

WESTERN PACIFIC

# Mileposts

MAY-JUNE 1965

# COCHRAN

PULLMAN

DS2



# Mileposts

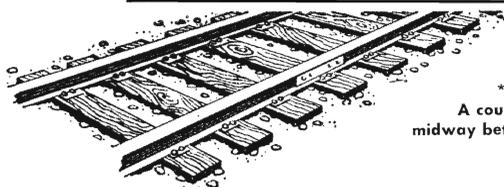
WESTERN PACIFIC

Volume XV.1, No. 3

MAY-JUNE, 1965

\*Milepost No. 163

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. 163:  
 A country church about  
 midway between Sacramento  
 and Marysville.

## MANIFEST

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## Directors and officers inspect the railroad

**T**HIRTEEN Western Pacific directors (including three officers) and 14 other officers left Oakland on May 11 by special train for an informative, closeup look at the railroad under their direction. After arrival in Salt Lake City the following morning, the directors held their regular monthly meeting aboard the train at Union Depot. Later, the entire party joined with directors and officers of the D&RGW, SP, and UP, to attend Utah Railroad Day, a meeting called by Utah's Governor Calvin L. Rampton.

The "Directors' Special" gave the party an opportunity to observe many of the industries located along the railroad and tour certain on-line property. Stops were also made in the Feather River Canyon to view areas damaged by last winter's heavy storms and the construction work necessary to return the line to its former condition.

For information, each member of the group was given a descriptive 12-page pocket-sized booklet which pointed out the principal points of interest along the railroad, including the names of all industries located on the railroad since January 1964. Heads of various departments were present to further advise the directors and answer their questions.

Utah Railroad Day was called by Governor Rampton for the purpose of obtaining the help of the four major rail lines serving Utah in expanding the state's industrial possibilities and developing tourist potential.

While in Salt Lake City, Western Pacific's directors and officers had an opportunity to tour the WP-D&RGW rail facilities and areas of industrial development in the Salt Lake City region by Western Pacific and other rail lines serving the area.

### COVER PICTURE

The "Directors' Special" made a stop at Milepost 75.6 to pick up Director Lindsey W. Cochran, president of Cochran Co., Inc., Tracy, packers, shippers and distributors of fresh vegetables. He has been a director of the railroad since 1953.

Much to Director Cochran's surprise, he was highly elated and honored in having the former station sign at that point on the railroad changed from Rhodes to Cochran.

The photo, taken by a staff photographer of the *Tracy Press*, shows Director Cochran (right) receiving congratulations from President F. B. Whitman, as M. M. Christy, executive vice president and general manager, smiles his approval. Others in the photo are A. W. Carlson, engineer of bridges and structures (placing the new sign), F. A. Tegeler, treasurer and assistant vice president-finance (behind Christy), and at extreme right, Director W. P. Fuller III.

MILEPOSTS is grateful to Samuel H. Matthews, co-publisher of the *Tracy Press*, for making this picture available.



## *You've got to watch your reputation...*

**You know how people talk? One misstep and they're all buzzing. What I'm referring to, of course, is handling freight shipments. You damage one or two, and the word gets around. Pretty soon, there's less business coming your way. And that's bad.**

**So won't you please handle every shipment with utmost care? Then all shippers will continue to think well of you—and so will I, your Miss Careful Handling.**

## **Freight Claim vs. Loss & Damage Prevention**

By W. C. Emerson  
Loss and Damage Prevention Officer

**T**HESE two subjects are discussed daily. Yet, only a few people ever study the problems encountered.

In order to avoid the problems of a claim, the first thing to consider is how best can it be prevented. To accomplish this we must establish a line of communication. When our customer has a transportation need, he has an immediate need for the efforts of the Loss and Damage Prevention Department of his serving carrier. How will he seek out this service; by communicating with the office direct, or through his sales and service representative?

By working out various loading patterns and size and type of containers, we can and will reduce the hazards of the various modes of transportation the product may encounter from origin until it reaches its final destination.

This may be half-way around the world or further.

Freight loss and damage prevention officers depend on communication to establish the efficiency of their planning, and through this close cooperation they can better service their customers. Supervised loading and supervised reporting of arrival condi-

tions can and will reduce the need for a freight claim settlement. This requires close cooperation among all the personnel working in this field.

A recent incident occurred at Western Pacific when our sales department brought us a shipper problem wherein some very expensive test material was to be transported from an eastern origin via our piggyback service to California. The first move was to see a sample of the product, study and take measurements, and then plan a loading method and design the type and kind of bracing. To complete the cycle, a line of communication was established with actual origin carrier and the manufacturing engineer representing the builder of the material. Our suggestions were passed on and when the movement of 15 trailer loads was delivered, our claim experience was held to the bare minimum. Similar material routed adversely has an estimated claim experience of a quarter of a million dollars.

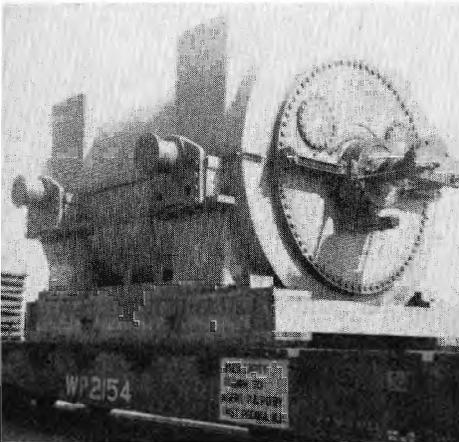
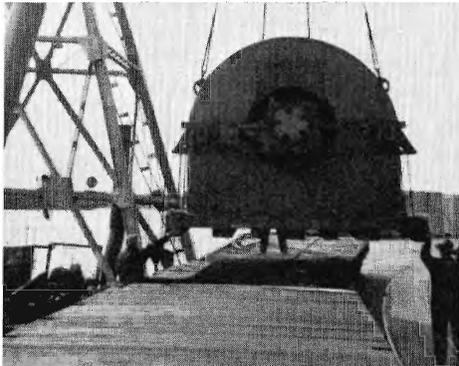
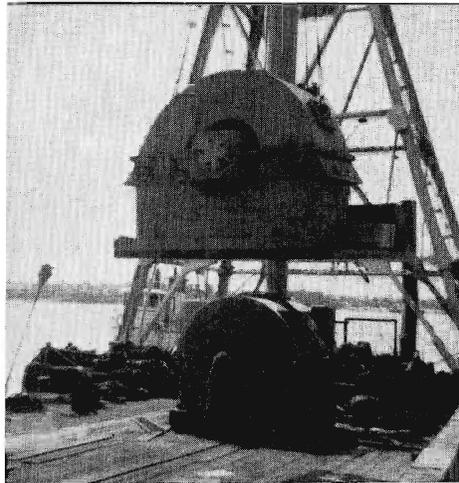
Loss and damage prevention—plus communication — **REDUCES** freight claims.

### **Chamber of Commerce elects Carl Mangum**

Carl W. Mangum, WP's district sales manager at Oakland, Calif., was elected a director of the Oakland Chamber of Commerce for a three-year term. Carl has been with WP since September 1, 1925, and district sales manager at Oakland since January 1, 1939.

### **Transportation Club elects Ken Cochran**

Ken E. Cochran, WP's district sales manager at Portland, Ore, was elected vice president of the Vancouver (Wash.) Transportation Club. Ken has been with WP since June, 1949 and district sales manager since September 1, 1963.



## Well, anyway . . . railroads delivered

**T**HE first part of this story comes from Jack B. Gore, San Francisco sales representative, from information furnished by General Electric's engineering department.

