in mid-February, but we're happy to report that he is convalescing at home and is expected back at work by the first of May

WALTER G. TREANOR, general attorney, is making a name for himself as an Orinda, California, civic leader. His latest achievement was receiving the *Orinda Sun's* award as "Man of the Year for 1965." The committee selecting Walter stated that their choice was unanimous because his efforts were diversified and not restricted to his own family or neighborhood interests. "The work he has done over a period of years has affected the community as a whole," said Chairman Dr. John Boulware, a trustee of the Orinda school board. Walt's accomplishments are many. To name a few: President of the Orinda Association in 1964; recently appointed to the Acalanes Union High School District board; chairman of the Orinda BART; vice president, Miramonte Parents Club Board; past president Inland Valley Intermediate School Board; head of the Incorporation Study Committee; and initiator of the Orinda-Moraga Youth Advisory Council.

How does he find time for all these community activities? He attributes this to the cooperation of his wife, Betty. Interests are shared, too, by son Steve, 17, and daughter Susan, 14, who share many interests in this close-knit family of individualists.

(Continued on Page 28)

Progress always involves risks. You can't steal second base and keep your foot on first.

## Caboosing ...

(Continued from Page 27)

### SACRAMENTO NORTHERN

Milton F. Ziehn

We are sorry to report the death of three Sacramento Northern octogenarians the first of this year.

BURTON JULIEN, 89, died in Chico on January 19. A motorman on the SN, he retired on November 1, 1940.

W. W. NELSON, 84, former superintendent of transportation for the SN, died on March 7. He is survived by his wife, Marion.

HARRY W. RILEY, 83, a retired brakeman, died on March 10. A native of Marion, Ohio, he had lived in Sacramento County since 1926, and had worked for the railroad for 30 years. His son, Dr. James B. Riley, was recently appointed director of special projects for the Sacramento City Unified School District. He is also survived by a daughter, three grandchildren and one great-grandchild.

Best wishes to Conductor JULIUS A. LUNDEY, who retired on March 31 after nearly 46 years' service with the SN. Julius came to work as a brakeman on July 4, 1920 and has been a conductor since 1924. His final run into the SN yard was anything but peaceful due to a welcoming party of friends, co-workers and officials, and a salvo of torpedoes to bid him farewell. Things will move a little more quiet from now on while he enjoys working in his yard and doing a little fishing.

A small boy was standing near the escalator watching the moving handrail.

"Something wrong?" asked a passerby.

"Nope," said the lad, "just waitin' for my chewing gum to come back."

## WENDOVER

Esther Witt, J. B. Price

Raymond Hammond, father of Trainmaster MAURICE W. HAMMOND, Salt Lake City, three other sons and three daughters, died on December 27 at the age of 82. He was born on May 1, 1883 in Grantsville, Utah where he had spent most of his life, except for the past three years in Salt Lake City. Mr. Hammond had served as a Director of the Utah Water Users in 1944 and as a director until his death. He was a charter member, a director, and served the Utah Water and Power Board for the past 15 years. He was considered an authority on Water Users and Reclamation throughout the Western States. He had served as Tooele County Assessor for two terms, as Grantsville City Justice of the Peace for 12 years, and as Mayor of the city for one term. For 21 years he had worked for the State Road Commission, was instrumental in forming the Grantsville Soil Conservation project and had served that board for 12 years and as secretary of the District for 25 years. He was Precinct Chairman for the Democratic party for many years, and played bass horn for the Grantsville brass band. Mr. Hammond was an active member of the LDS church, serving as High Priest and on a Mission to the Southern states.

We wish a speedy recovery for Mechanical Foreman ROBERT COLVIN who was rushed to St. Marks Hospital on March 7 with double pneumonia.

Sincere sympathy is extended to Road Foreman of Engines KARL B. SCHULTHIES and his family, upon the death of his father, Rendell H.

Schulthies in Nampa, Idaho on February 14.

A most welcome visitor during February was retired Engineer WILLIAM F. SIECKMAN of Sullivan, Missouri. Bill came to Salt Lake to attend the wedding of his grandson. While here, he and his daughters watched the old depot being torn down where they had worked during the World War II days.

A hearty welcome to CAROL SUCHAN, trainmaster's clerk, Salt Lake.

