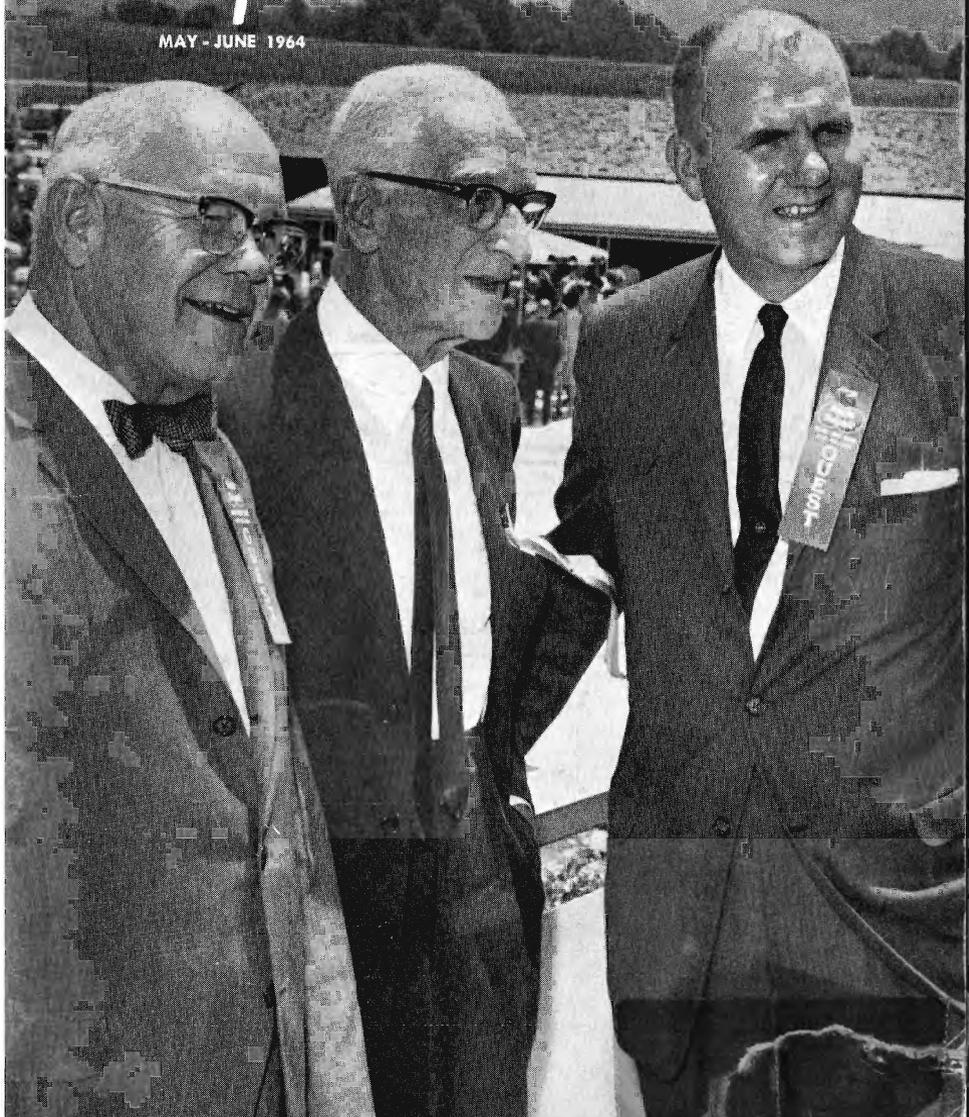


WESTERN PACIFIC  
*Mileposts*

MAY - JUNE 1964



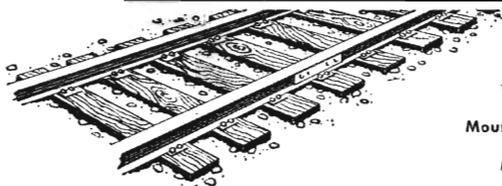
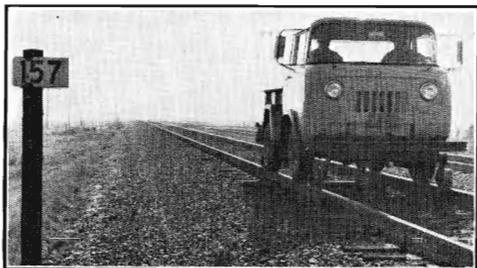
# Mileposts

Volume XVI, No. 3

MAY - JUNE, 1964

\*Milepost No. 157

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. 157:  
 Roadmaster R. J.  
 Mounkes and Assistant  
 Division Engineer  
 M. K. Anderson on  
 inspection trip  
 near Pleasant Grove.

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MILEPOSTS

## President Whitman Reelected

WESTERN PACIFIC's board of directors, in a meeting following the annual shareholders meeting held in San Francisco on June 24, reelected Frederic B. Whitman as president for the next year. Other officers reelected by the board were M. M. Christy, executive vice president and general manager; W. C. Brunberg, vice president-marketing; E. L. Van Dellen, vice president and general counsel; and Logan Paine, secretary.

The board also approved organization changes which are reported on Page 4.

The directors also declared a regular quarterly dividend of 45¢ per share, payable August 17, 1964 to shareholders of record August 3.

At the annual shareholders' meeting held earlier in the day, all Western Pacific directors were reelected to office.

President Whitman told the assembled shareholders that Western Pacific's equipment purchases for 1964 ap-

proximated \$6,160,000, and that \$1,-839,000 was being spent to rebuild 200 box cars.

W. C. Brunberg, vice president-marketing, said that although first quarter revenues were disappointing, recent traffic movements, future traffic indicators, and the overall economy indicate a substantially improved revenue picture for the second half of 1964.

It was pointed out by M. M. Christy, executive vice president and general manager, that the Interstate Commerce Commission's 1963 report of operating statistics of large railroads, ranked Western Pacific first nationally in average speed of freight trains at 29.5 miles per hour, and that our railroad was first in the Central Western Region with 100,519 gross ton-miles per freight-train hour. "These operating efficiency indicators," said Christy, "are worthy of note to shippers and shareholders alike."

## On the Cover

On June 19 in Contra Costa County, President Lyndon B. Johnson officially broke ground to initiate construction of a 4½-mile test track, first phase of the San Francisco Bay Area Rapid Transit System's 75-mile network. Shown on the front cover during the ceremonies are President R. T. Kearney, Sacramento Northern Railway; Director and President Adrien J. Falk, BARDT; and Executive Vice President and General Manager M. M. Christy, Western Pacific.

The site for the Mt. Diablo Test Track is the former right-of-way of the Sacramento Northern Railway, over which test cars are scheduled to begin extensive test performances about March 1, 1965. The track will stretch from Parkside Drive in Walnut Creek, past Pleasant Hill to Cowell Road in Concord. The site is ideal for testing equipment because of its fairly level and open terrain, and for experimenting with different types of construction and roadbed design.

## Organization changes - new titles announced



R. E. Larson



F. A. Tegeler



W. D. Brew

### Vice president-finance heads accounting-treasurer departments

ORGANIZATION changes approved by Western Pacific's board of directors on June 24 placed the accounting and treasurer departments under a vice president-finance. Elected to this position was R. E. Larson, formerly vice president-treasurer.

Succeeding Larson as treasurer, with the additional title of assistant vice president-finance is F. A. Tegeler. W. D. Brew was elected assistant secretary and assistant to vice president-finance.

Larson's entire business career has been with Western Pacific. He first worked for the railroad in 1917 as a clerk and rose to become assistant treasurer in 1943, treasurer in 1948, and on December 14, 1955 was elected vice president and treasurer. He has been

a director for the company since March 16, 1961.

Tegeler's first position with the railroad in 1946 was as assistant signal engineer. He later became signal engineer, assistant engineer-special projects, and budget control officer. He was elected assistant secretary and assistant treasurer on April 4, 1961.

Brew's first employment with Western Pacific was as a stenographer at Elko following his graduation from Grantsville High School in Utah. Following his Army discharge he worked as trainmaster's clerk on the eastern division, and became traveling accountant in 1951. In 1951 he was appointed assistant to general auditor-taxes and in August, 1959 he was appointed auditor of miscellaneous accounts.

## Emerson New L&D Officer

W. C. Emerson was appointed loss and damage prevention officer for the railroad effective June 1, in an announcement made that date by William F. Paden, freight claim agent.

"Emerson's appointment to this new position represents the initial phase of the railroad's expanded loss and damage prevention program which became effective June 1," said Paden.

The new appointee, who formerly served as transportation officer and jointly reported to K. V. Plummer, superintendent of transportation, and to the freight claim department, will now devote his entire efforts to assist our shippers and receivers and our own forces in resolving loss and damage problems.

In order to avoid any possible conflict of effort in the services now performed by the marketing department's field services, problems involving materials handling and equipment modification are not to be assigned to Emerson. Such matters come under the jurisdiction of Leo F. Delventhal, Jr., manager of marketing field services.