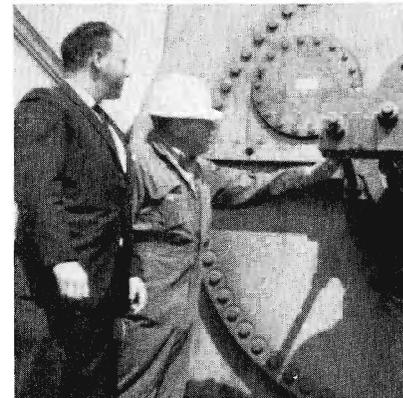
Back in November 1963, GE's Lynn, Mass., plant manufactured a 40-ton steam turbine and 83-ton generator for a consignee in Okinawa. It was shipped to the West Coast by rail. So far, so good. En route across the Pacific, however, the vessel encountered storms and heavy seas. The generator broke loose from its lashings in the hold, damaged the vessel to the extent that the hold was flooded, and the vessel put back to Midway Island for temporary repairs. The vessel then proceeded to Pearl Harbor for further

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Photos left, from top: Turbine is lowered to barge deck for trip across Oakland Estuary from Todd Shipyards, Alameda, to Encinal Terminal, Oakland. Note generator in background on deck.

40-ton turbine is gently centered on flatcar. Ready to go by rail except for tying down.

Below: Horace W. Lohmeyer, sales representative, Oakland, and Dave B. Swihard, General Electric Co. field engineer, make final check.



## Well, anyway . . .

(Continued from Page 6)

repairs. When the customer learned that the generator was water damaged he refused acceptance. As a result an insurance company stepped in and the machinery was returned from Pearl Harbor to the Todd Shipyard in Alameda for safe keeping. End of Part 1.

About a year and one-half later the St. Joseph Light & Power Company, St. Joseph, Mo., learned of the machinery and a purchase was made. Now, the second part of the story from Oakland Sales Representative Horace Lohmeyer.

Since the 16'-long, 13'-high, and 10'6"-wide turbine and the 13'6"-long, 11'-high, and 10'6"-wide generator comprised a total weight of some 123

tons, the added weight of a derrick or crane on the pier to lift the items to a WP flatcar could have caused a hazard. After several discussions between transportation engineers of Todd Shipyards, GE and WP, it was decided that the only way the machinery could begin its cross country trip to Missouri was to first lift it from the pier to a floating derrick-equipped barge. This was done and the load crossed Oakland estuary to Encinal Terminal's 9th Avenue pier, Oakland. After two days of proper blocking and bracing by Todd Shipyard personnel under the expert supervision of WP's Car Inspector Jim Vicari, the 123-ton load left on flatcar WP-2154 for St. Joseph, Missouri.

End of story.

## "North American Adventure"

**H**ERE'S a golden opportunity to criss-cross the United States by rail, enjoy three backwoods rides behind steam locomotives, visit the World's Fair, ride a Great Lakes steamer, and see Glacier Park.

This annual "North American Adventure," sponsored by the Pacific Coast Chapter, Railway & Locomotive Historical Society, heads east from Oakland on August 18 by *California Zephyr*. At Grand Junction, Colo., the party will travel by motor coach to Durango for a ride to Silverton in 1880 vintage cars over the steam-powered narrow-gauge railroad. Rejoining the sleeping cars at Salida, the tour heads east through the Arkansas River's Royal Gorge and on to the "Piney Woods" of Arkansas to ride

behind steam on the quaint 23-mile Reader Railroad. There will be a stop at Baltimore to visit the renowned Baltimore & Ohio Transportation Museum, and two days in New York.

After a ride along the Hudson River and a visit at Niagara Falls, the group will board the *South American* for a four-day delightful cruise ending at Duluth, Minn. The tour party will then travel westward by Great Northern, stopping at Glacier Park for two days. A one-day stopover at Portland, Ore., will be spent riding the 21-mile Veronia, South Park and Pacific behind steam. The tour ends at Oakland in mid-morning, September 6.

Additional information is available from travel agents, and all WP ticket offices.

## Appointed to new positions

D. J. "Duey" Kerper was appointed to the newly created position of assistant to manager of purchases and stores, effective April 1. His duties for the most part will be to maintain the railroad's store inventory by computer method, and processing all inventory transactions.

"Duey" came to Western Pacific on February 1, 1964, as a systems analyst in the information systems section. He previously worked for about one year in General Electric Company's computer department in Phoenix, during which time he received a business training course in GE's X-ray department at Milwaukee. He spent six years during schooling with the Dubuque Packing Company's management training program. Just recently "Duey" received his diploma as Certified Professional Data Processor from the National Data Processing Management Association. This is comparative to a C.P.A.

He completed his business administration degree in finance at Notre Dame University in August, 1960. That same month he married the former Dixie Anne White, and they have three children, Anne Marie, 3½ years, John Harry, 2 years, and Timothy Angelo, four months. He was born in Iowa on January 22, 1939 and considers Dubuque, Iowa, his home town.

"Duey" is a member of the Knights of Columbus, the Notre Dame Alumni Association, and the S.F. Chapter of Data Processing Management Association. While at college he ran a photo concession covering college activities.

He lives in Concord, and includes



D. J. Kerper



U. F. Bohne



J. W. Hoppenjans



E. P. Schmittgens

photography, swimming, and golf among his hobbies.

\* \* \*

Western Pacific's marketing division announced the following appointments effective May 1.

Ursul F. Bohne became district sales manager at Kansas City, Mo., succeeding Joseph J. Kirch who retired April 30.

J. W. Hoppenjans became district sales manager at Washington, succeeding U.F. Bohne.

E. P. Schmittgens became sales representative at Memphis, Tennessee, transferring from the Chicago office.

(Continued on Page 9)

## Appointments . . .

(Continued from Page 8)

Bohne, following 13 years' service with the Southwestern Freight Bureau, commenced his WP service as chief clerk in the St. Louis office in August, 1950. He became sales representative there in 1952 and then resident sales representative at Minneapolis, Minn., in 1954. Further promotions included promotion to general agent at Modesto in November, 1956, and then district sales manager at Washington, D.C., in April, 1960.

Ursul and his wife, Re (short for Aurelia), are already making new friends in Kansas City.

\* \* \*

Following railroad service with both the C&O and the Milwaukee, Hoppenjans became a WP employee in De-

cember, 1952, as chief clerk at Cincinnati. He was appointed sales representative there in September, 1954, and was promoted to resident sales representative in Memphis in May, 1957. He and his wife, Wanda, have four children, Reese, Lynn, Carol and Kim.

\* \* \*

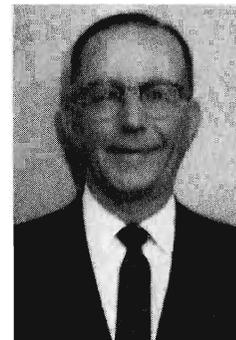
Gene Schmittgens was raised and educated in St. Louis where he began his railroad career in 1953. His railroad experience includes various positions in account, overcharge claim, and freight traffic departments. He also has a certificate in transportation and traffic management. Gene joined Western Pacific as chief clerk in the St. Louis office in 1956 and was transferred to Chicago as sales representative in 1959. He and his wife, Mary, are the proud parents of seven children.

## Joe Kirch Retires at Kansas City

Joseph J. Kirch, district sales manager at Kansas City, retired on May 1 after having worked 37 years for Western Pacific.

Joe's employment began in April, 1928 as chief clerk to the general agent at St. Louis, Mo. In September of that year he became passenger and freight traffic agent. In 1932 he was promoted to position as traveling freight and passenger agent, and five years later he was moved to Kansas City as resident traveling freight and passenger agent.