We were all saddened by the sudden death of Switch Engine Engineer WILLIAM S. BOGUE from smoke inhalation during a fire in his home on February 27.

Engineer and Mrs. FRANK SMITH came calling recently, and is making good progress on his way to good health, and, we hope, to complete recovery soon. He is restless and anxious to return to work.

Sincere sympathy is extended to Leon L. and Gary L. Davis, whose father, former Engineer LOWELL G. DAVIS, passed away on February 12.

We're happy to report that Conductor JAMES W. "WOODY" DANIEL is recovering steadily and is looking forward to return to work.

Coreen Anderson, daughter of Water Service Maintainer and Mrs.

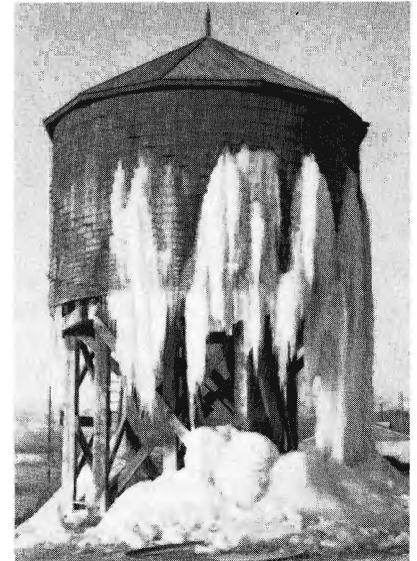
VARIAN ANDERSON, left by jet from Salt Lake in March for Europe, accompanied by her aunt, Hilde Anderson, a retired Grantsville school teacher. They will visit Germany, Denmark, Sweden, Norway,



Italy, Holland, Spain, Switzerland, Austria and France before returning home.

HARVEY L. NAYLOR was the successful bidder on the general clerk's position at Warner. We wish Harvey and Lucy the very best, but will miss them both. They can now enjoy their home there, which has just been a place to go over infrequent weekends.

Our sympathy to Switchman and Mrs. EUGENE T. LAVELLE in the death of Mrs. Lavelle's step-father, Herbert P. Robinson, in Ogden on March 17 at the age of 89.



At Wendover in February Trainmaster L. E. Thomas took this photo of "ice water" outside one of few water tanks left on WP property.

Calder Hammond, son of Trainmaster MAURICE W. HAMMOND, is a great promoter for travel on the California

(Continued on Page 31)



## 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:

*James R. Ackerman*, track laborer, February 10, Sacramento.

*Pedro V. Amperan*, retired carman, February 8, Sacramento.

*Albert Baca*, track foreman, February 10, Sacramento.

*William S. Bogue*, locomotive engineer, February 27, Wendover.

*Harold F. Burnett*, retired hostler helper, February 28, Oakland.

*James C. Davenport*, retired locomotive engineer, March 1966, Stockton.

*Val W. Dycus, Jr.*, retired locomotive engineer, March 27, Portola.

*Charles W. Fosha*, boilermaker, February 25, Sacramento.

*Howard W. Graham*, retired employee, January, Stockton.

*Walter W. Handy*, retired Sacramento Northern employee, December 1965, Yuba City.

*Charles R. Harmon*, retired district sales manager, February 6, Sacramento.

*Roy E. Haynes*, retired boilermaker, January, Oakland.

*William L. Hermance*, locomotive engineer, March 1, Stockton.

*Boyce Hood*, track laborer, February 10, Sacramento.

*Sevehia Jones*, extra gang laborer, February 17, Elko.

*Burton Julien*, retired Sacramento Northern motorman, January 19, Chico.

*William T. Kennedy*, switchman, February 12, Sacramento.

*Kiyoji Kida*, retired hostler, December 1965, Salt Lake City.

*Walter Kirchner*, retired blacksmith helper, February 26.

*James T. Lemon*, track laborer, February 10, Sacramento.

*Stephano Lipparelli*, retired track laborer, January 23.

*Harry Main*, retired locomotive engineer, January 24.

*Peter D. Mamalis*, retired machinist, February 11, Sacramento.

*Levi Martinez*, track laborer, March 21, Winnemucca.

*William McKenzie*, track laborer, February 10, Sacramento.

*Jasper H. Mettler*, retired general agent, March 6, Stockton.