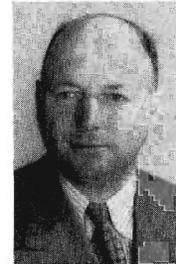
Also, in order to avoid any possible conflict of effort in the services now performed by the mechanical department, any problems involving loading procedures on open top loads will be under the direction of Chief Mechanical Officer E. T. Cuyler.

"We feel confident that Mr. Emerson will very satisfactorily assist Western Pacific shippers and receivers as well as our own forces," stated Paden, "and any inquiry or request for services in this field should be directed to Emerson."

Cliff Emerson was born in Los Angeles on February 19, 1907. Following graduation from Santa Barbara High School he became circulation manager for the *Daily News* in that city. He first worked for Western Pacific on August 23, 1928 as yard clerk at Oakland, later worked as industry clerk at San Francisco and general clerk at Fruitvale before becoming car record clerk at San Francisco on June 10, 1929. He further advanced to position as car service inspector in 1941 and has been transportation inspector since November 1, 1952, a position once held by his father, P. H. Emerson who retired in 1949. A sister, Eleanor Madsen is presently employed in the equipment service accounts department.

Cliff has chairmanned many meetings for the Pacific Coast Claim Conference and the National Freight Loss and Damage Prevention Section of the Association of American Railroads and continues his valuable assistance in those affairs. He is presently a committee chairman for the San Rafael B.P.O.E. and hopes to proceed through the chairs in that lodge.

Cliff and his wife live in San Rafael. A son, Douglas, 27, made them grandparents with the arrival of Douglas, Jr. on May 24, 1964. His other interests include golf, photography and fishing.



## Stephenson succeeds Garriott

W. L. Stephenson became system wire chief on April 27, succeeding H. H. Garriott, Sr. following his retirement that date.

Stephenson's new duties will be as supervisor for the installation and maintenance of the railroad's teletype machines between San Francisco and, but not including, Sacramento.

Bill was born in Holdrege, Nebraska, on October 11, 1919, where he completed high school. His first position with Western Pacific was as a telegrapher on the extra board at Elko in April, 1938. He later worked as telegrapher at most stations between and including Portola to Salt Lake City. His railroad service was interrupted during World War II while serving for two years as radioman on the U.S.S. Louisville. Since August 1960 he has been working the midnight to 8:00 a.m. trick as wire chief at San Francisco.

Bill has three children, a daughter, Maryjo Morris, living in El Sobrante, and two sons. Mike is a sophomore at the University of Nevada, and Bruce, a junior in high school. "I've been more or less married to my job since moving to San Francisco," said Bill, "but I do find time for an occasional set of tennis or an afternoon at the beach on a sunny afternoon."

When Harold H. Garriott, Sr. retired as system wire chief on April 24 he had completed 26 years and 10 months service with Western Pacific.

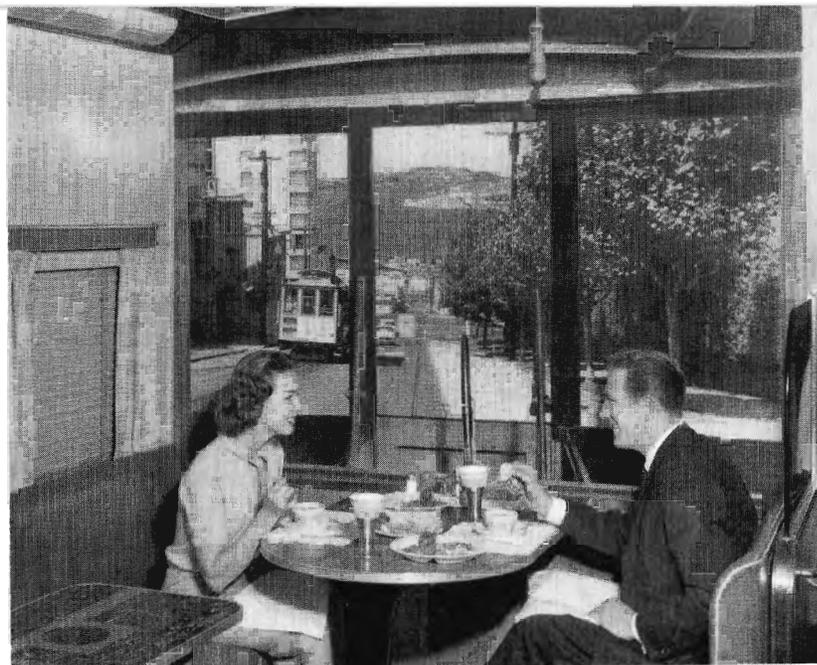
Harold was born on a wheat ranch near Dayton, Washington on April 23, 1899. His education included two years



W. L. Stephenson and H. H. Garriott

of college where he majored in English. He learned telegraphy in New Westminster, B. C. in 1914 and then worked as a telegrapher for various newspapers, and as a stock broker telegrapher from 1921 for the following ten years. Shortly after becoming a Western Pacific telegrapher in 1931 it was necessary for Harold because of the depression the following year to work as "gandy dancer" on a section gang, agent and later car distributor at Elko. He later again became telegrapher and in December 1949 was appointed assistant system wire chief after several years as telegrapher at San Francisco. He has been system wire chief since January 1953.

(Continued on Page 7)



## Dining on a San Francisco CABLE CAR?

It looks pretty obvious, yet none of the millions of people who have swung around curves and climbed up and down San Francisco hills on one of the City's famous little cable cars since they first went into operation on August 1, 1873 would ever recall having seen such a scene. Perhaps no one ever will, unless the idea appeals to the San Francisco Municipal Railway or some Hollywood movie producer.

But from all appearances, this happy couple appear to be enjoying a lunch at one end of the little car while overlooking a San Francisco scene. For another view of this same scene, please turn the page . . . . .

### Stephenson-Garriott . . . .

(Continued from Page 6)

"I've led quite a normal life," said Harold. "I was a PFC in the Marine Corps and a first sergeant in the Army ORC during World War I and served in the Coast Guard as a lieutenant j.g.

in 1941. I'm married to the finest wife in the world and we are justifiedly proud of our two sons, both of whom have worked for Western Pacific. We're making our home in Grass Valley, and if the Mrs. permits I intend to improve my golf game and catch up on some fishing."



## Same Scene—more of it!

You can't always believe what you see in pictures! Here's another view of the picture on the preceding page which better illustrates the scene. Both pictures were taken in the delightful Cable Car Room in a *California Zephyr* buffet-dome car, one of the most popular cars on the train. The realistic scene on the wall behind the diners was taken in color from the front end of a San Francisco cable car, enlarged, and mounted on the wall of the Cable Car Room. Scale models of San Francisco cable cars are mounted on either side, one just above Waiter Bernard "Barney" Osborne, who is shown entering the room with a tray of refreshments.

The Cable Car room in each of the

*California Zephyr* trains will be a more popular spot than ever this summer with so many people booking space on the cross-country streamliner enroute to the New York World's Fair and other destinations.

### New Oakland office

Effective August 1 Western Pacific's up-town city ticket office will move to new quarters in Santa Fe's beautiful complex on Telegraph Avenue between 20th and 21st streets. MILEPOSTS will report further on the new office in the next issue of the magazine.

## An outstanding tour across two countries

By popular demand the delightfully scenic and fun-filled "St. Lawrence Seaway Cruise" is being repeated this year. The rail and water tour in September provides the finest opportunities for viewing the scenic wonderlands of the United States, Canada and the St. Lawrence Seaway on a relaxing, care-free 20-day vacation schedule.

The tour begins with the incomparable cross-country ride on the *California Zephyr*, traveling through the most scenic country during daylight hours, and an over-night ride to New York on the well-known *Broadway Limited*. There will be two full days in New York City to take in the World's Fair, enjoy a yacht cruise around Manhattan Island, and follow a guided tour of the United Nations headquarters. Then there is a fascinating trip along the Hudson River and through picturesque New England countryside by train enroute to Montreal and Quebec for three and one-half days of fascinating sightseeing in these two Canadian cities. You will then board the *S. S. South American* for an awe-inspiring journey through a series of locks, canals, and lakes and the beautiful Thousand Islands following the St. Lawrence Seaway and across Lakes Ontario and Erie to Detroit where a tour of the motor capital of the world will be provided.

Returning across the border to Windsor, Ontario, the west-bound half of the journey will be across Canada by train to Vancouver. Stops will be

made at small northland wilderness communities and in big cities before passing through the mighty Canadian Rockies and majestic Jasper National Park.

The return to Oakland by train will be made along the shores of Puget Sound, through Seattle and Portland and the beautiful Cascades.

The tour begins at Oakland September 2 and ends there on September 21. Motor coach transportation between Oakland and San Francisco is provided. Passengers may join the tour at any of the regular train stops enroute from Oakland.

Tour prices for this round-trip scenic trip across two countries begin at \$785 and include rail, Pullman and steamer accommodations as selected, hotels, sightseeing, meals on steamer and elsewhere as specified in the itinerary, transfers and services of the tour director.