Joe next became general agent at



Omaha, Nebraska in 1948 and, in 1957, when territories were reassigned his office was moved to Kansas City where he remained as general agent and later district sales manager until the time of his retirement.

While Joe's plans are somewhat indefinite, he is looking forward to devoting some time to his favorite sport, fishing. He and Mrs. Kirch also plan to spend more time now with their two daughters and one granddaughter.

Joe's many friends wish for him good health and happiness.

## Boosters on 1st Titan 3-C may have been shipped by WP

The world's most powerful rocket, Titan III-C, was launched for the first time on June 18 from Cape Kennedy. The initial thrust of 2.65 million pounds (20 million horsepower) was provided by two solid-fuel boosters manufactured by United Technology Center, Sunnyvale, Calif.

The first shipment of these 250-ton boosters to Cape Kennedy over a southern route, originated on the WP at Milpitas last December (January-February MILEPOSTS). Since then, ad-

ditional shipments have originated on the WP and followed a northerly route to the Cape.

The mighty Titan rocket, able to orbit up to 12 tons (20 tons with modifications) ignites at an altitude of 24 miles with a 474,000-pound thrust. It is capable of a variety of missions, from low earth orbits of manned house-trailer-size laboratories, to deep space probes to Mars, Venus, or beyond.

The project puts together several "firsts" in the young space age.

## Blood donor for 15th time

The Medical Department's blood drive in San Francisco on May 28 was a success in more ways than one. Not only did the drive help to replenish the department's ever-dwindling blood reserve, but the winner of the drawing was eminently deserving of the prize.

It was the 15th donation given by

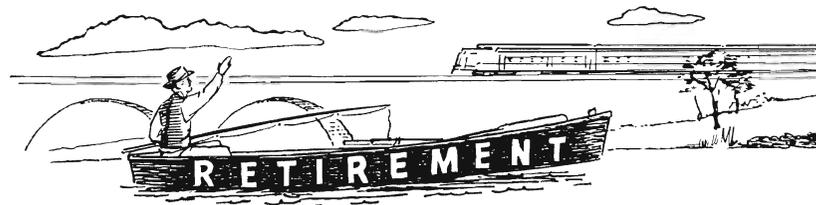


A. W. "Tony" Quill, manager of the data processing center, shown below receiving his AM-FM radio from President F. B. Whitman who drew the winning ticket from those given to all donors.

"No doubt about it, I'm highly pleased about winning this wonderful prize," said "Tony," "but it's also a great pleasure to know that my contribution to the reserve can help to make someone well again."

"We're most happy that the prize went to such a deserving winner," said Maxine Landuyt, medical department secretary. While this special drive aided our reserve immensely, there is always need for donations in between drives if we are to maintain a reserve.

A drive will be held in Sacramento in the near future and will be announced later. The lucky donor, of course, will also win a radio.



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

*Pedro V. Amparan*, carman, Sacramento, 29 years 10 months.

*Herman A. Baumert, Jr.*, locomotive engineer, Winnemucca, 42 years 7 months.

*John J. Brown*, locomotive engineer, Salt Lake City, 47 years 6 months.

*James C. Caughey*, machinist, Oroville, 46 years 10 months.

*Roger J. Collins*, locomotive engineer, Oroville, 44 years 9 months.

*John E. Corvin*, valuation clerk, San Francisco, 37 years 10 months.

*Max Gonzalez*, switch tender, Stockton, 18 years 7 months.

*John E. Hartwell*, locomotive engineer, San Francisco, 23 years 7 months.

*Clifford Hedge*, machinist, Oroville, 29 years 7 months.

*George M. Henyan*, yardmaster, Stockton, 24 years 7 months.

*Joseph J. Kirch*, district sales manager, Kansas City, 37 years.

*Jack Latham*, brakeman, Oroville, 38 years 8 months.

*Seth L. Manca*, locomotive engineer, Elko, 40 years 11 months.

*Lawrence E. McElroy*, carman, Stockton, 24 years 1 month.

*Raymond W. Pierce*, locomotive engineer, Stockton, 39 years 8 months.

*William D. Rucker*, carman, Sacramento, 20 years 5 months.

*Frank J. Salinas*, track laborer, Oroville, 14 years 6 months.

*Frank E. Vaughn*, B&B foreman, Sacramento, 18 years 8 months.

## Retirement Board improves its services

The use of electronic data processing equipment and improved management techniques have sharply reduced the time required by the Railroad Retirement Board to process retirement, survivor, unemployment and sickness claims. According to a RRB release, more than one-half of the claims for retirement annuities are paid within 30 days. Just three years ago only one-third were handled that quickly. Nearly one-half of the claims for unemployment benefits are paid within four days, double the number paid that promptly three years ago.

A transition from manual processing of unemployment and sickness claims in seven regional offices to centralized computer processing in the Board's Chicago headquarters is now being completed. The few delays which occur can generally be traced to incomplete or inaccurate information supplied with the claim, said the Board.

## Old Friend

You may not have been notified regarding the death of Robert R. Hare in Paradise, Butte County, on May 6 at the age of 71. He was a mechanic with the Sacramento Northern in Chico. When WP took over the shops he was transferred to Sacramento as a machinist and worked there for some time.

"Bob" was a boyhood friend of mine. His mother taught our country school at Long Bar in Yuba County when I was a 7th grader. He and his sister, Alice, also went to the school which boasted an attendance of eight or ten scholars.

I want to congratulate you on the fine job you are doing and some day would like to write you a part of the history of my service starting as roundhouse clerk at machinist helper's rate in Oakland on July 8, 1911. The helper rate was then 23½ cents an hour. Reason for that rate was that there was no established position as roundhouse clerk. That's nearly 54 years ago and oh, how proud I am of the progress made by the WP, my only source of livelihood all these years, including about 11½ years on pension.

I'd sure like to drop in and see you some time and those remaining whom I hold in high esteem and the young fellows I read about in MILEPOSTS. My very best to you.

E. E. Gleason  
4232 52nd Street  
Sacramento, Calif.

\* \* \*

## 50th Wedding Anniversary

Florence and I are leaving May 19 for a trip through the low countries in Europe, Brussels, the chateau country in southern France, and London. While overseas we will celebrate with



# Dear Editor:



Florence and Clarence Droit

our daughter, Betty, with the State Department, our 50th wedding anniversary at Maxims in Paris on May 28.

We were No. 2 family to sign up at Leisure World in Walnut Creek and moved in during December 1964. It's a wonderful spot and we have not regretted our decision to make our home here. There is a great deal of activity and I have never been busier. I am presently secretary of the High 12 Club, largest ever chartered in the world.

Clarence L. Droit  
1501 Rockledge Lane #3  
Rossmoor Leisure World  
Walnut Creek, Calif. 94529

## ICC Decision Good News

My wife and I wish to thank you for keeping us on your mailing list. I retired in 1955 and sure have enjoyed MILEPOSTS.

When we read about the ICC decision to let the WP operate their own railroad it was wonderful news.

We have made two trips to Chicago aboard that wonderful *California Zephyr* and enjoyed each trip immensely.

Charles L. Rowell  
3230 24th Street  
Sacramento, Calif. 95818

\* \* \*

## Need More WP's

When any product is as good as yours, I believe that thanks are in order. This is the way to run a railroad! For instance, we've used the chair cars to and from Chicago many times and it's always a pleasure. And we've seen the *California Zephyr* go flashing down the track in the Valley and it's as clean and polished as could be.

It takes a lot of people to accomplish all that, of course. We happened upon one of the best when we called to see if we could get eastbound seats on June 23 or 22. We're no further along than being on a waiting list, but I would be hard put to recall a more courteous

or pleasant way of doing business than your man showed me.