*Albert V. Morris*, retired locomotive engineer, March 12.

*William W. Nelson*, retired Sacramento Northern Superintendent of Transportation, March 7, Sacramento.

*Charles Pearson*, switchman, March 7, San Francisco.

*Donald L. Perrin*, retired dining car waiter, December 1965, Los Angeles.

*Benjamin F. Reppert*, former train desk clerk, February 3, Oroville.

(Continued on Page 31)

## Caboosing . . .

(Continued from Page 29)

*Zephyr*. In March, with the aid of the Company's motion picture film "Vista Dome Adventure," Calder interested some 1,200 third and fourth graders in three different schools, his Army National Guard Unit, a Church group, and relatives and friends for a grand total of about 1,300 people. He explained to the groups basic rudiments of railroading, displaying color posters of the train, answered queries as to fares, schedules, etc., and even showed slides of WP operations around Salt Lake City. Now, if all 1,300 will ride the train Calder, and the WP, will be most happy.

## In Memoriam . . .

(Continued from Page 30)

*Harry W. Riley*, retired Sacramento Northern brakeman, March 10, Sacramento.

*Glass C. Rogers*, retired brakeman, January 26.

*Halbert L. Sargent*, retired painter, December 1965, Sacramento.

*Henry W. Steinert*, retired locomotive engineer, February 21, Reno.

*Kenneth E. Stout*, Sacramento Northern brakeman, February 23, Sacramento.

*Thomas W. Thomas*, retired Oakland Terminal employee, January, Oakland.

*Jerome J. Vicari*, carman, February 3, Oakland.

*Thomas O. Walker*, retired Sacramento Northern brakeman, date unknown, Fort Smith, Arkansas.

*Herbert A. Womick*, retired conductor, February 8, Centralia, Illinois.

## OAKLAND

John V. Leland

Assistant Agent LEO E. ENNIS retired an January 19 after 42 years of service. Good luck, Leo, for a long and happy retirement!

Retired Yardmaster J. W. PATTON was a welcome visitor to our new yard office on March 23. "Pat" looks fine and is planning a train trip.

Clerk JOE ROBERTS is, at this writing, in Providence Hospital due to an injury which may keep him away from duty for several months.

The Champagne Open House celebrating the move of yard and station forces from 1760 Moorship Avenue to our new quarters at 1407 Middle Harbor Road near the commissary on February 19 was a great success according to those who were able to attend. Drop around and see us!

Congratulations to JOHN G. MCFARLANE who, at age 57, passed the U.S. Coast Guard's requirements for his Master and Pilot license. He was then promoted to Mate on the *MV Las Plumas* and on April 3 was made Captain of Crew No. 3. John has held Certificate of Competency as Master of a foreign-going steamship issued by Board of Trade, London; Master, China Coast, issued by Bureau of Shipping & Navigation, Shanghai; and Master-Captain, any ocean-going vessel, Republica de Panama. His Coast Guard examination was a several-day affair and when a license is issued, the holder earns it every inch of the way.

John entered WP service as a deckhand (Able Seaman) in June, 1957. He lives with his wife, Tamara, at 937 Silver Avenue, San Francisco.

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## RAILROAD LINES



Frisco's new 32.2-mile line to serve mineral production area in southeastern Missouri to be constructed throughout with 70,000 pre-stressed concrete ties.

\* \* \*

In September 42 jumbo covered hopper cars will begin leaving Pullman Standard lines each day to fill 2,500-car order for Santa Fe who say order "is largest ever placed for covered hopper freight cars."

\* \* \*

With first million riders this year already, Reading Railroad expects to carry some 12 million passengers on its lines in 1966.

\* \* \*

Southern Pacific begins construction this year on new 78-mile line between Palmdale and Colton, Calif., to provide 46-mile shortcut between San Joaquin Valley line and route running east from Los Angeles.

\* \* \*

Pennsylvania's new 38,000-gallon capacity super-jumbo tank car "Rail Whale" carries 150 tons of chemicals or other liquids.

\* \* \*

New York Central's "20th Century Limited" adds complimentary choice of wine and fresh fruit with meals in the diner.

\* \* \*

Total railroad freight car fleet in the nation at beginning of 1966 was 1,794,570 with average capacity of 59.6 tons.