Further information and reservations are available from Frank Raewolf, Western Pacific's manager of tour services at San Francisco, or through your travel agent.

#### For Ladies Only

Grocer Ben Richard in Resolven, Wales, put a sign in his window offering "Free Groceries for the first lady customer wearing a topless dress".

Richards paid up when Miss Catherine Jones, naked from the waist up, walked in to order candy and pop . . . for her third birthday party.

#### For Men Only

For that girl who has everything . . . why not give her a topless bathing suit?



## Sacramento Shops Win Safety Award

For having worked safely without a disabling injury during 1,013,084 man hours between April 30, 1961 and December 31, 1963, employees at Western Pacific's Sacramento Shops have earned an *Award of Merit* from the National Safety Council. This is the next to the highest award given by the National Safety Council and is not easily earned. Not even ten percent of the plants enrolled for Council memberships win awards in any year.

This year's award was in addition to a *Certificate of Commendation* won by Sacramento Shops last year, for hav-

(Continued on Page 11)

The Award of Merit, a bronze plaque, was received from the National Safety Council by Executive Vice President M. M. Christy, shown at right in the picture below presenting Award to Chief Mechanical Officer E. T. Cuyler.



Shop Superintendent D. R. Sarbach, at right in picture, presents the Award to Clifford C. Bennett, chairman of Sacramento Shops Safety Committee. Cuyler, center, had earlier presented the plaque to Sarbach before a gathering of about 200 Shops and Store employees. Soft drinks and pastry was served to the employees.



## Sacramento Shops Award . . .

(Continued from Page 10)

ing set a no disabling injury record from April 30, 1961 through December 31, 1962.

E. T. Cuyler, chief mechanical officer, received a letter from Executive Vice President and General Manager M. M. Christy, congratulating the men for their fine performance which made the awards possible. "It is this kind of performance we are seeking and need very much over-all in our operations," Christy said.

Things could be worse. Suppose your errors were counted and published every day like those of a baseball player?

Walking isn't a lost art, as the younger generation seems to believe. How else do they get to the garage?



## IN THE GOOD OLD DAYS



"Only two men in the above picture of three Western Pacific freight train crews, other than possibly the young men at the left, are still alive," wrote retired Conductor Thomas Fox in a letter accompanying the photo. "One, of course, is me sitting on the end of the caboose. The other is retired Conductor Harry E. Baker, fourth from left, now living somewhere in Arizona."

The photo was taken in Gerlach,

Left to right above are: T. E. Eberling, whereabouts unknown, and his father Brakeman T. E. Eberling; Brakeman S. T. Edwards; Conductor H. E. Baker, Arizona resident; Brakeman J. N. Hohn and H. L. McLaughlin; Conductors T. D. LaPoint and G. W. Fisher; Brakemen H. L. Cochran, and on steps of caboose Thomas Fox.

Nevada in July 1917 when crews used to live there for two or three days at a time.

Thomas Fox is now past 81 years of age and with his wife celebrated their

(Continued on Page 13)

## Good Old Days . . .

(Continued from Page 12)

57th Wedding Anniversary on June 3. "I'm sorry we didn't have a picture taken that day, as you requested, but we'll try to have one taken on the day of our 58th anniversary," Tom wrote MILEPOSTS.

Tom retired from Western Pacific on January 11, 1948 after 48 years and three months of railroading. He started with the B&O in November, 1900 and came to WP in 1911. "My wife and I were born in West Virginia, were married in Maryland in 1907, and are now living in good health at 1596 South 13th East, Salt Lake City. I go fishing quite often but don't get around as much as I did the first eight or ten years after retirement. Up until 1962 I traveled over 240,000 miles, but I'm slowing down now for personal reasons!", said Tom.

MILEPOSTS is holding space for that 58th anniversary picture!

## Train travel is safest

America's railroads in 1963 chalked up their best passenger safety record in four years, the Association of American Railroads reported on June 30. The safety rate was twice as good as the previous Year's, and was also an improvement on 1961 and 1960.

The railroads carried 310 million passengers a total of 18.5 billion passenger-miles last year with only 13 fatalities. Of these, only three resulted from major accidents. The other 10 stemmed from passenger carelessness such as trying to board or leave a moving train.

Domestic airlines had 48 fatalities,

Cough too much?  
Short of breath?



Don't take chances with a Respiratory Disease—one of the sicknesses of breathing. Chronic RD afflicts at least 1 out of every 15 Americans today. Don't take chances with its most common symptoms—chronic cough and shortness of breath. Your local Christmas Seal organization and the National Tuberculosis Association say: *See Your Doctor!*

buses 130, and automobiles 28,900.

The railroads' fatality average per passenger-mile (the transportation industry's intercity passenger safety yardstick) made trains 69 per cent safer than domestic air travel, more than 3 times as safe as buses, and 33 times as safe as automobiles.

## Just for the gals

I saw your address in a magazine and thought I'd take the liberty of writing to you.

I hope you don't mind, as you can see from the address I'm in the Royal Navy and I was wondering if one of your staff (preferably female) would take the trouble of writing to me.

I am nineteen years old, five foot eight, blue eyes, and blonde hair. My home town is Liverpool in the County of Lancashire. I would like to pass away some of my free time writing to an all-American girl. All comers.

M.E. 1 Cairns, Barry W.  
P/065057  
H.M.S. Orion  
% F.M.O.  
Devonport, Plymouth  
S. Devon, England

\* \* \*

## Likes WP people

I enjoy MILEPOSTS very much. My wife, Lucille E. Peterson (telegrapher) passed away October 6, 1962, in Jacksonsville, Oregon where we had just moved into a home we purchased the May before. I like to hear about all the people she worked with for so long a time.

Harold O. Peterson  
520 N. Main Street  
Yreka, California

\* \* \*

## Service sells WP

Mr. Bragman and I would like to bring to your attention personal experiences with your railroad by telephone and in person.

On Sunday over the telephone Miss Briggs was patient, helpful, well informed and tireless in making reserva-



# Dear Editor:

tions for us. On Monday your Mr. Paul Gordon in person was just as patient, thoughtful, kind and helpful although it meant changing previous plans. There was no hint of "how stupid can you be". He was wonderful, and your staff has really sold your railroad to us.

Mrs. Eleanor M. Bragman  
192 River Road  
Grand View on Hudson, N. Y.

\* \* \*

## Sends kindest regards

MILEPOSTS is my only connection with the "old gang" and I enjoy the magazine very much. I'm taking life easy here in the hills and would like to send my "kindest regards" to my WP friends who remember Switchman "Lindy" at Stockton.

Albert A. Lindholm  
Route 5, Box 12  
Mariposa, Calif. 95338

\* \* \*

## Thanks for the memories

I knew I had some friends among Western Pacific's roster, but never in the wildest flight of a fair-to-middlin' imagination did I suspect there were so many. I'll surely miss some if I attempt to reach each of them, so will you use a couple of lines in MILEPOSTS to tell them I am deeply appreciative of the wonderful party, the fabulous gift,

given by my niece from Quincy and Edna Houston in the latter's home.

Fred C. VanNatta  
2285 Wilcox Avenue  
Oroville, California

\* \* \*

## WP wins friends

During the June 4 meeting of the Cincinnati Railroad Club the program featured two Western Pacific sound color movies furnished by the railroad's Cincinnati office. As the result of the kind courtesy of your Chief Clerk Richard Ruehlman, the membership of Cincinnati's oldest and only railroad enthusiasts' organization, enjoyed the two films "Vista Dome Adventure" and "Go West to San Francisco".

The color and sound were excellent, and the members were pleased and grateful for Mr. Ruehlman's kindness and consideration. According to our Program Chairman Robert Lehn, the willingness to cooperate as displayed by Mr. Ruehlman was most impressive.

S. E. Yelliott  
3051 Hyannis Drive  
Cincinnati, Ohio

\* \* \*

## Many thanks!

Having recently retired from the signal department on a physical disability, words fail me as to how to express my deepest appreciation for the wonderful surprise party given me in my home by many of my Western Pacific friends.

I wish to thank everyone for their good wishes and contributions toward my retirement gift. It is really appreciated and something I shall never forget.

Leroy S. Field  
729 Riverside  
Marysville, California



Mr. and Mrs. Fred C. VanNatta

## 61st Wedding Anniversary

In May, my wife, Ida, 81, and I, 85, celebrated our 61st wedding anniversary. Friends and relatives from San Jose, Campbell, Niles, Oakland, Hayward, Concord, Sacramento, Duns-muir, Quincy and Oroville came to Concord to attend the banquet. It was

letters and telegrams, but most importantly I'd like to say again "Thanks for the Memories"!