I'll say it again—this indeed is the way to run a railroad. Would that there were more Western Pacific!

Paul Magilligan  
755 Keeler Avenue  
Berkeley, Calif. 94708

\* \* \*

## Best in the West

I wish to take the time to write a few lines about your fine railroad and your thoughtful train crew. I made a trip about two weeks ago on your fine *California Zephyr* between San Francisco and Salt Lake City. Riding this train is just like riding in a fine rocking chair, and the train crew makes you feel just like being at home.

I am 73 years old and a retired railroad roadmaster and worked for ten railroads including the Union Pacific. But I must say that the Western Pacific is the best in the West.

I wish to say a very nice word for Conductor Jim Murray and his crew.

Ben Hogan  
2955 E. Clay Avenue  
Fresno, Calif. 93701

\* \* \*

## Grateful for pension

First, I apologize for not having sooner replied to your letter concerning my retirement. However, this was unavoidable as I was called out of state due to illness and subsequent death to a member of my family.

I decided to accept retirement after 45 years in engine service, the last 34 years with Western Pacific and "hang 'em up," so to speak. However, if I had to do it over again under the same circumstances, I would, as I enjoyed

(Continued on Page 15)

# MILEPOSTS



# IN GOLD

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

### 45-YEAR PINS

Howard R. Gaskins.....	Electrician Helper.....	Oroville
Mason P. Gordon, Sr.....	Rate and Bill Clerk.....	Fremont
Frank James.....	General Chairman, Brotherhood of Railway Clerks.....	San Jose
Carl H. Rath.....	Manager-Wire Chief Communications Center.....	San Francisco
William L. States.....	Conductor.....	Western Division
William H. Wise.....	Locomotive Engineer.....	Western Division

### 40-YEAR PINS

Carles R. Gonzales.....	Sheet Metal Worker.....	Oakland
Guy J. Hardy.....	Locomotive Engineer.....	Western Division
Daniel J. Laughlin.....	Roadmaster.....	Oakland
Frank M. Rowe.....	District Sales Manager.....	Reno
B. Torres.....	Track Laborer.....	Western Division

### 35-YEAR PINS

Miguel D. Cobian.....	Section Foreman.....	Elko
Joe A. Dotson.....	Blacksmith.....	Oroville
Glenn E. Fox.....	Conductor.....	Eastern Division
Alphonse Green.....	Business Car Porter.....	Oakland
James M. Kilgour.....	Conductor.....	Western Division
Willard H. Lerner.....	Carman.....	Oroville
H. F. Stapp.....	Conductor.....	Western Division

### 30-YEAR PINS

Joseph F. Hamer.....	District Sales Manager.....	San Francisco
J. W. Jones.....	2nd Cook.....	Dining Car Department
Raleigh M. Judd.....	Locomotive Engineer.....	Eastern Division
H. C. Parrish.....	Yardmaster.....	Portola

### 25-YEAR PINS

Miro W. Jiral.....	Carman.....	Sacramento
George McDaniel.....	Track Supervisor.....	Western Division
B. Osborne.....	Waiter.....	Dining Car Department
Edward C. Ryder.....	Carman.....	Sacramento

### 20-YEAR PINS

Adell Battle.....	Coach Cleaner.....	Oakland
Clayton W. D'Arcy.....	Machinist.....	Oroville
Angelina J. Domingo.....	Stenographer-Clerk.....	Elko
Elizabeth C. Fagan.....	Stenographer-Clerk-Mileposts Correspondent.....	San Francisco
John H. Haerberle.....	Fireman.....	Western Division
Ferris V. Henderson.....	Chief, Retirement and Unemployment Bureau.....	San Francisco
Mildred Hunter.....	Ticket Clerk.....	Oakland
Juanita Jensen.....	Secretary to Sales Manager.....	Stockton
Aete Johnson.....	2nd Cook.....	Dining Car Department
Hugh B. Kell.....	Carman.....	Oroville
John D. Krause.....	Brakeman.....	Western Division
George M. Lewis.....	Car and Derrick Foreman.....	Elko
William S. Manning.....	Telegrapher.....	San Francisco
Anna M. Mitchell.....	Coach Cleaner.....	Oakland
Andrew J. Pickens.....	Train Desk Clerk.....	Oakland
Julius Pruitt.....	Waiter.....	Dining Car Department
Annabell Ranney.....	Jr. File Clerk.....	San Francisco
Betty Tonell.....	Interline Ticket Clerk.....	San Francisco
Dewey E. Troupe.....	Switchman.....	Eastern Division
Leon Wells.....	2nd Cook.....	Dining Car Department
James A. Wherland.....	Dispatcher.....	Sacramento
Mary E. Wyatt.....	Stenographer-Clerk.....	Sacramento

(Continued on Page 15)

### 15-YEAR PINS

Charles L. Allee.....	Carman.....	Sacramento
Carl E. Cook.....	Carman.....	Sacramento
Dr. Glenn F. Cushman.....	Chief Surgeon.....	San Francisco
Frank B. Dignon.....	Switchman.....	Western Division
L. R. Glascock.....	Sales Representative.....	Denver, Colorado
Donald E. Hart.....	Section Laborer.....	Western Division
William A. Highsmith.....	Switchman.....	Western Division
Malvin J. Hurley.....	Section Laborer.....	Eastern Division
Marshall L. Ingram.....	Carman.....	Stockton
Felton N. Jones.....	Waiter.....	Dining Car Department
Sam J. Latino.....	Carman.....	Sacramento
Abraham Lymas.....	Laborer.....	Sacramento
Hans H. Pautke.....	Carpenter, B&B #4.....	Eastern Division
Albert W. Plaas.....	B&B Helper, TG #1.....	Western Division
Scott J. Putnam.....	Fireman.....	Eastern Division
Robert B. Redus.....	Transportation Analyst.....	San Francisco
Floyd E. Robinson.....	Welder.....	Western Division
Raymond E. Swets.....	Switchman.....	Western Division
Stanford Tankersley.....	Carman.....	Stockton
Monte O. Wade.....	Carman.....	Oroville

### 10-YEAR PINS

W. E. Barker, Sr.....	Switchman.....	Western Division
W. Bryson.....	Switchman.....	Western Division
R. J. Camarillo.....	Laborer.....	Western Division
G. F. Campbell.....	Clerk.....	Oroville
Jack A. Dotson.....	Machinist.....	Oroville
D. L. Gregson.....	Clerk.....	Stockton
Jack C. Hastings.....	Carman.....	Elko
J. D. Henderson.....	Switchman.....	Western Division
James L. Jenista.....	Trainman.....	Eastern Division
F. E. Lindhe.....	Brakeman.....	Western Division
M. McCullough.....	Laborer.....	Western Division
J. W. Mendenhall.....	Brakeman.....	Western Division
Glenn E. Morton.....	Locomotive Engineer.....	Eastern Division
H. E. Palmer.....	Switchman.....	Western Division
Edward F. Serrano.....	Laborer.....	Oakland
W. A. Sherrill.....	Chief Clerk-Marketing.....	Sacramento
W. M. Thompson.....	Conductor.....	Western Division
John Y. Todecheene.....	Extra Gang Foreman, EG #81.....	Eastern Division

## Dear Editor: . . .

(Continued from Page 13)

every minute of my railroad career. A highlight of my career, of course, was in winning the Loss and Damage Contest national award sponsored by the American Railway Magazine Editors' Association and being sponsored by Western Pacific to go to Cleveland to accept the award.

