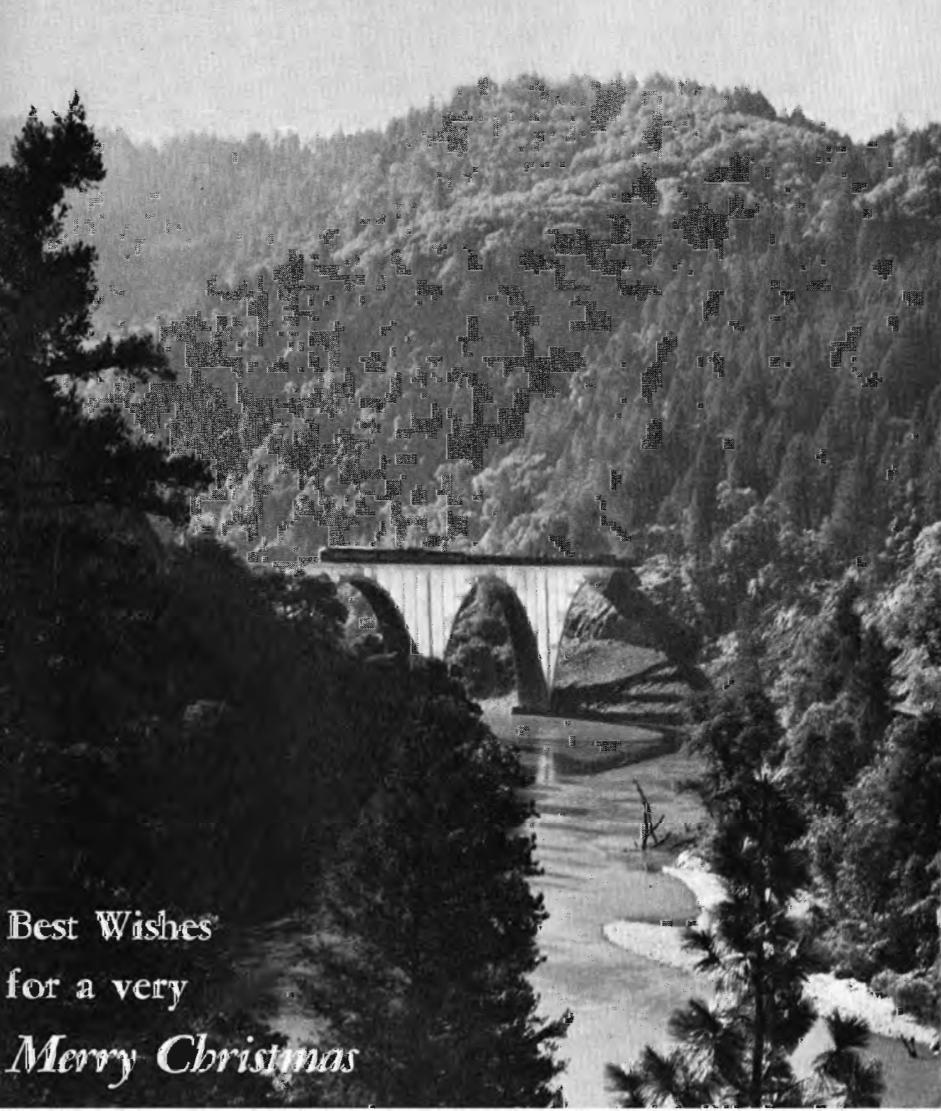


WESTERN PACIFIC

Mileposts

NOVEMBER DECEMBER 1962



Best Wishes
for a very
Merry Christmas



Merry Christmas

To All Members of the
Western Pacific Family:

ALTHOUGH 1962 was a disappointing year in that the hoped for continued increase in traffic did not carry through in the latter months, on balance it was a good year for Western Pacific. With respect to our safety performance, it was quite disappointing although in the last few months there has been a trend toward improvement which we hope will continue. I am sure that it will continue to improve if we all make up our minds to "Think Safe" and "Make the Safe Way a Habit."

At the moment prospects for 1963 are clouded, but generally speaking there is some hope that it will be as good as 1962 and it could be considerably better.

WITH respect to the "control case," decisions by the Examiner and the I.C.C. are still awaited. It is hoped that an Examiner's report favoring A.T.&S.F. control will be forthcoming soon but, following that report, there will be many months before we have a final decision from the Commission. In the meantime, it is important that we strive to improve our performance in the traditional Western Pacific standard of seeking excellence.

ON the part of the Directors and myself I wish for all of you and your loved ones a happy Holiday Season and the best of New Year's.

Most sincerely,

MILEPOSTS

WESTERN PACIFIC

Mileposts

Volume XIV, No. 5

NOVEMBER-DECEMBER, 1962

*Milepost No. 148

Department of Public Relations

WESTERN PACIFIC RAILROAD

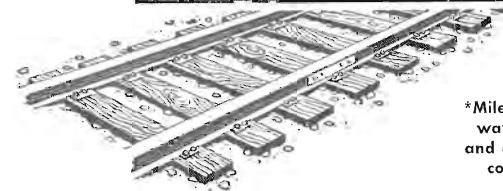
SACRAMENTO NORTHERN RY.

TIDEWATER SOUTHERN RY.

526 Mission Street

San Francisco 5, California

Lee "Flash" Sherwood, Editor



*Milepost No. 148: Mid-way between Del Paso and an S N crossing and connection at Sankey.

IN THIS ISSUE

	Page
North Fork Bridge, near Intake, about Milepost 232. (See Page 10) <i>Front Cover</i>	2
President Whitman's Christmas Message.....	4
It's Christmas All Year on the High Iron.....	6
Sacramento Northern—Good Neighbor.....	9
B.L.E. Supports President Kennedy's Transportation Message.....	10
WP Trains Using New Main Line.....	15
Paul Jenner sez: "Don't Be HALF Safe!".....	16
"Keep Freight On the Go—Handle Easy, Couple Slow!".....	18
Mileposts in Gold.....	19
Passenger Department Personnel Changes.....	20
Dear Editor:	22
Caboozing	32
Retirees Should Report Paid Employment.....	33
New Year's Weekend Tour.....	34
WP Will Remember.....	35
In Memoriam	Back Cover
Railroad Lines	

It's Christmas All Year on the High Iron

By Jack Maguire

RAILROADING, Col. Robert S. Henry used to say, is "a business for many men, a hobby for others, an absorbing passion for some." He might have added that it is also a spirit-stirring experience for countless more whose only contact with the men and machines of railroading has had only the most minute connection with the transportation of persons and things.

For these are the people—and their numbers are incalculable—who have glimpsed the human side of railroading. Some discovered it while a passenger on a train. Others found it while living in almost any city or village that is bisected by a railroad track. Still others happened on to it through a chance meeting with a railroad employee. But all agree that railroaders—be they presidents or porters—are a breed apart.

This human side of railroaders—and railroads—is always especially apparent each year between Thanksgiving Day and December 25. This is the season of the year when the newspapers carry numerous stories about railroad men and what they're doing to make somebody else's holidays a little merrier. Perhaps this is why there are some people who say that "It's Christmas all year on the high iron."

One such is 13-year-old Taffy Besinger of Beaufort, S. C. Shortly before Christmas, 1960, Taffy's heart was broken when her pet Shetland pony, Dusty, was killed by an Atlantic Coast

Line freight train. The accident was unavoidable and the railroad wasn't legally responsible. But Santa Claus was coming and railroaders have a heart, so the men on the ACL began looking around for a replacement for Dusty. They found a new pony and presented it to Taffy just before Christmas.