Charles E. Forseth  
P. O. Box 626  
Greenville, Calif. 95947

\* \* \*

# MILEPOSTS



# IN GOLD

MILEPOSTS congratulates the following railroaders who are eligible for Service Pin Awards during the months of May and June, 1964:

### 40 - YEAR PINS

Charles L. Hawkins	Locomotive Engineer	Eastern Division
Lind Hutchinson	Carpenter	Eastern Division
David W. Jones	Section - Extra Gang Foreman	Western Division
Seth L. Manca	Locomotive Engineer	Eastern Division
Joseph E. Moore	Locomotive Engineer	Eastern Division
Wallace M. Sholl	Locomotive Engineer	Eastern Division
William A. Soule	Clerk	San Jose

### 35 - YEAR PINS

Herbert W. Edwards	Machinist	Mechanical Department
William C. Emerson	Transportation Inspector	San Francisco
Vincent J. Howard	Transit Clerk	San Francisco
William T. Patterson	Conductor	Eastern Division
Frank J. Pelzman	Carman	Mechanical Department
Albert D. Quackenbush	Principal Assistant Engineer	San Francisco
Robert L. Runge	District Sales Manager	Sacramento
Jesse E. Schmidlin	Machinist	Oroville
T. P. Wadsworth	Asst. Director Freight Pricing	San Francisco
George K. Wenig	District Sales Manager	Chicago

### 30 - YEAR PINS

James F. Barrett	Revising Clerk, Sr.	San Francisco
John W. Canfield	Locomotive Engineer - Fireman	Eastern Division
Martin L. Canfield	Track Laborer	Western Division
Daniel L. Gonsalves	Upholsterer	Sacramento Shops
Melvin E. Graham	Asst. Trainmaster - Agent	Sacramento
Silviano Gurrola	Track Laborer	Western Division
Artellia S. Lipparelli	Flagman	Western Division
F. Mlakar	Clerk	Portola
William M. Peterson	Conductor	Western Division
Fred J. Saunders	Warehouse Foreman	Western Division
Arnold S. Skootsky	Accountant	Western Division
Albert J. Toomey	Carman	Sacramento
Anthony Villegas	Section Stockman	Oakland

### 25 - YEAR PINS

Foy W. Cole	Day Foreman - Icing Dept.	Eastern Division
Willard H. Francis	Boilermaker	Keddie
Sheldon Glatt	District Sales Manager	Seattle
Robert E. Gonsalves	Passenger Sales Manager	San Francisco
Tholburn Merritt	Section Foreman	Western Division
Mickey T. Pantalone	Diesel Shop Foreman	Sacramento

### 20 - YEAR PINS

Margery C. Bischoff	Accountant	San Francisco
Eric R. Borg	Locomotive Crane Operator	Sacramento Store
W. E. Brown	Extra Gang Foreman	Western Division
Dorothy G. Davidson	Chief, Solicitation Bureau	San Francisco
John F. Flynn	General Diesel Supervisor	Oroville
Mildred H. Gates	Laborer	Oroville
Brodie V. Green	Sheet Metal Worker	Oroville
Mary Jane Hyland	Accountant	San Francisco
Georgia Jackson	Laborer	Oakland
Joseph C. Jimenez	Laborer	Oroville
Thomas A. Kile	Asst. Mgr. Passenger Reservations	San Francisco
Roy A. Maine	Locomotive Engineer	Eastern Division
Pearlean Mumphy	Stationary Engineer	Oakland

(Continued at top of Page 17)

Charles Smith	Brakeman	Western Division
Edwin Wickliffe	Waiter	Dining Car Department
Frank Williams	Chief Baggage & Ticket Stock Clerk	San Francisco

### 15 - YEAR PINS

Herbert J. Berg	Conductor	Western Division
Kenneth E. Cochrane	District Sales Manager	Portland, Oregon
Rosalie Enke	Clerk - Dispatcher's Office	Sacramento
Jose Franco	Track Laborer	Eastern Division
Martin Goldman	Acting Manager - Methods Design	San Francisco
Ignacis G. Herrera	Section Laborer	Western Division
James W. Lassiter	B&B Carpenter	Western Division
Loren D. Monroe	Laborer	Western Division
Paul D. Phelps	Telegrapher	Stockton
Nicholas G. Pinedo	Section Laborer	Western Division
Ford A. Shepherd	Switchman	Western Division
Walter T. Simpson	Waiter	Dining Car Department
Earl W. Smiraldi	Fireman	Eastern Division
Ascuncion M. Ynostroza	Section Laborer	Western Division

### 10 - YEAR PINS

Patricia M. Atwood	Secretary - Signal Department	San Francisco
Joe L. Chavez	Laborer	Eastern Division
E. B. Dick	Ticket Clerk - Cashier - Typist	San Francisco
Stanley R. Dinkel	Sales Representative	San Francisco
R. K. Easton	Rate Quotation Clerk	San Francisco
Jose Velasquez	Laborer	Western Division
C. Walker	B&B Carpenter	Western Division

## Railway Service Veterans plan September reunion

The 19th Annual Reunion of the Military Railway Service Veterans will be held at the Statler Hilton Hotel, New York, September 18-20.

A most interesting program has been planned for Railway Veterans of World War II and Korea. An added attraction is a visit to the New York World's Fair. There will be special features and side trips to entertain the ladies of the veterans, who are cordially invited to attend. Individual meetings and banquets for the various affiliated battalions are being programmed for Friday, September 18.

The organization's annual meeting will convene on Saturday for a business session to be followed by a reception, banquet, floor show and dance.

Inquiries may be directed to Earl W. Steuber, secretary-treasurer, Room 409, Pennsylvania Station-30th Street, Philadelphia 4, Pa.

The organization's bi-monthly *MRS. JOURNAL* is available at an annual cost of \$2.00. Those interested in subscribing or in submitting news articles and photographs should contact Editor Mrs. Marie L. Godley, P. O. Box 23, Hazel Crest, Illinois 60429.

## Station Renamed

Effective May 20 Western Pacific's station "Carbona" (Milepost 72.8) is changed to "Tracy". The station, including the Carbona Branch, is under the supervision of Agent E. M. "Jack" Godwin.

Carbona, Spanish for "coal", was originally named South Tesla Junction because of the coal mines at Tesla, 12 miles north.

Tracy was named in 1878 for Lathrop J. Tracy, an official of the Central Pacific when the new line to the San Joaquin Valley via Martinez was built.



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:

*Sam Ballan*, retired boilermaker helper, April 1964.

*Walter Beaumont*, retired Sacramento Northern B&B carpenter, April 1964.

*Harry J. Beem*, former superintendent, May 20.

*Earl S. Bentz*, retired chief traveling auditor, June 11.

*Joseph E. Boden*, retired machinist, May 24.

*Aubrey B. Bonham*, retired Sacramento Northern conductor, April 1964.

*Frank P. Brower*, retired Sacramento Northern brakeman, June 22.

*W. H. Brown*, retired locomotive engineer, June 14.

*George A. Burch*, retired switchman, May 6.

*James A. Dagnes*, retired Sacramento Northern crossing watchman, March 1964.

*Russell B. Doolan*, retired switchman, April 1964.

*Charles E. Durgan*, retired Central California Traction conductor, March 9.

*Harold W. Ewing*, retired track laborer, March 1964.

*Lawrence A. Gardner*, brakeman, June 2.

*George H. Greene*, retired Sacramento Northern switchman, Mar. 1964.

*Almer E. Jones, Sr.*, retired conductor, May 21.

*Frank P. Libby*, retired carpenter foreman, May 19.

*Alfred W. Maddox*, clerk, June 20.

*Joseph H. McLean*, retired waiter, March 3.

*Eva M. Miller*, retired Alameda Belt Line payroll clerk, May 1964.

*Preston Nolan*, retired Tidewater Southern locomotive engineer, March 1964.

*Edward F. Owen*, retired brakeman, February 1964.

*Leslie Perkins*, retired telegrapher, April 1964.

*Gilbert B. Powers*, relief diesel foreman, June 11.

*Fay W. Raabe*, machinist, May 24.

*Joseph B. Radcliff*, locomotive engineer, May 8.

*Walter R. Rankin*, retired boilermaker, May 16.

*Dale R. Ree*, B&B carpenter, April 27.

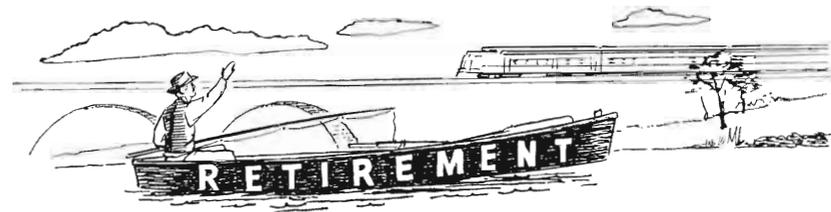
*Walter L. Saner*, retired boilermaker, March 1964.

*Otto E. Sikes*, retired truck operator, April 1964.

*William D. Stansifer*, retired brakeman, April 1964.

*Arthur O. Stark*, retired patrolman, March 19.

(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:

*Fred O. Crosgrave*, valuation engineer, San Francisco, 15 years 8 months.

*William L. Dance*, carman, Milpitas, 20 years 8 months.

*Charles E. Forseth*, division engineer, Sacramento, 36 years 11 months.