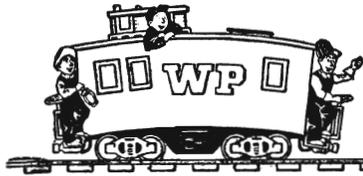
I would like to convey through MILEPOSTS my thanks to Western Pacific management, especially the Board of Directors, for awarding me a pension under the Provisional Retirement Plan as this makes retirement much more secure financially.

I expect to travel some with my wife later this year and then return home to take it easy.

L. C. Parkinson  
834 West Vine Street  
Stockton, Calif.

### Your pass is good on Little Long Island Rail Road

Pass holding employees of bona fide standard railroads anywhere in the country attending the World's Fair in New York may take his entire family for a free ride on the Little Long Island Rail Road. The pint-sized line runs around about 1,000 feet of 16-inch gauge track encircling the LIRR's exhibit in the Federal and State area of the Fair. Regular fare is 25c. The exhibit has additional features you'll enjoy.



# Caboosing

## ELKO

Theoda Mueller

We were saddened by the death of Engineer J. A. BROWN's wife, Allene, during May. She had been sick for several months but her death was still unexpected. She will be missed by her many, many friends in the community as she was active in many charitable organizations and community and church projects. To John and his family, our sincere condolences.

DEL GUNDERSON has recently joined the staff in "KN" office and is working as relief telegrapher. An experienced operator, Del comes from the Northern Pacific at Shelby, Montana.

MRS. LOIS MANCA, stenographer in the chief dispatcher's office, has been absent the past month because of illness. She is in the San Francisco bay area recuperating at the home of her daughter.

MRS. LOUISE MAJOR is working the relief position in the chief dispatcher's office which is permanently assigned to Mrs. PATTY HOBBS. Patty has stepped up to Lois Manca's position during Lois' illness.

BLANCHE MILLER recently spent her two rest days at Sparks getting acquainted with her new grandson. Blanche's daughter, Dyan Odel, and family live in the Sparks-Reno area.

Car Foreman and Mrs. GEORGE LEWIS just returned from a two weeks' vacation enjoyed in the San Jose area.

George is sporting a beautiful tan which makes us believe he spent most of the time "sleeping in the sun."

Engineer SETH MANCA turned in his book of rules and other company property after having them in his possession for 41 years. He retired on May 9. After that many years of railroading Seth will find it rather difficult to adjust to leisure living and we hope he can pursue some of the hobbies which he has not had time to develop.

## MECHANICAL DEPARTMENT

Clara R. Nichols

EDWARD L. EDDY, roundhouse clerk at Wendover, Utah, died on May 9 from a heart attack. As he formerly worked in the office of chief mechanical officer, Sacramento, many of his former friends send their condolences to Mrs. Eddy.

LOUIS DEL MORO, A.A.R. clerk, has been assigned to the roundhouse clerk's position formerly held by Mr. Eddy.

"Betsy," the second laboratory car destined for tests on the Bay Area Rapid Transit District's test track at Concord, is about ready to leave the Shops. This leaves one car, "Agnes," yet to be completed by our forces.

JIM QUICK, personal records clerk, said his wife lets him drive their new sporty 1965 automobile occasionally, so we hope to soon have an opportunity

to see first hand the many features Jim has been telling us about.

Appearing none the worse from ill effects, our Chief Clerk Hy O'RULLIAN returned to the office after undergoing surgery on an arm recently in Sutter General Hospital.

## KEDDIE

Elsie Hagen

Fireman WALTER THACKER, who retired a short time ago, has been a patient in a Reno hospital but reports are that he is much improved.

W. H. KINNEAR, who became yardmaster following the death of BEN NOAH, vacationed in Tennessee.

FRANK MOHATT, roundhouse foreman, is back at work after spending several weeks in Plumas District Hospital.

Conductor JAMES L. RUSH and Mary T. Delay were married during Easter Week. Mrs. Rush is a school teacher.

Retired Road Foreman and Mrs. ROBERT McILVEEN have moved to Oroville after having made their home here for a while. We hope Bob will be able to keep up his hobby as a ham operator.

Engineman and Mrs. CHARLES OTIS, former Keddies residents, have moved to Oakland from Sacramento where they had been living for several years. They will miss being close to their two grandsons, Scott, age 1, and Richie, age 3, who remain in Sacramento.

Our deepest sympathy to the family of Brakeman LUCHIN C. "BLACKIE" ADAMS of Oroville who died on April 5, and to the family of retired Locomotive Engineer DAVID A. FALLEN of Stockton who died on March 1. Both "Blackie" and "Dave" were long time residents of Keddies.

Train Desk Clerk WILBUR STUBBLEFIELD, JR., his wife and daughter, spent their vacation in New York visiting the Mrs. Stubblefield's family.

Agent and Mrs. PETER HANLEY are grandparents again. Their daughter, Jane, now Mrs. A. F. Chase, presented a daughter, Joan Marie, on April 26 at Danville, California. Joan has a sister, Jennifer.

Just a few days later, Mrs. Hanley's father, W. E. Iles, died at his home in San Jose. He was 84 years of age and had been ill for some time. We extend our sympathy to Mrs. Hanley and her family.

## WINNEMUCCA

Ruth G. Smith

Fireman and Mrs. ALVIN SWETT are the parents of a son born February 20. The baby, named Terry, is the fourth son for the Swetts, who also have one daughter.

Mr. and Mrs. GARY HOXSEY of Pocatello, Idaho, are the parents of a daughter born April 15. The new arrival is the granddaughter of Conductor and Mrs. W. A. HOXSEY of Winnemucca. The baby's father was formerly a fireman for WP and is now attending Idaho State University at Pocatello.

Engineer HERMAN A. "DUTCH" BAUMERT retired on April 29. He hired out as a fireman on the eastern division on October 4, 1922, and was promoted to engineer on October 15, 1937. In the spring of 1937, Herman and his family moved to Winnemucca, built a home, and have lived here since that time. "Dutch" and his wife, Millie, have two children: Engineer G. A. "JERRY" BAUMERT of Winnemucca, and Diana Hughes of Salt Lake City. They also have two grandchildren. They will spend some time traveling in their

travel trailer but will continue to make their home here.

Mrs. Rose Malis, mother of Fireman CHARLIE MALIS, died in Elko on May 6. Funeral services were held May 10 in St. Paul's Catholic Church in Winnemucca. Mrs. Malis was a native of Austria. Besides her son, she is survived by three daughters, 10 grandchildren, and nine great grandchildren.

Humboldt County Sheriff Delbert Moore resigned effective May 15. He was employed as a fireman on the Southern Pacific for ten years before becoming Chief of Police of Winnemucca, succeeding his father, "Chub" Moore, on July 1, 1932. He was appointed Sheriff in 1949. The former sheriff is a brother of Engineer RAY MOORE and Conductor E. P. MOORE. Deputy Sheriff Leonard Clausen has been appointed sheriff upon Moore's retirement. Leonard is a brother of Engineer HAROLD CLAUSEN and Brakeman WALTER CLAUSEN.

## OROVILLE

Helen R. Small

Conductor C. H. LUTHER spent a 16-day trip across the entire country with his wife and son, Pvt. Roger Luther, who is stationed at Fort Benning, Ga. They travelled by air, rail, bus and automobile, flying first to Atlanta, then north to Washington, D.C. In New York they visited the World's Fair, stopped to visit in Boston, and then went on to Salem, N.H., where Luther's relatives took them over the entire state and through the White Mountains.

Brakeman LUCHIN C. "BLACKIE" ADAMS died in Oroville on April 5. He was born on June 21, 1902, in Bradfordville, Ky. He had lived in Butte County the past seven years and had

been employed by WP for the past 20 years as brakeman. He leaves his wife, Myrtle, three sons, William Powell of Portola, Walter A. Powell, Oroville, and Loren L. Powell of Graecagle. Funeral services were under the auspices of the Oroville Lodge, B.P.O.E.