Perhaps this why Taffy, and others like her, will tell you that Santa Claus often rides a locomotive these days instead of his sleigh. Certainly the record shows that railroaders are "men of goodwill" every day in the year.

Take Butch, for example. Today Butch lives happily with his foster parents in Oakland, California, but he still remembers that Christmas Eve of 1952 when he was a six-year-old orphan riding the Southern Pacific's *Gold Coast* toward Ogden, Utah. It had been an uneventful trip until the train made a switching stop at Green River, Wyo. There Butch's temporary guardian, who had been visiting in another car, was switched to a Portland-bound train.

This left Butch alone and worried. It was Christmas Eve and Butch told the conductor, "I hope Santa will find me because he knows where every boy and girl is." To make sure Santa would do just that, the trainman wired ahead to ask employees of SP's Salt Lake Division to lend a hand.

When Butch was taken off the train at Ogden to await the arrival of his

(Continued on Page 5)

MILEPOSTS

It's Christmas All Year . . .

(Continued from Page 4)

guardian, SP employees already had passed the hat. They bought him a bike, an electric train and a cowboy outfit. The station agent took him home with him for Christmas dinner.

By the time Butch left for Oakland, he was convinced that Santa Claus was a pretty special guy. And although he is 16 now, he still may not know that Santa's reputation was saved that Christmas Eve by some railroad men whose pocketbooks are as open as their hearts.

In Gouldsboro, Pennsylvania, a little girl named Lillias Gilroy, age 14, decided she'd like to buy herself a Christmas present. She wanted the bench where passengers used to wait on sunny days outside the Erie-Lackawanna Railroad station in Gouldsboro, a beautiful town in the Pocono Mountains. Lillias loves railroads and she had spent many hours sitting on the bench watching the trains go by.

She wrote the railroad offering to buy the bench for \$3. But railroads have hearts as big as those of the men and women who work for them, and so the Chairman of the Board wrote that Lillias couldn't buy the bench. Instead, the railroad gave her the bench as a Christmas gift.

These little acts of kindness aren't limited just to the Christmas season. Not long ago, a woman passenger aboard a Pennsylvania Railroad train suddenly realized that she had left two eggs boiling in a pot on her stove. Frantically, she told the trainmen who relayed a message via a signal tower to the PRR offices in Pittsburgh and from there to a neighbor who turned off the stove!

FOR 14 consecutive years, Western Pacific has run a special train to bring hundreds of Nevada children each year to the Shrine Circus in Reno. During one of the earlier of these annual events there would have been 556 kids aboard the train, but 9-year-old Jay Tidwell, riding into Winnemucca on his bicycle from his parents trailer home in the nearby hills, missed the train. His gloom, however, was short lived. Western Pacific railroaders took up a collection for a wrist watch for young Jay. Neither Western Pacific, nor its employees concerned with the Circus Train, wished that no kid missed the circus. As a guest of the railroad he boarded the *California Zephyr* the next day, with traveling freight and passenger agent Cecil C. Duck as escort, was met at Portola, and motored over to Reno. Here he was given the courtesy of the presidential suite by the Mapes Hotel, who also threw in a haircut and a shine, and then taken by Duck to the circus, where he met Spike Jones, the clowns, and the elephants. Upon returning to Winnemucca on the *California Zephyr*, Jay said, "This'll probably be a day I'll never forget."

Sometimes railroads and railroaders can be a little romantic, too. In 1931, Miss Mabel Nita Smith of Natick, Mass., was born on a Boston & Albany train. The railroad forgot the incident, but not Miss Smith.

When, in due course, she announced her plans to marry, she sent the railroad an invitation to the wedding. The B.&A. gallantly sent its assistant general manager to attend, along with a gift of china and a pair of round-trip tickets to Niagara.

(Continued on Page 6)

Sacramento Northern — good neighbor

THE end of a Sacramento traffic bottleneck, together with a million dollar saving of taxpayers' money was celebrated on November 15. At three that afternoon the Sacramento Northern ran its last train over the Tower Bridge which also carries the load of two main highways—U.S. 40 and 99-W—in and out of Sacramento.

To add a little color to the celebration the last train consisted of a modern SN diesel locomotive and two old interurban cars. One, a 51-year-old, self-powered gas engine car was originally built for the Nevada Copper Belt Railroad to serve the town of Yerington, the Smith Valley, and the nearby rich Nevada copper mining district. When the "Copper Belt" went out of business in 1947 the car was purchased by several members of the Bay Area

(Continued on Page 7)



Presidents R. T. Kearney (SN) and F. B. Whitman (WP) seem happy about the double achievement.

It's Christmas All Year . . .

(Continued from Page 5)

Although railroaders can always be counted on to respond when help is needed, they are most generous when there is tragedy involved. Four children ranging in age from nine months to nine years can testify to that.

A few years ago, the children waited outside the Travelers Aid office in the Atlantic Coast Line station at Wilmington, North Carolina. "We don't have a mama anymore," the three-year-old said. The mother and children, en route to Norfolk, Va., to join

the father for Christmas, had been in an automobile accident that morning and the mother was killed.

When ACL employees heard about it, they began to pass the hat. Within a short time, the railroaders had raised more than \$250 to help the family have some Christmas in spite of the tragedy.

"I would rather be a railroader when I grow up," the nine-year-old said, "than anything else on earth."

So would a lot of others. For unseen beneath the grimy exterior of the yard office or roundhouse, and rarely heard above the hum of the diesels, railroads—and railroaders—have a heart.

Sacramento Northern— . . .

(Continued from Page 6)

Electric Railroad Association. The engine bears Serial No. 5 of the Hall Scott Motor Car Company, and is the oldest known internal combustion-type of railway equipment still in operating condition. The rails across the Tower Bridge were laid in 1912, just one year after the car's gasoline engine was built.

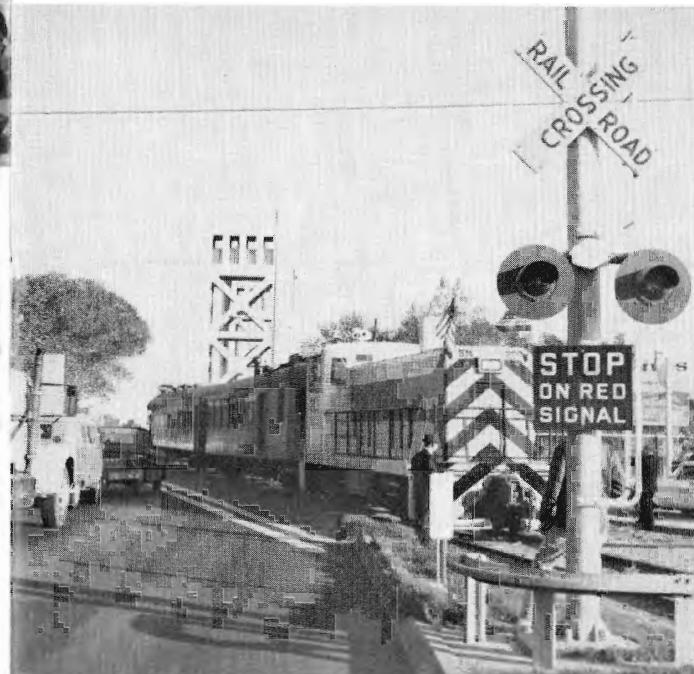
The second car was built in 1916 by Niles Car Company, Niles, Ohio, as an interurban observation-coach for the Salt Lake & Utah Railroad, operating between Salt Lake City, Provo, and Payson, Utah. The SL&U went out of

business in 1946 and the car was purchased by the Bay Area Electric Railroad Association and remodeled into a parlor-observation car similar to other former SN passenger cars.