*Martin V. Friske*, fireman, Elko, 18 years 4 months.

*Eliseo Herrera*, section laborer, Portola, 28 years 2 months.

*Robert F. Keith*, machinist, Sacramento, 13 years 5 months.

*Stillman V. Lampley*, locomotive engineer, 36 years 5 months.

*Elvin S. Mullins*, carman, Stockton, 20 years 7 months.

## In Memoriam . . .

(Continued from Page 18)

*Harry E. Stout*, retired switchman, March 1964.

*Charles B. Tilden*, retired towerman, March 1964.

*William A. Wheeler*, retired train dispatcher, June 14.

*Ennies White*, retired supervising chef, March 1964.

*Fred R. White*, retired machinist helper, May 16.

*Vernon A. Nelson*, store clerk, Sacramento, 22 years 3 months.

*Alma I. Painter*, accounting clerk, San Francisco, 22 years 8 months.

*Elmer L. Partain*, conductor, Stockton, 28 years 8 months.

*Deroy N. Picklesimer*, brakeman, Elko, 21 years 8 months.

*William G. Reynolds*, yardmaster, San Francisco, 24 years 9 months.

*William S. Thompson*, locomotive engineer, Elko, 44 years 6 months.

*Harvey O. Walton*, chair car porter, Oakland, 18 years 6 months.

*John G. Wright*, section foreman, Elko, 37 years.

## "IMPORTANT TO YOUR FUTURE"





## OROVILLE

Helen R. Small

Congratulations to Machinist Apprentice and Mrs. DON C. ARMITAGE on the birth of their first child, Gregory Don, born March 1, weighing 9 lbs. 15 oz.

Carman PAUL EDWARDS and Night Diesel Foreman GIL POWERS have been absent because of illness and we are looking forward to having them back on their jobs.

Switchman GARY L. POTES injured a knee while coaching Little League baseball and required surgery. We hope your recovery is soon, Gary.

Our sympathy to Sheet Metal Worker A. J. LALLA, whose wife passed away on April 14.

Retired Conductor ALMER E. JONES died in a local hospital on May 21 at the age of 69. He was a native of Arkansas and had lived in Oroville for the past 12 years. He retired from WP with 35 years service. Surviving are his widow and a son, M. Sgt. Almer E. Jones, Jr., of Hickam Field, Hawaii. Burial was in Memorial Park Cemetery, Oroville.

## WENDOVER-SALT LAKE CITY

Esther Witt

J. B. Price

As part of their Centennial Celebration, the Nevada Northern are running old-fashioned Steam-Train Rides on

July 11, 12 and 13, a 150-mile round trip between Ely and Currie, Nevada. Cost is \$2.00 per person.

Section Foreman and Mrs. CLARENCE L. ELLIOTT announce the engagement of their daughter, LaVerne, to Darrell C. Greaves of Preston, Idaho. No date has been set for the wedding.

We were shocked to learn of the death of Mrs. Leah W. Gorham, wife of former Road Foreman and retired Engineer ROY GORHAM, at her home in San Jose on April 4. Our deepest sympathy is extended to this family.

Retired Telegrapher ANNA BELLE ALBRECHT visited her many friends in Wendover while attending the Eastern Star Birthday Party. Anna Belle informed us that she has planned a trip to Europe this summer which she has looked forward to for so long. We sincerely hope she enjoys this vacation.

Retired Engineer STEPHEN J. FAHEY died at his home in Salt Lake on March 22 and we extend our sincerest sympathy to Mrs. Fahey.

It was good to see, and to hash over old times, with recent visitors, retired Engineer JAMES K. PARKINSON and retired Master Mechanic WILLIAM FARRY.

Our sincerest sympathy to Conductor and Mrs. JOSEPH C. PARKER and family in the death of Joe's father, Frank K. Parker, on March 1.

Fireman and Mrs. H. L. BURGESS

welcomed another six-pound daughter into their home on March 24. Named Shaune, her sisters are Debra and Brenda.

Heartiest congratulations to Switchman and Mrs. DAN W. LEE who were married in Ely, Nevada on March 22. We hope they have many happy years of wedded bliss.

Westbound on No. 17 recently were retired Engineer and Mrs. DON T. WOODS, who were enroute to Winnemucca to visit their son, Conductor DON T. WOODS, JR. and their many friends there.

Engineer ROY A. MAINE and Fireman MARTIN V. FRISKE have been on the injured and sick list for some time and we hope early recoveries will enable them to join us once again soon.

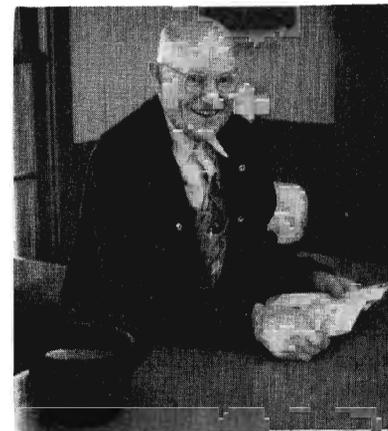
Mrs. Ada Anderson, wife of Water Service Maintainer VARIAN ANDERSON left by train in mid-May for New York where she will meet her son, Lowell, who is returning from a Mission to Sweden for the Latter Day Saints Church. They plan to attend the World's Fair before returning home.

Mr. and Mrs. Arthur L. Barrus have announced the engagement of their daughter, Marty, to Brakeman DANIEL A. TATOMER, son of Conductor and Mrs. DANIEL A. TATOMER of Elko. Danny is presently serving with the U. S. Army at Ft. Polk, La. and no date has been set for the wedding.

## STOCKTON

Elaine Obenshain

Brakeman WILLIAM S. MERRYMAN retired April 5 with 20 years of Western Pacific service. He began his railroad service as a conductor for the Sac-



William S. Merryman

ramento Northern on August 8, 1912, but resigned in 1918 to enter the Army. Following his Army discharge he was in the cattle business for 19 years. "Bill", who says "I'm physically fit and retiring at the age of 75", and his wife soon left for a trip to Kansas City, Mo. to visit his sisters who are in their 80's. He was appropriately presented with a set of luggage by fellow employees. We hope his retirement is long and happy!

Conductor AUSTIN J. SMITH, who retired on physical disability on March 8, 1963, was permanently retired last April.

ROBERT L. RUNGE, one-time Stockton employee and now district sales manager at Sacramento, returned here for one day on May 26 to tell the North Stockton Rotary Club all about the Oroville Dam and WP's part in the construction of "Project O".

Our deepest sympathy to the families of the following employees who passed away recently: Car Department Laborer JOE ARMENDERIZ (whose

brother, JESS, is also employed in the same department); retired Carman STEWARD W. MOYES (brother of Clerk E. S. MOYES); Engineer JOSEPH B. RADCLIFF; and Tidewater Southern Engineer CECIL C. GROSS.

Three generations took an active part in the wedding of Miss Rita Gae Beam, daughter of Conductor and Mrs. R. M. BEAM, and Barry Leigh Mayfield in Morris Chapel, Stockton, March 21. Judge Edward L. Spellmeyer of Greenville, the bride's uncle, officiated at the ceremony. His daughter, Edwina, was a bridesmaid, and his granddaughters, Melinda and Rochelle Manuse, were flower girls and distributors of rice bags. Following a wedding trip to Southern California the newlyweds will make their home in Stockton where Mrs. Mayfield is teaching in the Stockton Unified School District and her husband is a



Rita Gae Mayfield

student in the University of Pacific School of Pharmacy.

Miss Delia "Deedy" LaVonne Phipps, daughter of Engineer and Mrs. W. L. PHIPPS, became the bride of Dennis Voyer March 28 in Immanuel Lutheran Church, Stockton. Following



Mr. and Mrs. Dennis Voyer

a reception held in the Phipps home on Michigan Avenue, the young couple departed on a honeymoon trip to the Monterey Peninsula. The bridegroom, an airman at George Air Force Base near Victorville, Calif. expects to be transferred to Kansas, where the newlyweds will reside temporarily. The bride is the sister of Galen, and RON PHIPPS who was formerly employed as clerk at Stockton.

Switchman and Mrs. JERRY G. FREEMAN are parents of a son, their first child, whom they have named Jerry Lee. He arrived on May 27 weighing 8 lbs. 6 oz.

Carman ELVIN S. MULLINS retired on May 31 after a WP service which began



Elvin S. Mullins

in October, 1943. Altogether, he has about 35 years of railroad service. He was honored by employees at the Car Department Safety Meeting on May 29 with a gift of money, which they will undoubtedly enjoy while traveling in a new house trailer.

Also retiring on May 31 was Conductor ELMER L. PARTAIN. Elmer began railroading in 1916 as a crew caller for the SP at Gerber. He served with the U. S. Navy during 1917-1921, then returned to the SP as caller and worked later as brakeman in 1922. After remaining with the SP in train service until 1930 he worked for the Red River Lumber Co. at Westwood as brakeman, conductor and dispatcher until September 15, 1935 when he entered WP service as a brakeman at Portola. When Mrs. Partain has completely recovered her health from a series of major operations, they plan a trip to Florida, New York and re-



Conductor Elmer Partain tells Brakeman J. F. McNabb how it feels to end 48 years' railroading

turn to Stockton via southern Canada.