The Oroville Junior Chamber of Commerce sponsored another annual Feather Fiesta Days celebration the last week of May. William Drury, of TV fame, *The Virginian*, was the main attraction. Wonderful crowds every day witnessed contests, kiddie parade, grand parade and selection of a Beauty Queen, dances, rodeo, boat races and entertainment for all. Visitors from out of town made the trip to Oro Dam Site to view the progress.

Congratulations to Roundhouse Clerk HARVEY G. DOPP! Harvey was married to Betty Sue Hitte of Oroville in the St. Thomas Catholic Church on May 15. They are at home at 47 Greenbank Avenue, Oroville.

Yardmaster R. O. "BOSS" BONNER retired April 1 after 43 years of service. At his retirement he was presented with complete equipment for fishing including a fine rod and reel.

Bus Driver ALBERT SHEPARD also retired April 1 and his friends and co-workers presented him with a fine Roto-Tiller to keep him busy in his garden.

Best wishes to both of these men for a long and happy retirement.

\* \* \*

Ad in East Berlin Communist newspaper: "Will trade my luxurious villa for a hole in the wall."

\* \* \*

Before TV nobody knew what headaches looked like!

\* \* \*

Show me a man who has both feet firmly on the ground and I'll show you a man who is trying to sink an important putt.

## STOCKTON

Elaine Obenshain

Yardmaster GEORGE M. "JUG" HENYAN retired May 1 with 24 years 7 months' service. He started with the CB&Q as brakeman in 1919 and moved to California 7½ years later. He then worked for the Pacific Electric, Southern Pacific and Virginia & Truckee, and did switching with retired Superintendent of Transportation GRANT S. ALLEN on Boulder Dam. He came to



Yardmaster George Henyan

WP as a switchman in September, 1941, and spent his last day as assistant yardmaster at the Port of Stockton. While future plans are undecided, undoubtedly he and his wife will find more time to spend with their three daughters, 10 grandchildren, and two great grandchildren.

Car Classifier LAWRENCE E. McELROY retired May 31 with 24 years' service. He started railroading with the Rock Island as machinist helper in 1916. He was at the front line in France during World War I before the age of

18. He returned to the RI and worked with our Chief Mechanical Officer E. T. CUYLER's father and General Diesel Supervisor JOHN FLYNN. He came to WP in May, 1941. He and his wife have two daughters, six grandchildren, and one great granddaughter. A trip to Hawaii is planned for August.

Retired Conductor FRED GUY died on May 10. He retired in 1949. He is survived by seven children, six grandchildren, and two great grandchildren.

Miss Jacqueline Claire Hamilton, daughter of Engineer and Mrs. J. P. HAMILTON, was married to John Harold Mattice on April 10 in the chapel of Highlands Inn, Carmel. A reception and luncheon followed in the Point Lobos Room. The bride was graduated from Lincoln High School and has been affiliated with Fashion Debs, Ani Club, and Job's Daughters. She is employed by Sears-Roebuck Co. Her husband graduated from Stagg and at-



Mr. and Mrs. John Mattice

tended Stockton College and is employed locally by Ad Art.

Switchman and Mrs. JERRY FREEMAN announced the arrival of a daughter, Lora Lee, on May 17. They have a son, Jerry Lee, one year old.

Brakeman JOHN W. RICKMAN, JR., began military leave on April 13 for service in the U.S. Army.

Section Laborer MAX GONZALES retired on May 28 after service which began on November 9, 1946.

LEE WASHBURN, from the Sacramento Northern, is now trainmaster for the Tidewater Southern.

Hugh Wright, 22-year-old son of Switchman and Mrs. HUGH V. WRIGHT, a Sacramento State College senior and part-time reporter for the *Sacramento Union*, won first place in editorial writing award at the California Intercollegiate Press Association convention in Berkeley in April. He was awarded the Babs Murnan Memorial Award. Hugh's editorial was on a lecture by Episcopal Bishop Richard Millard on events in Selma, Ala., and was written in competition with students from other colleges and universities throughout the state. An hour time limit was placed on the writing. He served the past year as copy editor for the college newspaper, *The State Hornet*, and was a leader in revamping the newspaper's style and policy manuals. He has worked for *The Union* as a copy boy and reporter for two years.

While Section Foreman and Mrs. H. L. NASK were vacationing in New Mexico, their home in Stockton was destroyed by fire—arson caused by juveniles who broke in the night before and night of the fire. The Nashes were en route home when Arizona State Police stopped them near Phoe-

nix to tell them to phone their neighbor who advised them of the fire. A few clothes and dishes were saved in the \$8,000-damage fire.

## SACRAMENTO STORE

Jack W. Miller

Manager of Stores and Mrs. H. J. MADISON enjoyed a nice trip to Chicago where he attended a 3-day convention of the A.A.R. Purchases & Stores Division.

JIM MADISON spent a week of his vacation at home while his parents visited Chicago.

Heartly congratulations to LAVON ROBISON on the birth of her first grandchild, Vicki Rae.

Chief Clerk AL MADAN has been in St. Joseph's Hospital in San Francisco for two weeks undergoing tests prior to an operation some time in June. We all hope that the operation will be successful and that Al's health will be much improved.

C. CRAIN enjoyed his vacation with a trip, by train, to Tennessee to visit relatives. He arrived in Chicago the day of the cyclone and witnessed much of the damage which occurred in that part of the country.

Our two ardent fishermen, AL DABBS and HORACE LATONA have been busy wetting their lines at every chance since our weather has improved and we expect good reports from now on.

## SACRAMENTO

Gene M. Moore, son of Telegrapher A. W. MOORE, was accepted and given a most generous scholarship. He will report to Yale University, New Haven, Conn., on September 13 for entrance as freshman. A three-time winner of the *Stockton Record* spelling contest, Gene is a life member of the California

Scholarship Federation, and member of the National Honor Society.

Richard Rouse, son of Sales Representative and Mrs. ROBERT W. ROUSE, recently won a speech contest in the 28th Annual Lion's International Club Student Speech Contest in competition with students of Sacramento high schools, and later participated in the Zone Contest at Elk Grove. A very active student, "Dick"



is senior class president, editor-in-chief of the school paper, *Banner*, president of the education association, an active member in the Spanish Club, and a Junior Statesman. His past activities include being elections committee chairman, delegate to the 1964 Governor's Conference, vice president of the Red Cross, and a member of the *Banner* staff. He will attend the California Lutheran College to complete plans for a career in the Lutheran Church.

## WENDOVER-SALT LAKE CITY

Esther Witt, J. B. Price

Retired Division Engineer H. H. "BERT" ELLIOTT was a welcome visitor on his way to McGill, Ely, and Ruth, Nevada. There were many scenic spots that he had to forego when with the railroad, but now that he has leisure time he is enjoying traveling and seeing the sights. We have missed "Bert" and hope that he enjoys many years of travel and good health.

Another visitor was retired Engineer THOMAS F. GRIFFITH, in Wendover to sell his property. We hope this doesn't

mean that he is cutting ties and won't be seeing us again—in fact, we hope to see Mrs. Griffith with him next time around.

Engineer JOHN J. BROWN retired after 48 years of WP service. He hired out as fireman on December 5, 1917, and was promoted to engineer on May 5, 1924. He went from freight to passenger with the advent of the *Zephyrettes* and thence to the *California Zephyr*. We wish for him many happy retirement years.

Wendover forces were saddened again on May 9 when Roundhouse Clerk EDWARD L. EDDY died from a heart attack. Our deepest sympathy is extended to his wife, Dorothy, and two step-daughters, Diane and Dorene, and also his mother, brothers and sister.