Although both the "Copper Belt" and the SL&U were owned and operated by the prominent Orem family of Salt Lake City, when the two cars crossed the Tower Bridge it was the first time the two cars had ever been run together.

The two cars made quite a hit with Sacramento notables and railroad officials who rode the last train from Front and "X" streets, following the route of the old passenger trolleys across the

(Continued on Page 8)



Vehicular traffic was blocked for the last time when the special "Last SN Train" made its final crossing on the Tower Bridge.

Sacramento Northern— . . .

(Continued from Page 7)

bridge where only SN freights have operated for 20 years. The train then ran to the Port of Sacramento to become the only passenger train to traverse those rails.

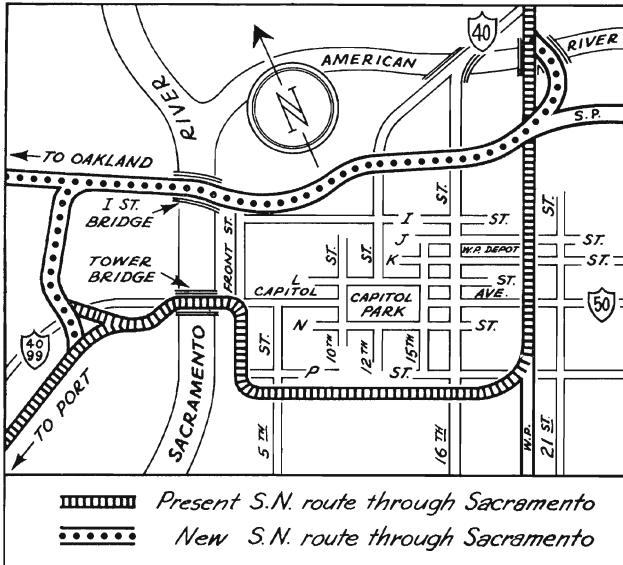
Hundreds of persons lined the streets along the route to watch the train and to welcome the end of a bottleneck to modern transportation.

DURING the one-hour twenty-minute run, WP's President F. B. Whitman explained to the guests and members of the press the reason for the Last Train. "When Southern Pacific announced its intention of asking I.C.C. permission to get control of Western Pacific, one of the benefits it cited was the elimination of this traffic bottleneck by routing SN trains over

the SP bridge. However, I proposed that such an arrangement be put into effect without regard to the control case, which could be worked out if the SP would agree to joint use of its tracks on the "I" street bridge. This proposal was accepted by the Southern Pacific."

Whitman also told the guests that a large bonus for Sacramento taxpayers also resulted from this agreement between the railroads. The Sacramento-Yolo Port District had been obligated to build a track for the SN to replace the line to be destroyed by the Port excavations. The estimated cost to the Port was in excess of \$1 million. Under the joint agreement construction of this trackage was avoided and this expenditure saved.

The Last Train over the Tower Bridge celebrated this double achievement.



B.L.E. supports President Kennedy's Transportation Message

THE Brotherhood of Locomotive Engineers are squarely behind the legislation which has been introduced in Congress to implement President Kennedy's Message on Transportation.

So said Grand Chief Engineer Roy E. Davidson while addressing members of his organization and its auxiliary in Boston on October 27.

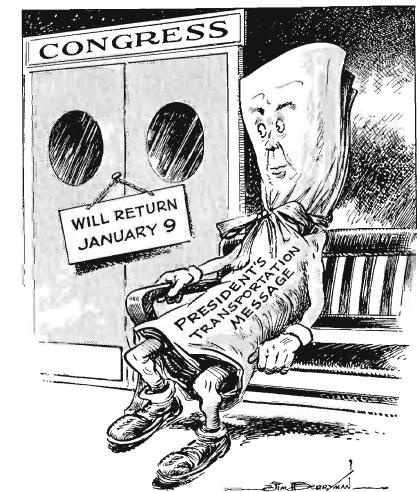
In asking his audience to begin preparing for legislative activity when the next Congress convenes, Davidson said: "Be prepared to write your Representative and Senators in support of bills to give railroads rate-making flexibility. Be prepared to support adequate user charges so that rival forms of transportation will no longer have their hand so deep in the public till. Be prepared to write letters to the editors of your hometown papers and to talk common sense in transportation policy with your friends and neighbors."

Another highlight of Davidson's message was this quotation: "We railroaders—management and employee alike—can go to Congress and say in all honesty and with great pride: 'We have the most efficient and economical form of transportation ever devised. We are highly productive. We have capacity for low-cost transportation that isn't being utilized anywhere near as it should be. All we seek is the opportunity to compete on the basis of true costs without the picture being distorted by subsidies to our rivals, unequal taxation, and rate umbrellas

to protect less efficient forms of transportation.'

In bringing his talk to a close, Davidson said: "Our Brotherhood, the oldest labor organization on this continent, will be 100 years old on May 8 of next year. I can think of no more appropriate centennial activity than for us to take the lead in advancing the cause of sound national transportation policy and equal treatment for the railroads . . . in helping to promote efficient transportation and sound national policy in this most basic of industries, we will be doing something for our country—something worthy of the centennial of our great Brotherhood."

SHOULD HAVE A TOP PRIORITY



WESTERN PACIFIC freight and passenger trains began operation over a 23-mile stretch of new main line on October 22. Known as the Oroville line change, the new single-track railroad replaces about 27 miles of main line which has been in use by the railroad since its construction in the early 1900's. This section of the former main line through the lower region of the Feather River Canyon will eventually be inundated by water impounded by the Oroville dam.

The project is one of the largest of its kind in years, and the first of any major size on the Western Pacific since construction of the railroad. Completion of the \$45 million State of California financed project brought to a close some 13 years of locating, surveying, planning, negotiating and constructing.

The new line departs from the former main line a few hundred yards north of WP's passenger station in Oroville which is some five miles downstream from the Oroville dam site. It then negotiates a wide swing to the west around Table Mountain before again turning north and eventually rejoining the existing main line along the North Fork of the Feather River at Intake, about Milepost 232.

During the first few miles beyond Oroville, as the train sweeps around Table Mountain, there are several locations where passengers have a sweeping panorama of Sacramento valley which stretches out for miles south of Oroville. As the train passes through ranch country it crosses over a 33-inch siphon carrying water from the Miocene Canal to the California Water Service reservoir on the left of the tracks. At one point in the rolling hill

WP trains using new main line

country can be seen the Berkeley Olive Association grove, one of the largest and most productive olive groves in Northern California.

Nearby is Kramm, the first of three sidings on the new line, 7,047 feet in length, named for A. A. Kramm, retired assistant engineer. "Gus" at one time or another worked on just about every mile of the railroad, and he was the first locating engineer engaged in the Oroville line change, as accomplished at this third relocation attempt. In the early 1940's "Gus" ran a stadia survey over approximately the same route of the present new line.

The second siding, 7,147 feet in length, is named Elsey, in honor of the late Charles Elsey, who retired as president of the railroad in December, 1948. James, the longest of the three sidings, 7,277 feet in length, was named for Arthur Curtiss James, probably the last of the great railroad financial giants who added control of the Western Pacific to his other large railroad holdings in 1926. James died in 1941.