"I'll then probably settle down to real serious matters such as golf, fishing and a little yard work and visit my granddaughter, Fredrika Ellen, who lives in Berkeley," said Elmer. We hope he will have time to drop in and see us occasionally, too!

## WINNEMUCCA

Ruth G. Smith

Retired Conductor EDWARD F. OWEN died recently in Oroville, Calif. where he had lived for many years after leaving Winnemucca. Besides being a conductor, he was at one time a yardmaster here.

Miss Pamela Burns and Charles Yeager were married at the home of the bridegroom's parents in Winnemucca on February 29. The newlyweds are living in Reno and are students at the University of Nevada. Charles is the son of Relief Roundhouse Clerk VERNA YEAGER and FARRIS.

Hostler Helper and Mrs. JOHN "JACK" LAMKEY are the parents of a

daughter, born at Humbolt General Hospital on April 14. Mrs. Lamkey is the former Marcia Swett, sister of Fireman ALVIN SWETT.

Mrs. Thelma Pultz, widow of the late retired Engineer FRANK PULTZ, died April 13 at Humbolt General Hospital, where she had been confined for only two days. Mrs. Pultz was the mother of Engineer ROY LOMAS of Winnemucca.

## NEW YORK CITY

James B. Hansen

Our little cutie, Stenographer-Clerk KAREN ANNE O'DONNELL, who also handles our teletype machine, was crowned "Miss Iona 1964" at the Green Tree Surf and Tennis Club, New Rochelle in March. Karen was one of seven finalists in the traditional event which marks the Iona College "End of Winter Formal" sponsored by the



Karen Anne O'Donnell

Knights of Tara. She received a rhinestone and pearl studded tiara and a bouquet of flowers, and will reign for one year. It will be her task to represent Iona at all official events and to serve as liaison between the College and the public.

On May 21 Senior Sales Representative JOE MASON left for a three-week tour of England, The Netherlands, Germany, Switzerland, Italy, France and Spain. Joe hopes to visit some of the old World War II locations where he saw duty while serving in the Navy. We warned Joe that all those gals were now married.

MARY ELLEN MOYNIHAN left our office May 15 to work for Union Pacific, and we wish her the very best in her new position. She had been secretary to Sales Manager W. M. WORKMAN. We understand Mary's replacement will come from the Canadian National—sort of a railroad game of musical chairs.

About the end of June your scribe will begin visiting old familiar faces on a flying vacation in his Cessna N6966A via way of Chicago, Yellowstone Park, San Francisco, Los Angeles, Las Vegas and return to New Jersey.

## KEDDIE

Elsie Hagen

A well attended retirement party was given in Keddie on March 30 for Conductor ED CROW. In addition to the presence of 42 of his friends and co-workers, Ed was honored with a power sander which he will put to good use, a "walking stick" made from a brake club by Fireman G. SHIPMAN, and a very beautiful cake. A very old friend, Mr. Rooney, presented Ed with his 20-year Service



Mr. and Mrs. Edward W. Crow

Pin. His wife, Marguerite, was also given a present. Brakemen Bill Day and "Buddy" Dellinger were in charge of the party. Ed had been a logger and worked on other jobs before he came to the WP. He made his first trip on the WP on October 17, 1942 with Conductor R. H. ERICKSON to Bieber, and returned with Conductor WILBUR STUBBLEFIELD. HENRY STAPP was trainmaster and the engine on the train was old Milwaukee No. 58. Ed and Marguerite celebrated their 39th wedding anniversary in May. They have two married daughters, one living in Alaska and one living in Portola.

The roof on the big home of Resort Owner C. A. ENGLISH was extensively damaged by fire recently and his furniture and rugs were greatly damaged by water.

Engineer CHARLES MATHEWS' wife is now Postmistress at Keddie, replacing her daughter who resigned and returned to school in Sacramento. Mrs. Mathews received considerable experience while assisting her daughter.

Helen S. Gutman, daughter of Leo Gutman of Ontario, New York became the wife of Switchman FRANK L. MOHATT on March 30 in St. John's Catholic Church, Quincy. Frank is the son of Roundhouse Foreman and Mrs. FRANK C. MOHATT. The bride was given in marriage by William Halverson of Storrie, and Joe Halverson was best man. Matron of Honor was Marion Gilbert from Chico. A reception followed the wedding in St. John's Parish hall and the couple honeymooned in San Francisco before returning to their home in Oroville.



Mr. and Mrs. Frank L. Mohatt

Former Brakeman RAY D. KENNEY, son of Yardmaster BARNEY KENNEY, and his wife and two sons, Jeffery and Jonathan, have moved to Lancaster, California. Ray graduated from the California Highway Patrol Academy in Sacramento on May 1 and

is now on his first assignment in the Mojave desert area. His family remained in Quincy while Ray attended the CHP school.

## ELKO

Theoda Mueller

Brakeman D. N. PICKLESIMER joined the ranks of the retired employees on May 1. "Pick" had been employed as brakeman-conductor since 1942. Unfortunately, he is scheduled for eye surgery again so will have a period of convalescing before he is able to make definite leisure time plans.

Welcome back to Elko to M. K. ANDERSON and his family who returned to eastern division as division maintenance engineer. He will succeed Division Engineer H. H. ELLIOTT who retires early this fall. Myron was assistant division engineer at Sacramento.

W. S. THOMPSON, *California Zephyr* engineer, retired May 1. Bill worked 45 years with Western Pacific. While he will probably miss railroading for some time to come he will still be close to all the "sandhouse" as his wife, Margaret, is first-trick operator in KN office. Bill has been on sick list for the past several weeks but is doing very well now and we sincerely hope that he will soon be able to enjoy his many hobbies.

Conductor F. E. HOWELL had a very unusual experience on a recent trip out of Elko—one he hopes will not be repeated very soon. "Boots" was conductor on TOF-28 called out of Elko at 7:25 p.m. on April 28. The train was about 11 miles east of town when it slowed down due to signals being in the stop position. From his seat in the side cupola on the ca-

boose "Boots" heard what he thought was a person or persons moaning and groaning for help. He immediately pulled the air to stop the train, and then rushed toward Humboldt River where he spotted an airplane partially submerged, and a man barely out of the water. After quite a struggle Howell succeeded in pulling the injured man up on a sand bar and administered first aid. In the meantime, other crew members — KIRBY RESEK, JERRY BASS and JIM OVERHOLSER had notified the dispatchers office who in turn summoned help. Signal Supervisor J. R. HILLAM accompanied the sheriff and ambulance to the scene where the injured man was placed and brought to the hospital. It later developed the plane, flying at a very low altitude, broke a cable strung across the river, and the snapped cable fell across the rails setting the signals. The pilot was killed instantly and the injured man lived but a few hours.

AL VIZINA, storekeeper, returned to his work recently after attending a staff meeting in San Francisco.

CTC Maintainer NEIL DAVIS, stationed at Shafter, is recuperating from surgery and we hope he is soon recovered and back to work.

Engineer and Mrs. CHESTER BARNES were in an auto accident the first part of May while enroute to Idaho for a short vacation. The car turned over after hitting a slick spot on the highway during a bad snow storm and blizzard. Chester escaped with minor cuts and bruises, but Mrs. Barnes will be in a cast for several weeks with painful neck and back injuries.

## SACRAMENTO STORE

Irene E. Burton

HARRY MESSER, retired store department employee and his wife celebrated their sixty-first wedding anniversary recently. Harry had been retired for about 11 years. We wish them many more such anniversaries!

A daughter, Diane, was welcomed on March 26 by RENO PICCHI, his wife, and older brother and sister.

Storekeeper JACK MILLER took care of the store at Portola while B. J. MORRISON was on a recent vacation.

VERN NELSON retired May 29 after 22 years service in the store department. Vern is contemplating on making his home in Ashland, Oregon, where he understands the fishing is very good.

MAXINE NAISBITT, transportation, Elmira Harris, president elect, Edris Mayes (SP) vice president elect, and your correspondent were delegates to the National Association of Railway Business Women in New Orleans during May. The convention was saddened by the sudden death of Past President Bessie Ross of the Chicago Chapter. Mr. deLossops Morrison, former mayor of New Orleans who was since killed in an airplane accident, was speaker for the President's Breakfast during the meeting.

I would like to call attention to the fine work, thoughtful and congenial attention given passengers during my return trip on the *California Zephyr* by Steward CARL BOLLINGER. While in a dome car on May 25 a number of the passengers spoke of his kindness and consideration to all who entered the dining car which I am pleased to verify.



Mr. and Mrs. Dennis L. Miller

DENNIS L. MILLER, and Donna Olson, both of Carmichael, were married May 9 in St. Mark's Methodist Church there. Dennis is the son of Store Clerk and Mrs. JACK W. MILLER of Sacramento, and is also a former WP maintenance of way and store department employee. He is now a civilian employee at McClellan Air Base. The new Mrs. Miller is the daughter of Mrs. Marie Henderson of Sacramento and Paul Olson of San Jose.