On their return trip from Los Angeles to Salt Lake, retired Engineer CECIL G. TRUMBO and his wife stopped to say hello. Cecil promised to return for a longer visit in the near future.

Brakeman FRANK B. CALLAHAN is back with us again after an absence of several months following a heart attack. We hope good health continues to be his.

We wish a speedy recovery for Conductor JAMES L. COLLINS who underwent surgery recently. Seems as though good health tries hard to pass Jim by, but so far he is ahead and we hope that it continues.

Our sincere sympathy to the family of retired Conductor GUY PARRY, who died May 19 in a Salt Lake hospital. He will be sadly missed by one and all.

An ardent baseball fan left our ranks when Conductor ROY BUTLER retired. We wish him many happy years of retirement and hope that he will be able to attend some of the games that he listened to so devotedly.

Welcome back was extended to Conductor BERNARD T. PRICE who has been absent because of illness. We missed his lingo for quite some time!

Retired Conductor ELMER J. CAMPBELL is wished an early recovery from major surgery. Though we don't get to see much of the retired members of our forces, we do like to hear from them and are sad when the news isn't the best.

Another smiling face that will be missed is that of Engineer ROLLA F. HOWELL, who retired after 41½ years of WP service. "Bish," as we favorably referred to him, hired out as fireman on October 4, 1923, and was promoted to engineer on October 20, 1940. He



Mr. and Mrs. Rolla Howell

was in freight service, then returned to freight with the abolishment of the *Zephyrettes*, and just this past January he was successful bidder on the *California Zephyr*. "Bish" is looking forward to considerable travel, both this country and Canada. Presently he is taking great delight in his garden and yard and becoming more ac-

quainted with his grandchildren. Many of his winters will be spent in California and Arizona where he should feel at home with our many other retired personnel.

Agent LEO P. WATER's daughter, Mitzi, announced the arrival of Elizabeth Grace Lewis on May 14. Other children are Cody, Peter and Deedee.

The month of May was a happy one for the Don Ed Sandbergs. First, Don was appointed the new principal of Grantsville High School, where he attended school, graduating in 1947. He has been teaching at the school since graduating from the University of Utah in 1953. He was vice president of the Tooele County Teachers Association in 1962-63 and president in 1963-64 and was an officer of Utah Education Association.

On May 16 Don and his wife, Lois, announced the arrival of a daughter, Dawn. Happy over the occasion of having five grandchildren in the Sandberg home are Cashier and Mrs. HARVEY NAYLOR of Wendover. The other grandchildren are Mark, Larry Dean and Kendall and a sister, Joni.



Don Sandberg

## SAN FRANCISCO

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

Congratulations to WILLIAM F. PADEN, freight claim agent, on his election as 1st vice chairman, A.A.R. Freight Claim Division. The election took place during the 74th annual session of the division at Dallas on May 4-6.

Congratulations, too, to CHARLES G. "BUD" HARTJE, JR., manager of WP's trailer-on-flatcar service, who was elected a regional vice president of the National Railroad Piggyback Association. The election took place at Chicago on April 14. The new organization was formed last January.

Sales Representative FRANK MURPHY and his wife, KATHLEEN, secretary to Chief Surgeon, DR. G. F. CUSHMAN, returned in May from a vacation in old Mexico. They enjoyed several days at Mazatlan, which they think is more beautiful than Acapulco or Waikiki, spent a short time in Puerto Vallarta, then visited the lovely spa, Ixtapan de la Sal, where they enjoyed thermal baths. The remainder of their time was spent in Mexico City.

ALTA THOMAS, retired passenger accounting department employee, and her husband, Roy, have moved in Rossmoor Leisure World at Walnut Creek. They spent four months during the past winter traveling.

Marketing Division employees were saddened in the death of JOHN L. AMOS II, 62, on May 8. During his 40 years of railroading, John, freight pricing manager, became widely recognized for his commerce and rate making ability. Born in Memphis, Tennessee, he was graduated from the University of California with an AB degree. His career began in Salt Lake City with the Union Pacific. He joined WP on April 15, 1929, in the field of commerce. He was a founder-member of the American Society of Traffic & Transportation, and a member of the San Francisco Transportation Club. John's activity, as an instructor of traffic courses for 21 years at Golden Gate College, gained for him a host of friends within the traffic fraternity. Besides his widow, Louise M.

Amos, he is survived by two sons, John Amos III and Robert M. Amos, of Oakland, and their families.



Brenda, Walter holding Linda Sue, above, and left, Raymond Jeanes



ARKIE JEANES, a key punch operator in the data processing center for the past two and one-half years, presented her husband, Walter, with their third child, Linda Sue, on February 13. She weighed nine pounds two ounces. The other two children are Raymond, 6 years, and Brenda, 4 years. Walter is a carpenter for Eichler Homes.

CLIFFORD E. WARNER, assistant general auditor since 1953, left Western Pacific on June 9 to accept a position with the Interstate Commerce Commission in Denver, Colo. Since joining WP in August, 1947, he also held the positions of auditor of disbursements

and assistant to general auditor-taxes. Cliff was with the San Francisco Bureau of Internal Revenue for five years prior to coming to Western Pacific.

Potter's Hideaway in Fairfax was the scene of a passenger department picnic on May 29. The potluck outing was hosted by MAX A. POTTER, chief rate analyst, and his wife, who furnished the refreshments and entertained the group with a performance by Max's trick performing horse, "Radaar," whom Max refers to as "the thinking man's horse." What "Radaar" thought about the members of the passenger department, he is keeping to himself, but he did say he and everyone had a fine time.

Phyllis Jill Carleton, daughter of Assistant Chief Special Agent and Claim Agent and Mrs. ELMER H. CARLETON, was installed as Worthy Advisor of the Tamalpais Assembly Number 191, International Order of Rainbow for Girls on May 28. The installation was held at Fairfax Masonic Temple in Larkspur. Bible Escort for Jill was Michele Etchebehere, daughter of Assistant Auditor of Disbursements and Mrs. JOHN ETCHEBEHHERE. Jill graduated from Terra Linda High School on June 18 and plans to attend College of Marin, majoring in home economics.

CHARLES K. FAYE, assistant vice president-freight sales, was reelected a director of the San Francisco Zoological Society for a term of three years.

JOHN E. CORVIN, valuation clerk, retired May 31 after a service just two months short of 38 years. John's entire service with WP was in the ac-



Above: After receiving a gift presented by Ed DeMotte (left) and Johnny Etchebehere (right) John Corvin had picture taken (opposite page) with other department members. From left are: Lenore Studt, Gabrielle Schlemminger, Vinnie Doyle, Irene Strobbridge, Lillian McDonald, Milford Parker, Ed O'Neil, (John), George Bowers, Mildred Cox, Marge Bischoff, Edna Brown, Lorene McCargar, Cherry Goodrich, and Patricia Montana.

counting department, as was that of his father, Steve Corvin, and brother, Joe.

## OAKLAND

John V. Leland

Marine Captain HENRY J. "JOE" FITZPATRICK died suddenly on April 12. He was 57. Joe entered service as a deckhand on tugboats April 2, 1930, was promoted to Captain on July 26, 1943, and was Master of the MV *Las Plumas* at the time of his death. He was not married.

Yardmaster J. W. PATTON, absent for several years because of illness, was a welcome visitor at the trainmaster's office on June 11. "Pat" lives at 2195 Virginia Street, Reno.