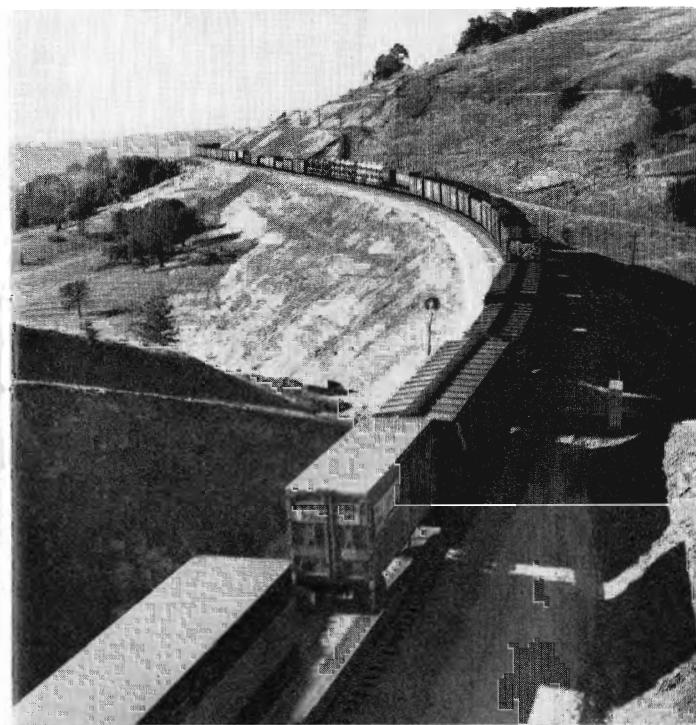
THE Oroville dam will not be visible from anywhere on the railroad. However, in two or more years after the dam is completed, passengers will have an unobstructed view of a large body of backwater as the train crosses the high and long West Branch Bridge. It is estimated that it will take that long before the deep canyon below this bridge is completely filled with water.

U. S. Highway 40-A, which parallels the new railroad along a portion of the

new route, offers motorists several vantage points for scenic panorama views and pictures. Photographers interested in train pictures have one excellent viewpoint at the Pentz overpass, and just a short distance away at Cherokee overpass about 13 miles from Oroville. Here the railroad passes immediately below the highway, makes a sweep around a long "S" curve, passes through Tunnel 4 behind a hill, and then emerges around another long and

graceful curve before again passing beneath the highway. This provides an opportunity to obtain several pictures of one passing train. Another excellent location for train pictures is at the West Branch Bridge where the railroad passes through a deep cut adjacent to the highway just before approaching the bridge. There are several other vantage points for photographers, although getting there requires considerable knowledge of access roads, a few of which are not recommended for travel by passenger automobiles.

(Continued on Page 12)



After passing under the Pentz overpass this long freight will make a horseshoe curve, through Tunnel 4, and again pass under U.S. Highway 40-A through the Cherokee underpass.

WP trains . . .

(Continued from Page 11)

To maintain Western Pacific's maximum grade of 1% compensated, and a maximum 4-degree 30-minute maximum curvature, it was necessary to resort to a number of tunnels, high bridges, deep cuts, high fills, and several meandering curves.

The five tunnels, numbered from 4 to 8, range in length from 2,750 feet (No. 4) to 8,856 feet (No. 8). All are concentrated in the northerly portion of the new line where it makes several crossings with tributaries of the Feather River. All tunnels are concrete lined.

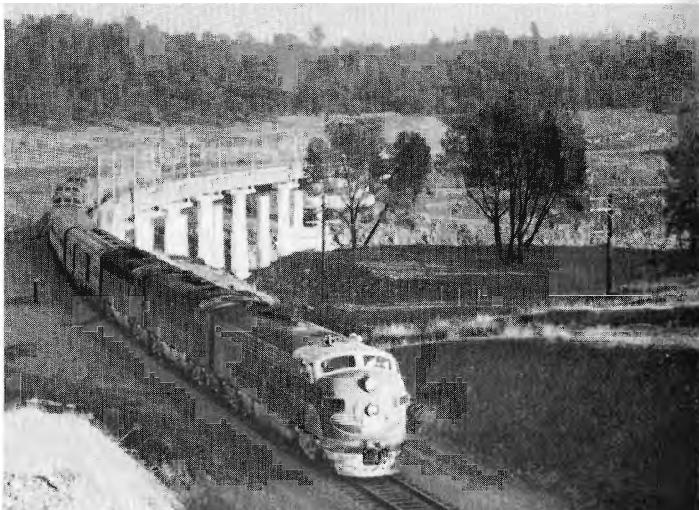
The first of four bridges crosses the Feather River a short distance beyond the point where the new line leaves WP's existing line just beyond Oroville. Here the Feather River Bridge crosses an afterbay in which the water

will be up to 110 feet deep. The main span is 128 feet long. Total length of the bridge is 1,108 feet, all on a 3-degree curve, and the spans are carried on circular piers with "T" heads to support the girders. For a few years Vista-Dome passengers will be able to see from this bridge to the right an engineering project of the old mining days. It's the "Old Chinese Wall," a source of local legends, built by a mining enterprise to divert the river back in the 1890's. The old wall will be covered by water upon completion of the Thermalito Diversion Dam, a part of the Feather River Project.

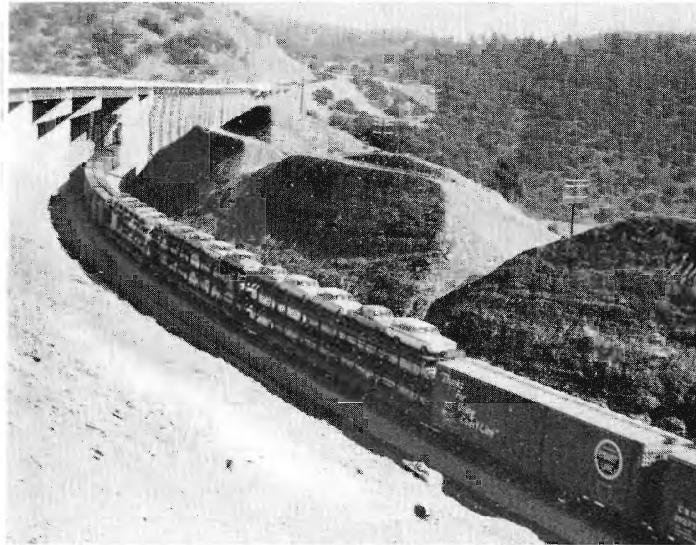
The West Branch Bridge farther north carries the relocated line and a highway across the Feather River's west branch on separate levels. The upper level is occupied by U. S. Highway 40-A, one of the major highway routes through the Sierra Nevada.

(Continued on Page 14)

An eastbound California Zephyr starts through a deep cut after crossing the Feather River Bridge.



MILEPOSTS



This eastbound freight will be about 400 feet above streambed as it crosses the \$9 million West Branch Bridge before entering a tunnel at the far end. U.S. Highway 40-A crosses on upper deck.

The line passes through several deep cuts in rolling-hill terrain before reaching the Pentz underpass. In the distance at the top of the picture part of flat-topped Table Mountain may be seen.



NOVEMBER-DECEMBER, 1962

WP trains . . .