## SAN FRANCISCO

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

GORDON E. INGLE, chief clerk to tax commissioner H. A. MICHAEL, became a lieutenant in the Santa Clara County Sheriff's Reserve on June 8. One of 125 members of the Reserve, Gordon has been on the force about six years. His capable services as secretary-treasurer

of the Reserve during the past year brought about his promotion. Gordon's wife, NANCY, a former WP general agent's office employee, is one of three matrons on the force whose duties include assisting in control of the female attendants during various types of crowd conditions.

Assistant Treasurer A. F. RINTALA and Chief Clerk W. E. VANSKIKE had an enjoyable visit in the office during June with L. H. RODEBAUGH, who retired in 1946 at the age of 72 as claim agent for the Sacramento Northern. Rodebaugh was the Central California Traction Co.'s first traffic manager during 1910-1913. When asked by Rintala and Vanskike what kept him in such wonderful health at the ripe old age of 90, Rodebaugh quickly replied: "by doing as little as possible!"

WILLIAM D. BREW, assistant to vice president and treasurer, was named president in May of the Bay Area Chapter of The Institute of Internal Auditors. Bill first worked for WP as a stenographer at Elko following his graduation from Grantsville High School in Utah.

"Master Scott Charles Bender invites you to his parent's graduation at Humboldt State College on May 29" read an invitation sent out by his parents, Mr. and Mrs. Charles Davis Bender. Scott Charles, one-year-old on June 2, is the fourth grandchild of JOHN W. GAVEY, project engineer, signal department.

ELMER H. CARLETON, assistant chief special agent and claim agent, returned home from the hospital in June following the removal of two disks in the lower region of his back. His many friends are hoping that he will be back on the job before the anticipated two or three months time for recovery.



Yardmasters R. Schmidt and W. G. Reynolds

A fancy cake and coffee get-together was held at 25th Street yard in May honoring Yardmaster WILLIAM G. REYNOLDS' retirement after 25 years of WP service. Bill was born in Leadville, Colorado on May 24, 1899 and began his railroad career on June 1, 1914 with the D&RGW. Prior to beginning service as switchman on the WP in August, 1939 he had worked for several other railroads including the CRI&P and the AT&SF. His father and grandfather were also railroad employees.

FRANK S. MURPHY, sales representative, and wife, KATHLEEN, secretary to Dr. G. F. CUSHMAN, enjoyed a flying three-week trip to Ireland, London, Paris, Rome and Switzerland the latter part of May. They visited relatives in Ireland and saw the house her father was born in, and because Frank's camera was out of focus the first time, Kathleen kissed the blarney stone twice. They also took in the Lausanne, Switzerland and New York Fairs.

OWEN TERRY, who for several years worked out of the San Francisco office as chief of party and later as assistant

A delightful group are the Mariluch children, from left Deborah Jean, 8; Denise Lynne, 7; William Domingo, 6; Philip Anthony, 4; and Mark Joseph, 2.



division engineer in Elko, returned to general office as draftsman. The Terrys have one daughter, a granddaughter, 8, and a grandson, 5. The grandchildren's father is a teacher in Elko High School.

Another transfer from the eastern division and now assistant engineer-estimates at San Francisco is W. J. "BILL" MARILUCH. Bill and his wife have five children including three boys who are potential engineers as dad says they are already "engineering" something which "mostly is me".

## OAKLAND

John V. Leland

In June, coffee-and-cake going away parties were initiated by Switching Clerk BARBARA BERGMAN, with able assists from Head Bill Clerk LOIS B. CHASE and Demurrage Clerk EDITH B. SUTTER, honoring Rate Clerk (Transit) CHARLES MORRIS CAVIS, transferred to general office, and Head Claim Clerk EUSEVIO "SAM" G. RAZO, promoted to

claims adjuster, freight claim department.

Sales Representative AL McNAMARA left WP June 30 and 27½ years service to enter the real estate business with Mason-McDuffie's Montclair office in Oakland.

Switchman EARL R. NOLDIN, who retired in January 1958 was in the office June 15 and looks great.

Switchman JACK D. HENDERSON and wife, Dixie, announced the arrival of a son, Danile Dean on May 18, weighing 8 lbs. 10 oz.

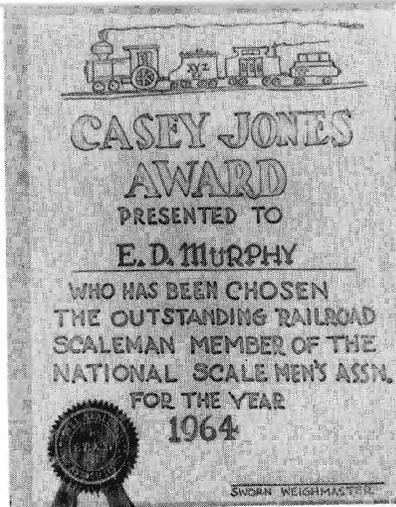
Retired Conductor ADAM C. BROWN visited with us by telephone on June 2. Now 83, Conductor Brown put in 50 years in the Feather River Canyon some years ago. He and Mrs. Brown live at 2545 84th Avenue, Oakland.

Retired Assistant Yardmaster W. C. "BILL" WELLS dropped in the office on June 9 to say hello and show us he still looks perky. One of our younger veterans, Bill retired in January 1958.

A second daughter arrived on St.

Patrick's day at the home of Switchman WILLIAM S. SNAPP and his wife, Patsy. Mary Kate raised the hand on the scale to 6 lbs. 7 oz.

EDWARD D. MURPHY, scale inspector, was the recipient of two honorary awards recently, honoring his long and valued service to the National Scale Men's Association. Accompanying one of the awards was a letter reading: "As a recipient of the Casey Jones Award, your name has been enrolled in the Loyal Order of the Caboose. Membership in the Loyal Order is an honor reserved for only a select group of railroad personnel, and we are very pleased to advise you of your enroll-



Above and below are Edward Murphy's awards.

ment. We wish to congratulate you on having been given the Casey Jones Award for 1964."

Ed comes from a Murphy family having continuous WP service since his father, the late Conductor E. C. MURPHY, entered train service in March 1908. Ed first worked for WP in 1923 as call boy and baggage man at Oroville, and became assistant scale inspector and then scale inspector both in 1934. His brother, FRANK, is a WP sales representative, and Frank's wife, KATHLEEN, is secretary to DR. G. F. CUSHMAN.

When a recent eastbound *California Zephyr* went into a siding at South Sacramento to meet its westbound sister streamliner, a passenger was overheard by a little girl to ask "What are we stopping for?" Turning around the little girl replied "See the red light.



Carolyn Clark — genius at reading

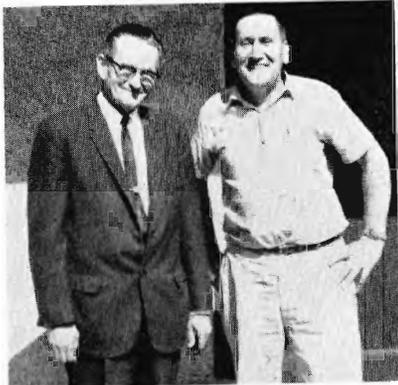
That means stop!" When she told her father, promoted Engineer L. T. CLARK, about it at home she was asked what a yellow light meant. "Half speed," she replied. "You mean medium speed?" asked her father, and she said, "Yes." What makes this unusual is the fact that little Carolyn Clark was just four years of age last March. She not only is up on her railroad book of rules but is also somewhat of a genius at reading. "Whenever we go out to a restaurant Carolyn surprises the waitresses by ordering from a menu," claims her father. "When we plan to go shopping she reads the ads and helps us with our selections, and when we drive along a road she reads the billboard signs." There was a time when little Carolyn was an infant that she was not expected to live for she was born with hyaline membrane.

Juliette Roseanne, daughter of Las Plumas Deckhand and Mrs. FRED DERIGAN, was married to Sabin Qyinten Eastman, Jr. on May 16. Following the wedding at Notre Dame Des Victoires



Mr. and Mrs. Sabin Q. Eastman, Jr.

Catholic Church in San Francisco a reception was held at Caesar's Restaurant. Juliette's sister, Lea, was maid of honor and Sabin's brother, Douglas, was best man. After a honeymoon in Las Vegas the couple is living in South San Francisco.



Walter S. Starr, former agent at Hayward and more recently agent at San Leandro, retired from service April 11. Walter, at left above with Rate & Bill Clerk L. J. Godwin, entered Western Pacific service on September 20, 1948 as a telegrapher after having accumulated approximately 30 years of service as agent-telegrapher with Southern Pacific. He was born in Nickerson, Kansas on October 19, 1898.