A 25-year-old Oakland writer, FRANK CHEW CHIN, JR., has been named winner of the 1965 Joseph Henry Jackson Award on the basis of his partially completed novel title "A Chinese Lady Dies." The book portrays the author's



description of "the uniquely exotic and charmingly suffocating personality of San Francisco's and Oakland's Chinatowns." Frank worked for WP as relief clerk at Oakland from August 6, 1963, to February 1, 1965. With his \$1,000 grant, which came with his award, he hopes to receive his B.A. from Santa Barbara UC campus.

ROGER J. COLLINS, locomotive engineer, has retired. He first worked as a call boy in Portola about 1917, then hostler and machinist helper. He began firing in July, 1920, at Portola and about 10 years later worked out of Stockton and later from Oakland, San Jose, and San Francisco. He became engineer in 1930 and began running the *California Zephyr* in 1958. The streamliner was about nine hours late the day of his last run, April 30, and he was met after midnight at Oakland by Terminal Trainmaster ANDY E. STEEN and RUSS PORTERFIELD with a gift envelope. "My wife, Virginia, and I have a pretty big garden at our Oakland home but we do plan a few trips,

one to Canada, one to Colorado, and possibly to New Mexico and Texas," Roger told his friends. Mrs. Collins said that Roger's grandmother, Martha Connors used to run the Feather River Hotel at Portola where the railroad men boarded around 1910-1926. Roger has a number of first, second and third cousins, and other relatives, presently working for WP.



Conductor C. E. Fisher (left) and Brakeman L. D. Taylor (right) made last run with Roger Collins.

## A Short Story

**B**ILL and Bob were fishing buddies. They seldom returned home without their limits. Not only because they were good at the sport, but because they had once discovered a secluded lake known to few anglers. They were good woodsmen, too, and appreciated the beautiful forests surrounding the small lake from where deer and other forest animals watched their every move. "This is sure a great spot," said Bill as he packed to leave. "Sure is," replied Bob. "Too bad we have to go. This is really livin', but we'll be back again next year."

Little did Bill and Bob then know that next year they would be looking for a new fishing spot. A month or so after they had packed out, inexperienced deer hunters found the little lake while trailing a wounded deer. They camped out for the night and left again right after breakfast over an open fire. Whether by inexperience or carelessness, they overlooked one golden rule of the forest—"Make Sure Your Campfire Is Out!"

The area surrounding Bill's and Bob's once-loved fishing spot is now desolate. Where a thick stand of tall, green trees once stood and grew there is nothing now but stumps, ashes and debris. The deer and other forest animals that escaped the conflagration are living elsewhere. It will be some time before the trout in the lake will again play hide and seek with a fishing fly or lure.

This story is an imaginative one, but it could be true. In 1964, for example, the divisions of forestry services fought 5,519 man-caused fires, up 1,329 fires from the preceding year. There was an

increase in every category—campfires, smokers, debris burning, machine use, incendiaries and miscellaneous. Keep an eye on that "miscellaneous"! It included 785 fires started last year by children playing with matches.

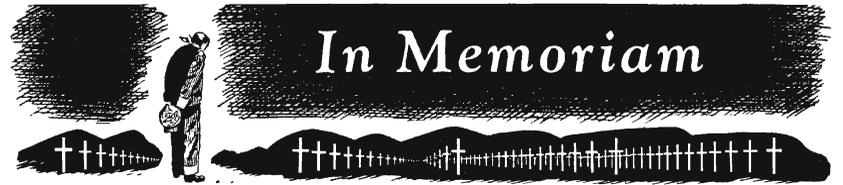
**T**HE 1965 forest fire season is here. Green springtime grass has turned brown and forests are beginning to dry. Newspapers, radio, television, schools, service clubs and other agencies are spreading "Smoky Bear's" warning—"Be Extra Careful with Fire."

E. L. McCann, WP's district special agent-claim agent at Oroville, has this request to make. "All Western Pacific railroaders in train and engine services and those working along the roadbed should begin now, as they have so cooperatively done in the past, to keep a sharp eye for any sign of fire and report it as quickly as possible." "Mac" has devoted years of hard work, with outstanding success, in assisting the forest services in forest fire prevention, and he is grateful for the assistance received from his many friends on the railroad and elsewhere. He also has good advice for those who visit the forest areas. "Douse camp fires. Use the ash tray in the car. Be careful with trash fires. Keep matches out of reach from children."

"Smoky Bear," and Bill and Bob, will be grateful, too!

**Remember!  
Only YOU Can Prevent  
Forest Fires!**

MILEPOSTS



## 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:

*John L. Amos II*, freight pricing manager, May 8.

*David Cameron*, retired locomotive engineer, February 1965.

*Hazel M. Develey*, retired cashier, May 10.

*Joseph J. Dunlap*, retired carman, June 5.

*Joseph E. Dunn*, structural engineer, June 3.

*Mark M. Durham*, Alameda Belt Line clerk, June 16.

*Edward L. Eddy*, roundhouse clerk, May 9.

*Bernard J. Farrell*, retired brakeman, date unknown.

*George T. Fevrier*, retired marine engineer, June 9.

*Jack E. Fielder*, retired brakeman, March 1965.

*Charlie E. Graham*, retired brakeman, March 1965.

*Robert R. Hare*, retired machinist, May 6.

*Maurice F. Lawson*, ticket agent, June 15.

*Vern L. Marley*, retired brakeman, April 1965.

*Lester B. Martin*, retired machinist, June 7.

*Eugene M. McQuaide*, retired switchman, March 1965.

*Frank C. Miller*, retired yard clerk, February 1965.

*Oliver I. Minor*, retired lineman, April 1965.

*Tom P. Nall*, retired locomotive engineer, March 26.

*John F. Norman*, retired B&B helper, June 6.

*William A. Parker*, retired baggage-man-janitor, April 20.

*Guy Parry*, retired conductor, May 19.

*Gilbert R. Patterson*, retired locomotive engineer, May 28.

*Manuel Ramirez*, retired track laborer, May 1965.

*Nuno F. Ramos*, retired carman, April 30.

*William J. Reader*, retired conductor, May 30.

*Volney V. Scott*, retired agent, June 13.

*Prior F. Shaw*, retired Sacramento Northern bridge tender, May 1965.

*Edward P. Soulies*, transfer table operator, April 23.

*Raymond V. Taisan*, retired track laborer, March 1965.

*Fred Wall*, retired switchman, February 1965.

The railroads' freight load is equal to picking up every day all the furniture and furnishings of America's 56-million family households and moving them 10 miles.

## WESTERN PACIFIC MILEPOSTS

526 Mission Street  
San Francisco, Calif. 94105

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4164 STANFORD WAY  
LIVERMORE, CALIF.

## RAILROAD LINES



While the railroads spent \$1.5 billion of their own money for fuel, material and supplies in 1964 (up 5% from 1963 and highest since 1957) the government was spending 10 times that amount for facilities for other forms of transportation.

\* \* \*

REA Express ordered 2,400 more of its popular Unit-Pak container cages which will bring their total ownership of Unit-Paks to 5,255.

\* \* \*

Expecting its 1965 summer travel to be heaviest since World War II, Canadian National will run its Super Continental as two separate trains, one each between Vancouver-Montreal and Vancouver-Toronto.

\* \* \*

Aeronca Manufacturing is producing for Southern Railway four-unit, octagon-shaped, all-aluminum hopper car mounted on eight axles with 260-ton, 9000-cubic-foot capacity.

\* \* \*

Pennsylvania Railroad is investing \$42 million in unit-train equipment this year, including 3,000 100-ton coal hoppers.

\* \* \*

Louisville & Nashville celebrating 10th piggyback service anniversary this year showing increase in 10 years from less than 500 trailerloads to 65,000 trailers in 1964.