(Continued from Page 12)

This cantilever bridge spans the canyon about 400 feet above the streambed, although the future water line will be only about 40 feet below the railroad track on the lower deck. The \$9 million structure has a main span of about 575 feet, anchor spans 432 feet in length, and a 360-foot simple span at the south end.

Dark Canyon Bridge, between Tunnels 7 and 8, is a 65-foot long filled spandrel reinforced concrete arch span, the shortest of the four bridges.

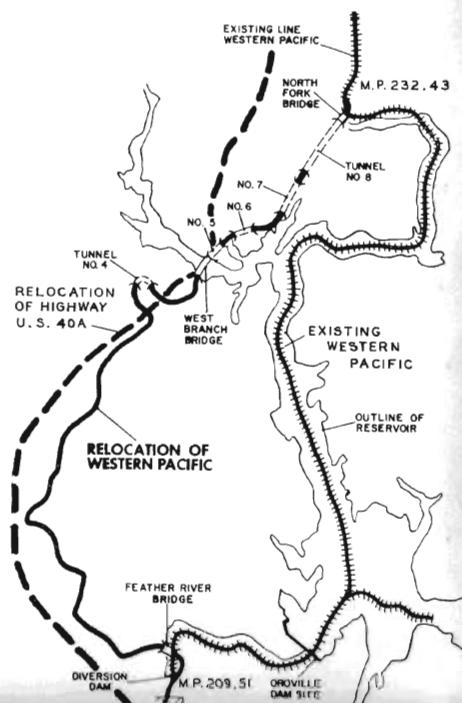
THE MOST picturesque of the four bridges is located at the extreme northerly end of the new line, spanning the North Fork of the Feather River at Intake. Here the line emerges from the north portal of Tunnel 8 and passes almost immediately onto the North Fork Bridge. After crossing this bridge eastbound, and before approaching the bridge westbound, passengers will have a fine view of this artistic structure as the train rounds a long curve. The location is rather difficult to get to by other means of transportation. The structure is an open-spandrel reinforced concrete arch with a main span of 308 feet in length. Total length of the bridge, including approach spans, is nearly 1,000 feet. It is believed to be the longest railroad reinforced concrete arch structure in the United States. Height from base of rail to the river bottom is about 200 feet. (See cover picture.)

To maintain WP's required grade, extremely heavy grading was required at some locations. There are cuts having a maximum depth of 218 feet at the center line. Fills range up to 265 feet

in height and excavation totaled more than six million cubic yards, most of it in rock.

One point of interest, particularly to operating employees, concerns the change in mileage over the new and old lines between Oroville and Intake. Milepost sign 205 will remain at the west end of the Oroville passenger station. Mileposts 206, 207, 208 and 209 presently along the old line will eventually be covered by water. Since the new line is four miles shorter than the old line, the next milepost sign east of Milepost 205 on the new line is now Milepost 210. It is located just east of the Feather River Bridge.

Map of new and old lines



Paul Jenner sez:

"Don't Be HALF Safe!"



"Keep Freight on the Go— Handle Easy, Couple Slow!"

THOSE nine words won for L. E. "Tom" White, Kansas City Southern Lines yard clerk at Alexandria, Louisiana, the \$1,000 grand prize in the American Railway Magazine Editors' Association's careful car handling slogan contest.



ARMEA President Bob Schiek, EJ&E Railroad, said: "Gosh, and all that money, too!" as Miss Careful Handling (Donna Carr of Chicago) presented \$1,000 check to Slogan Winner L. E. White, right.

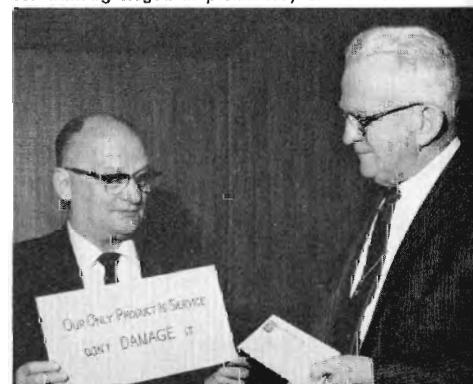
The winning slogan was selected from more than 50,000 entries submitted by United States and Canadian railroaders. Final judges were Lester E. Olsen, Great Lakes Carbon Corp., and president of the National Association of Shippers Advisory Boards; Richard M. Boyd, Pittsburgh Plate Glass Co., and president of the National Industrial Traffic League; and Fred Ainsworth, Husky Oil and Re-

fining, Ltd., and president of the Canadian Industrial Traffic League.

The \$1,000 award was made at ARMEA's 40th annual convention held in Chicago during October. The slogan contest was one feature in the ever-continuing campaign aimed at preventing and eliminating damage to lading while expediting freight. Prevention of such damage can bring more business to the rails.

George W. Stratton, Sacramento dispatcher, was winner of WP's \$50 first place award. His slogan, "Our Only Product is Service—Don't Damage It," was entered in the final slogan contest. MILEPOSTS regrets that George did not win the \$1,000, too, and have the opportunity to meet in person "Miss Careful Handling," but it is hoped that he will be somewhat rewarded in the fact that his excellent slogan should be a constant reminder to all WP railroaders to take good care of our customers' freight!

Picture below was taken at time Dispatcher George W. Stratton received \$50 First Place Award from Vice President Harry C. Munson for winning slogan in preliminary WP contest.



MILEPOSTS



IN GOLD

MILEPOSTS congratulates the following railroaders who are eligible for Service Pin Awards during the months of November and December, 1962:

40-YEAR PINS

Marshall W. Brown.....	Assistant Mechanical Engineer.....	Sacramento
John V. Holcomb.....	Machinist.....	Mechanical Dept.
Aliene C. Lee.....	Cashier-Station Accounting.....	San Francisco
Drury G. Richardson.....	Carman.....	Mechanical Dept.
Albert Stadler.....	Machinist.....	Mechanical Dept.

35-YEAR PINS

Hubert H. Elliott.....	Division Engineer.....	Elko
Herman G. Mahlin.....	Assistant Blacksmith Foreman.....	Mechanical Dept.
Walter E. Vanskike.....	Chief Clerk-Treasury Department.....	San Francisco

30-YEAR PINS

Frank Espinosa.....	Section Laborer.....	Winemucca
Samuel J. Hargrave.....	Section Foreman.....	Eastern Division

25-YEAR PINS

Arthur W. Carlson.....	Engineer-Bridges & Structures.....	San Francisco
Walter Clerk.....	Dining Car Steward.....	Dining Car Dept.
James D. Ronan.....	Conductor.....	Western Division
Charles L. Servia.....	Conductor.....	Eastern Division
Frank J. Williams.....	Roundhouse Foreman.....	Elko
Mathew G. Willoughby.....	Clerk.....	San Jose

20-YEAR PINS

Otto L. Becker.....	Telegrapher.....	Western Division
John M. Boquist.....	Export & Rate Clerk.....	Chicago
William J. Cochran.....	Clerk.....	Western Division
John E. Farnsworth.....	Locomotive Engineer.....	Western Division
Glenna D. Green.....	Clerk.....	San Francisco
Edgar W. Green.....	Brakeman.....	Western Division
Albert C. Jones.....	Conductor.....	Eastern Division
William Miller.....	Clerk.....	Sacramento
Joseph O. Patterson.....	Locomotive Engineer.....	Western Division
Paul A. Penman.....	Locomotive Engineer.....	Eastern Division
Melvin L. Pierne.....	Electrician.....	Oakland
James R. Quick.....	Personal Record Clerk-Mechanical Dept.....	Sacramento
Jack A. Smith.....	Switchman.....	Western Division
Maurice Story.....	Locomotive Engineer.....	Western Division
Arthur A. Van Meter.....	Locomotive Engineer.....	Western Division
Manuel Vasquez.....	Checker-Signal Store.....	Sacramento