## SACRAMENTO SHOPS

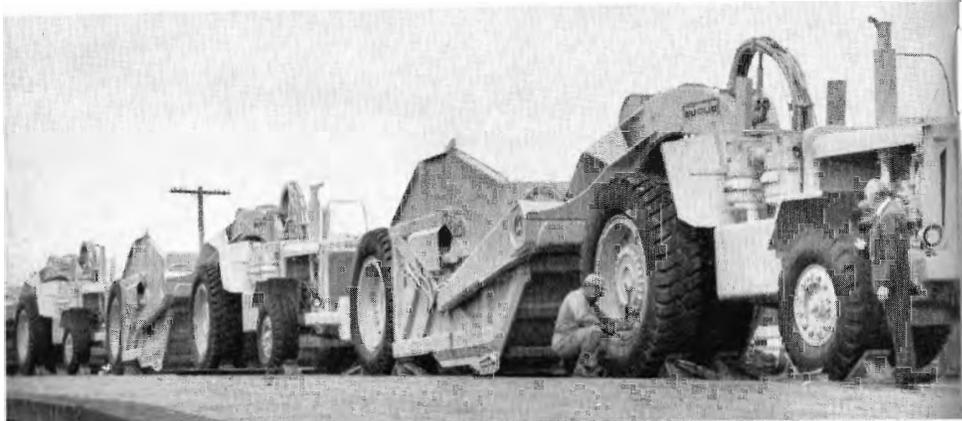
Marge Hammett

EDNA SPRATT, shop nurse, was given a farewell party on May 30 in honor of her retirement after 21 years of service. Edna has "lived by a whistle" for a long time. She is spending a good part of the summer at Lake Tahoe and her plans are "to relax—just to relax!" The best of luck to you, Edna, from all of us. We'll miss you.

Retired member employees were honored at the May meeting of the Western Pacific Amusement Club held on May 4. After a ham dinner with all the trimmings, the guests were entertained by a magician. This annual social event is sponsored by WPAC for the purpose of bringing the "Old Timers" together, giving them an opportunity to reminisce of days gone by, exchange their hobby ideas and other interests and, of course, a chance to "out-do" each other with the "longest fish" stories.

Sales Representative Fred Brandes, right, watches an inspector check tires on one of three three-axle, 112,000-pound scrapers after delivery at Chico by Sacramento Northern. Carried on specially equipped flatcars with cushion underframes, the monsters can carry 40 tons each.

—Enterprise-Record (Chico) photo



Shop Superintendent D. R. Sarbach is shown presenting Shop Nurse Edna Spratt with a retirement gift from her many friends at Sacramento Shops on the day of her retirement from Western Pacific after 21 years of service. Edna held, and received, much admiration for and from everyone as a friend as well as nurse.

## A reminder from Edna Spratt

"Now that I won't be around to remind you as I have for many years, I hope none of you will forget the excellent advice illustrated in the cartoon shown below!"



Honored guests at the WPAC annual dinner were, seated front row, John Jelasich and Jack R. Stratton; in second row, H. P. Weatherby, W. R. Nicholas, Jess D. Fippin, Walter Spann, and Leo Morris. Standing are E. L. Tomlinson, Fred Bieser, John L. Strawn, George Napoli, Tom Pinkham and Tom Alerich.



## Should you FEAR cancer?

To most people the word cancer is an unpleasant and frightening one. Everyone should have respect for the risk they have of getting cancer, but panic is unwise and unwarranted. Fear of the malady often outruns the true facts.

It's true, says the American Medical Association, that cancer kills about 250,000 people annually in the United States. Most victims are adults in middle and later life, although about 4,000 young people under 21 are stricken every year. But, cancer is by no means universally fatal, especially so if detected in its early stages. Perhaps two-thirds of all patients could be cured, says the AMA, if adequate treatment were begun in time.

*Today's Health*, an AMA publication, gives these warning signs that may indicate, but not necessarily mean, cancer:

1. A sore that does not heal, particularly about the mouth, tongue or lips.
2. A painless lump or thickening, in the breast or elsewhere.
3. Bloody discharge from any body opening.
4. Any change in color or size of a mole or wart.
5. Persistent indigestion or difficulty in swallowing.
6. Persistent hoarseness or cough.
7. Any change in normal bowel habits.

(Pain is not a signal of early cancer; when it occurs, the condition may be well along).

If these danger signals are heeded and a physician promptly consulted, chances of untimely death from cancer are greatly reduced. Most persons who

follow up these signals will happily leave his doctor's office with the assurance that he does not have cancer.

The purpose of this article is not to create fear but, instead, to give you an understanding and to arm you against the disease.

### What is cancer?

According to *Today's Health*, "cancer is an unrestrained growth of body cells that act as though they have gone wild". The cells of the body, for the most part, are constantly reproducing themselves to replace worn out cells or to repair injuries. When replaced, this reproductive process is usually halted. But in cancer, for reasons not yet known, some cells keep on reproducing, invading neighboring structures, compressing or clogging blood vessels, and interfering generally with the nutrition and function of various organs until eventually sickness and death result.

Fortunately, not all new cell growths are cancerous. Many, if not most, such new growths are benign (non-cancerous) and can be safely removed. Since benign tumors (new growth or swelling) are so common the presence of a lump should not cause unrealistic fear, but should hasten you to see your doctor.

### What causes cancer?

As yet no one seems to know for sure. One of the best known contributing factors is prolonged irritation by chemical, physical, or thermal (heat) exposures. It has been abundantly demonstrated that coal tars are cancer-invoking carcinogenic agents.

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However, there are many other potential carcinogens including solar rays, x-rays, and radioactive substances. Prolonged exposure to the sun and wind seems to predispose one to skin cancer as it is more common among outdoor workers than among office workers.

Research has given reasonable assurance that cancer is not caused by any specific kind of food or beverage, by blows or violence, bacteria, or such far fetched circumstances as kissing, cooking in aluminum pots, or contact with animals. Cancer is neither contagious nor communicable.

Many painstaking statistical studies show that cigarette smoking is a factor in lung cancer. However, this kind of evidence cannot demonstrate a cause-and-effect relationship between smoking and cancer in any individual case. To smoke or not to smoke is a personal decision that must be made in the light of the recent evidence and findings of the Surgeon General's report on smoking. Unfortunately, the number of deaths by lung cancer has risen greatly — from about 3,000 annually in 1930 to 41,000 deaths in 1962.

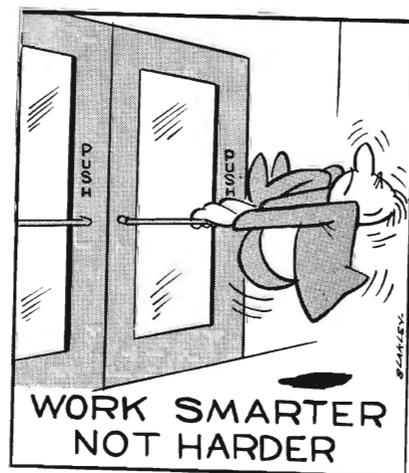
### How is cancer treated?

There are three basic and approved methods — surgery, x-ray, and radium. Other methods of treatment are being tested constantly by competent research teams. However, legitimate scientific experiment should be distinguished from the false claims of cancer quacks who advertise and promise cures. Among the newer methods are developments out of chemosurgery, the controlled application of corrosive

chemicals (escharotics) to cancers, especially cancers of the skin; administration of female sex hormones for cancer of the prostate gland; and the use of such chemical substances as nitrogen mustards in treating leukemia. Progress in drug therapy is being made, but there is as yet no spectacular announcement of achievement for general use.

At this time there is no known vaccine to be used against cancer nor no sure way you can escape the undesirable growth of cancer cells in your body. But you have many ways of escaping damage or death from them. If cancer should appear, make sure you discover it early and get prompt treatment. Cancer can be diagnosed only by a physician, using several methods of diagnosis. Your responsibility is to make certain that you get to your doctor in time for him to make an early diagnosis.

Correct knowledge may save your life, and it can help to alleviate fear!



MAY - JUNE, 1964

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## RAILROAD LINES



Nickel Plate to spend more than \$15 million this year and probably more than \$20 million in '65 for new freight equipment.

\* \* \*

Developments and innovations in sales, operations, and equipment plus a record decade would indicate piggyback's going nowhere but up.

\* \* \*

Historic locomotive "General", built in 1855 and made famous by its Civil War participation is on exhibit at the Better Living Center at the New York World's Fair.

\* \* \*

In mid-June the Soo Line discontinued its well-known "name" train "Laker" for lack of passenger, mail and express traffic between Chicago and Superior, Wisconsin.

\* \* \*

Rock Island's President R. E. Johnson, who began railroad career at 15 as office boy, was one of 10 prominent Americans to receive Horatio Alger Award at New York ceremonies in May.

\* \* \*

Sixty thousand or more people are expected to ride D&RGW's narrow-gauge "The Silverton" this year between Durango and Silverton, Colorado.

\* \* \*

D&RGW's GP30s hauling Denver-Salt Lake freight on schedules only 1 hour 40 minutes more than time of "California Zephyr".