15-YEAR PINS

Marvin F. Barkhorn.....	Clerk.....	Western Division
Andrew J. Casazza.....	Lease Clerk-Engineering Dept.....	San Francisco
Bernadine J. Coleman.....	Waybill Clerk.....	San Francisco
W. D. Dakan.....	Test Signalman.....	San Francisco
Thomas L. Dowd.....	Rate & Division Clerk, Sr.....	Eastern Division
Robert G. Hobbs.....	Section Foreman.....	Oakland
John Kaffun.....	Sales Representative.....	Stockton
Wallace Logan.....	Telegrapher.....	Portola
Ava Y. Moore.....	Carman.....	Oakland
Harry Q. Myers.....	Steno-Statistician, Engineering.....	San Francisco
Dennis L. Palmer.....	Carman.....	Oakland
Frank J. Ramos.....	Brakeman.....	Eastern Division
Don T. Woods, Jr.....	Assistant Section Foreman.....	San Francisco
Thomas Yrene.....		

(Continued on Page 19)

MILEPOSTS

Passenger department personnel changes

Two personnel changes were announced by the passenger department effective November 1. Robert E. Gonsalves became passenger sales manager, and Frank J. Rauwolf became manager of tour services.



R. E. Gonsalves



F. J. Rauwolf

position held on Treasure Island in San Francisco Bay. In December of 1942, Bob was transferred to Salt Lake City as passenger agent until his promotion to position as district passenger agent in May, 1946. Bob was transferred to San Francisco as special passenger representative in April, 1952, and held that position at the time of his present promotion.

Frank was born and raised in the Chicago area where he received his education in Chicago public schools and at St. Viator's College, School of Business Administration. His first Western Pacific service was in the operating department at Stockton in 1936. He entered the freight claim department at San Francisco in 1946 holding positions as claim investigator and claim inspector. He entered the personnel department in March, 1952, and held the position as personnel assistant at the time of his passenger department assignment.

As manager of tour services, Frank will provide travel bureaus and other groups with Western Pacific's personalized service for tours.

Mileposts in Gold . . .

(Continued from Page 18)

10-YEAR PINS

K. J. Archer.....	Conductor.....	Western Division
G. R. Bicknell.....	Switchman.....	Western Division
R. A. Christ.....	Trainmaster.....	San Francisco
C. B. Cortez.....	Foreman.....	Western Division
M. C. Crews.....	Welder.....	Western Division
H. N. Dellinger.....	Conductor.....	Western Division
Edgar A. Dobbins.....	Assistant Engineer-Projects.....	San Francisco
Clarence B. Edmonson.....	Carman.....	Oroville
Frank Gabbert.....	Assistant Price Clerk.....	San Francisco
J. G. Gonzales.....	Laborer.....	Western Division
George O. Gordon.....	Rate Clerk-Marketing Dept.....	San Francisco
John W. Hoppenjans.....	Sales Representative.....	Memphis, Tenn.
Joan Karlin.....	Head Clerk-File-Marketing Dept.....	San Francisco
E. B. Martin.....	Carpenter.....	Western Division
P. P. Neri.....	Conductor.....	Western Division
G. C. Warner.....	Clerk.....	San Francisco
F. D. Webb.....	Switchman.....	Western Division
W. I. Zimmerman.....	Conductor.....	Western Division

NOVEMBER-DECEMBER, 1962

Grateful for pension

You may want to run in MILEPOSTS this letter I received from retired Engineer H. W. Steinert, P. O. Box 1204, Escondido, California.

William D. Brew
Accounting Department
San Francisco

"Your letter of October 4 received designating I am to be awarded a Western Pacific pension. This is not pennies from heaven; it's like a leaf from a Fairyland Book of The Western Pacific Railroad Company, the biggest little railroad in the world. I'll assure you it has been a pleasure to be one of their employees.

"I first started my career with WP in April 1917 in the general offices, Mills Building, San Francisco. A lot of water has run under and over their bridges since then.

"I have been retired as my records indicate account of disability and as I now stand in the shadow of life, a cripple, I cannot find words to express my sincere thanks to our officials and all concerned for my security.

"In closing, may I add that I'll be having a Christmas gift in November ahead of Thanksgiving, and my personal thanks to you, Mr. Brew."

* * *

Well, how about it?

Thanks for a fine article (He also works for SN and TS, September-October 1962 issue), except that my wife keeps saying, "If you can do that much for Little League, how about doing more around the house and yard?"

Milton Ziehn
Sacramento Northern Railway
Sacramento, California



Dear Editor:

Travel at its best

This summer I traveled from San Francisco to Chicago on your *California Zephyr*. I want to congratulate you on your very fine train. It was cleaner and more comfortable in every way than any other train I was on during my entire trip. Your Dome Cars were wonderful and are the only way to travel by train. Your dining car served the best food at reasonable prices, and the service was the most wonderful of any railroad—and I was on quite a few. All the train personnel were cheerful, kind and helpful.

I went to Europe and traveled by train and boat so that I could best see the different countries. I returned home after crossing Canada by train.

I would like to buy some color slides of the scenery through the Feather River Canyon and in the canyons around Glenwood Springs, Colorado. I have asked here and cannot find them. Can you tell me if they are available?

Mrs. Maud Bonillas
9665 Estacia Court
Cucamonga, Calif.

* * *

It may be of interest to other MILEPOSTS' readers that, as we wrote to Mrs. Bonillas, 35-mm color slides of the *California Zephyr* trains and the

scenic areas through which the trains pass may be obtained by writing to Blackhawk Films, The Eastin-Phelan Corporation, Davenport, Iowa.

* * *

Birthplace on the WP

Now that I have retired after 34 years with Pacific Gas & Electric Co. I would like to have my copy of MILEPOSTS forwarded to my home. Many of the most interesting copies of MILEPOSTS I file with my other railroad books and copies of the *Western Railroader*; others I pass on to a friend in El Paso.

I have a particular interest in the Western Pacific because part of its Sacramento depot office is located on the property where I was born—1901 "K" Street. With more leisure time I am now looking forward to that day when I will be able to take a trip on the *California Zephyr* that I have read about and heard about ever since its inception.

H. R. Scandrett
458 17th Avenue
San Francisco, Calif.

* * *

Welcome visitors

On behalf of the University of California Railroad Club, I wish to thank Western Pacific for allowing us to tour

and inspect the equipment stored in the WP roundhouse in Oakland on November 4. We appreciate the kindness in letting us visit the facility, as well as the courtesy and cooperation of Western Pacific employees there.

William Z. Davidson
UC Railroad Club
Berkeley, Calif.

* * *

Appreciation reciprocated

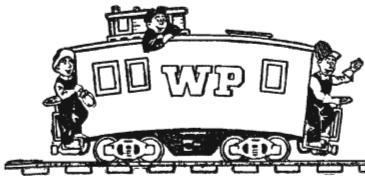
I can't express all my gratitude and appreciation for receiving my copy of Western Pacific MILEPOSTS.

The courtesy and time consumed in making the magazine available to me, as well as to the public in general, is most appreciated.

Many thanks to you and the Western Pacific staff for making this possible.

Wallace Harpp
845 Jackson Street
Gary, Indiana





Caboosing

OROVILLE

Clayton D'Arcy
Helen R. Small

Conductors OSCAR W. LIND, ERNEST L. PENINGER, GEORGE F. YARRINGTON, Brakeman KENNETH L. BEDSAUL, Signal Maintainer JAMES C. BLISS, and Carman BOYD O. KENT retired from active service during the past three months with a total Western Pacific service of 158 years and four months. We all wish these veteran railroaders the best in health and happiness during their senior years.

Conductor and Mrs. E. W. "MIKE" JAYNE traveled over 5,000 miles through nine states during their September vacation. In Eureka, Kansas, they visited "Mike's" father, who is a most active and alert 96-year-oldster.

We're sorry to report the loss of many from the WP family.

Retired Laborer JAMES HARVALOS died in late September and Mrs. Harvalos has moved to Marysville to live near a daughter.

Brakeman BEN BEARD died suddenly at Portola on October 2. He is survived by his wife, Lois, and four children. Ben was born in Malvern, Ark., and came to Oroville in 1929 and has resided in Portola the past three years.

Mrs. Grace Severns, wife of retired Brakeman H. J. SEVERNS, died at her home in Paradise on October 6. She is survived by her husband, one daughter, and three sons.



MILEPOSTS



This little charmer is Debra Burris, 7 months old when photographed last September. Debra's parents are Switchman and Mrs. B. L. Burris.

Word has been received from Harold O. Peterson that his wife, retired Telegrapher LUCILLE E. PETERSON, died suddenly in her home in Jacksonville, Oregon, of a heart attack on October 6. Mrs. Peterson worked as telegrapher and ticket agent for many years at the Oroville depot. The Peteters had moved to Jacksonville from Santa Rosa in May of this year.

Congratulations to Switchman and Mrs. JAMES H. STUART on the arrival of a son, Miles Joseph, on October 9.

STOCKTON

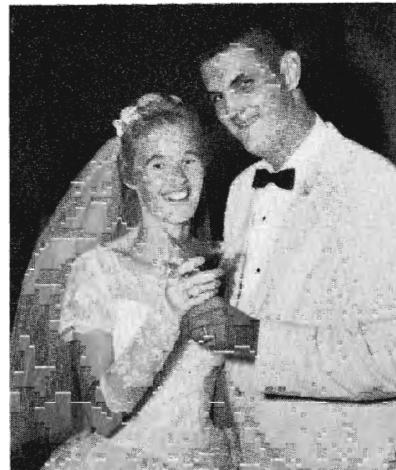
Elaine Obenshain

Linda Ann Petersen, daughter of Engineer and Mrs. RALPH PETERSEN, and Roland Hatterle, son of Mr. and Mrs. Arthur Hatterle of Lodi, were married September 22 in Morris Chapel, Stockton. The new Mrs. Hatterle was graduated with honors from Stagg High School where she was a member of National Thespians Society. She attended Stockton College where she met her future husband. The newlyweds honeymooned in Southern California and have established their home in Stockton.



Mr. and Mrs. Roland Hatterle

Vivian Clarice Jopson, daughter of Tidewater Southern Engineer and Mrs. W. P. JOPSON, and John E. Miller, son of the Otto Millers of Lodi, were married September 1 in St. Anne's Catholic Church of Lodi. Serving as one of Vivian's bridesmaids was Linda Petersen (see above paragraph). The bride was graduated from Stockton schools, attended the University of Hawaii, and



Mr. and Mrs. John Miller

holds a majority degree in Job's Daughters. The young couple honeymooned in the Pacific Northwest and will make their home in Stockton.

Irene Sears and RICHARD VAN NATTER, son of Conductor VERN VAN NATTER, were married in Reno September 22. Richard was formerly employed as a WP clerk at Stockton but is now working for Aero-Jet in Sacramento, as is his wife, and they are making their home in that city.

GEORGE E. HURLEY, communications department lineman, and Alice Sparks were married in Mt. Olive Missionary Baptist Church in Stockton on September 16. The bride is the daughter of Mrs. Aimee Sparks of Stockton. The new Mrs. Hurley graduated from Oceana High School in Oceana, W. Va. George attended schools in Stillwater, Okla., and is an Army veteran. Following a honeymoon to an undisclosed destination they established residence in Stockton.

Dan Fischer, son of Engineer and Mrs. L. J. FISCHER, and a 10th grade student at Stagg High School, underwent major surgery November 1. We wish Dan good health again soon.

Our deepest sympathy to the family of retired Conductor WALTER E. REYNOLDS who died during October.

PBX Operator VIRGINIA RUSTAN and PBX-Jumbo Clerk HATTIE "HOPPY" WILLIAMS both underwent major surgery in October and we hope they are able to enjoy good health again soon. During their absence their positions are, respectively, being worked by ETHEL ROSSITER and VELMA PRENTISS.

It is good to see Conductor R. M. BEAM back on the job following a major operation.

Our best wishes to Switchman R. G. CRANE and to Ron G. Trow, 17-year-old son of Engineer and Mrs. J. G. Trow, who enlisted in the Air Force recently.

Switchman and Mrs. J. R. MEINIG are the proud grandparents of Donald Richard Latimer, born October 3 to Mr. and Mrs. Donald Latimer (nee Carol Meinig) of Anaheim. The Latimers also have a daughter.

Daughters were born to brothers just one day apart when Lori Lynn arrived at the home of Switchman and Mrs. BOB R. BENNET on October 25, and Jodie Renee arrived October 26 at the home of Switchman and Mrs. ROYCE D. BENNETT. Bob also has a son, Jeffrey Scott, 1 year; Royce has a daughter, Shelly Donettie, 16 months.



CHICAGO

Gene Hamilton

Congratulations to WARREN W. BROWN, assistant vice president-eastern sales, who was elected president of The Associated Traffic Clubs of America at the association's 39th annual convention held in Houston. He is the first railroad official ever to serve as ATC president. The organization of over 280 traffic clubs in the United States, Mexico and Canada, has a membership of over 71,000.

Sales Representative J. H. EPHRAIM is to be congratulated on the fact that his son, Donald M. Ephraim, has just become a partner in the law firm of Pennish and Steel here in Chicago.



SACRAMENTO STORE

Irene E. Burton

We will miss LEE WILLIS, personnel and payroll clerk, who elected to sever her employment with the company and was honored by the girls of the store and mechanical departments at a luncheon at the Zombie Hut on Freeport Boulevard. Lee was also honored with a cake and coffee party by the store and mechanical departments during a coffee break. A cash gift was presented to Lee from her many friends.

Congratulations on the safe arrival of a granddaughter, Alice, to H. J. MADISON, manager of stores; a grandson, Bradley, to Chief Clerk AL MADDAN; and a granddaughter, Pamela, to Crane Car Operator CLAUD CRAIN.

Your correspondent was appointed a member of the Credential Committee for the annual meeting of the California Credit Union League held in Bak-

ersfield in November. René Coleman, Mather Field Federal Credit Unions, Sacramento, was chairman of the committee.



WINNEMUCCA

Ruth G. Smith

Yard Clerk and Mrs. ANDEAS "ANDY" NORGAARD are the parents of a daughter, Suzanne Joan, born September 4 at Humboldt General Hospital. Suzanne is the first child in the family.

Relief Hostler Helper and Mrs. GARY ELLIFITZ are the parents of a daughter, Shannon Lorraine, who arrived on September 18. The little one is the fourth child in the family.

Fireman JAMES C. NICHOLSON retired September 15. He left by plane from San Francisco on September 18 for London, England, with plans to visit in Edinburgh, Scotland, with his sister whom he hasn't seen in 42 years. "Nick" started railroading in Scotland in 1919 and came to the United States in 1920. He hired out on the Western Pacific in 1941. After returning on the *Queen Mary* he expects to live in Carson City, Nevada, where his son, wife and granddaughter live.

Margaret L. Hamilton, daughter of Yardmaster and Mrs. JOHN A. HAMILTON, was married to Homer Price of Lone Wolf, Okla., on October 13 at the First Methodist Church in San Leandro, Calif. Homer is employed as an electroplater for United Airlines in San Francisco and the young couple will live in Oakland.

We are sorry to be losing Agent CECIL C. DUCK, who has transferred to Herlong, Calif., as agent. The Ducks have sold their home here and will make their new home in Herlong.

PORTOLA

Louise Vance

Same correspondent—new name! Engineer BRUCE VANCE and I were married in Reno in September and enjoyed a delightful honeymoon trip into Oregon, and a visit at the Century 21 Exposition in Seattle with Engineer and Mrs. CLAIR DONNENWIRTH. Clair was there to attend a meeting of the Intergovernmental Relations Committee of which he is a member.

Since I am retiring from the railroad in December, this will be my last column for MILEPOSTS. I've enjoyed sending in the Portola items and wish to thank all who have helped me out. At this Holiday Season—

"May the gladness of Christmas
Which is HOPE
The Spirit of Christmas
Which is PEACE
The heart of Christmas
Which is LOVE
Be yours today and always."
Sherry Ann Thompson became the bride of Fireman JACK DOROTHY on the



Mr. and Mrs. Jack Dorothy

first of September. The double ring ceremony was held at the First Methodist Church in Portola. The couple are making their home in Oakland. Jack is the son of Engineer CALVIN DOROTHY.

Diesel Clerk LOU WEDDELL, and wife of Clerk J. W. WEDDELL, attended the Tri-State Meeting of the Brotherhood of Railroad Trainmen and its Auxiliary held in Long Beach, Calif., during October. The Auxiliary at Portola received the Traveling Banner presented each year to the Lodge initiating the most candidates for the year, having initiated 16 new members. While in Southern California Lou visited son, Bill, and family, who live in Garden Grove.



A potluck picnic was given by co-workers for Clerk Hance Murdock last August in Portola Park. During the day a retirement gift from Hance's many friends was presented in their behalf by Assistant Superintendent William G. Howell.

KEDDIE

Elsie Hagen

Conductor BILL STUBBLEFIELD, who became a grandfather for the first time when Richard Allen West was born to his daughter, Marilyn, on September 10 (announced in the last issue of MILEPOSTS), became a grandfather again just nine days later. This time, his son, Train desk Clerk WILBUR STUBBLEFIELD and wife, Cathy, presented him with a granddaughter, Maryann.

Also new grandparents are Roadmaster and Mrs. CHET BARRY, with the arrival of Karen Lyn at the home of their daughter, Lin (Mrs. James West).

Another recent arrival was a daughter to Operator and Mrs. BARRY ROBBLEE.

We are glad to report that Mrs. Chet Barry is now getting along fine after having been a patient in the Plumas District Hospital.

This pretty woodland scene was created by Mr. English, a resident of Keddie, who each summer fills the pond with trout. Fishermen wishing to try their luck are charged by the pound for each fish caught. Photo taken by Elsie Hagen.



MILEPOSTS

Our deepest sympathy to CY BATES, timekeeper at Sacramento, in the loss of his mother, Mrs. Elizabeth Bates of Van Nuys, Calif., who died a short while ago. Mrs. Bates lived in Keddie for a number of years.

Just after our last report the terrible October storm just about washed away our swinging bridge, the only way for people to get across the river to their homes. But Sunday morning, following the storm, the men of Keddie got hold of the cable which was just holding up one end of the bridge and saved it from further damage. The bridge has been in use for many years. A number of years ago the road bridge was washed out and has never been replaced, so we are all grateful that we did not lose the swinging bridge.



WENDOVER-SALT LAKE CITY

Esther Witt
J. B. Price

The career and retirement of Telegrapher ANNA BELLE ALBRECHT was covered in this column in the last issue of MILEPOSTS. Now we would like to tell you about a farewell dinner given for Anna Belle at the Western Cafe on September 4. It was an enjoyable affair attended by 65 Western Pacific employees and citizens of Wendover. Telegrapher Maisie Huckaby presented Anna Belle with a large monetary gift which was contributed to from those up and down the railroad. Maisie's own gift was a cameo necklace and earrings, and the town people presented her with an electric blanket. Her uncle, Ed, was given a car seat and a back rest and there was the usual orchid corsage for Anna Belle.



Anna Belle opens one of her gifts

During the visiting and merriment, pictures were taken and speeches were made and at the close of the evening everyone wished Anna Belle and her uncle many happy years in their home in Pocatello, Idaho. Both are greatly missed by everyone, but know that they have earned the years of leisure which is their due.

Our third, but not the least, retirement during 1962 was from the signal department. Signal Maintainer THEAS N. "Tom" GARFIELD retired from service on August 31. Born at Draper, Utah, on August 21, 1897, he completed his high school education at Jordan High and then attended the Utah University for one year in 1918-1919. He then hired out as a fireman on the Oregon Short Line and one year later worked as fireman on the Denver & Rio Grande. From 1921 until 1933 "Tom" worked at Warner, Utah, as a signalman for the Union Pacific, followed by two years with the Citizens'



Retirement day for "Tom" Garfield

First National Bank in San Bernardino, Calif. He returned to railroading in 1936 and for the next 10 years worked as a brakeman for the Bingham and Garfield Railroad, and while that road was on strike "Tom" hired out as a switchman and relief yardmaster for Western Pacific in 1946. He transferred to the signal department in 1952 holding position as signal maintainer until his retirement.

A dinner was to honor "Tom" but sickness overtook him and he was rushed to the hospital for major surgery. Instead, his wife, the former Essie Mae Wilkins, who he married in August, 1941, had a small dinner party at their home. The signal department presented "Tom" with a transistor radio and the employees presented a monetary gift.

Our best wishes go with "Tom" and we hope he now has good health and lives to be a hundred.

Friends have extended a hearty welcome to Switchman and Mrs. Roy A. GRACE and family, Linda Jean, Larry James and Laura Lee. Roy and Eluic Ladnesky were married in Elko on September 14.

Retired Engineer JEAN ECHEGON was a recent visitor with his many friends when making a return trip to Elko from Salt Lake City, and former Fireman VERL ELKINGTON of Salt Lake City spent a day visiting his Wendover friends. We were glad to see them and all others who stop by. Makes us feel that we are not forgotten.

Our most sincere sympathy is extended to the families of retired Engineers OTTO J. KELLY and EDWARD W. KELLER who passed away recently at their homes. Both will be sadly missed by one and all.

Mr. and Mrs. Frank Parker were honored on their Golden Wedding Anniversary on October 2 at a family dinner held in the Elks Club in Salt Lake City. Attending the dinner were their sons, Brakemen JOSEPH C. and RICHARD A. PARKER and their families. The happy couple was married on Oc-



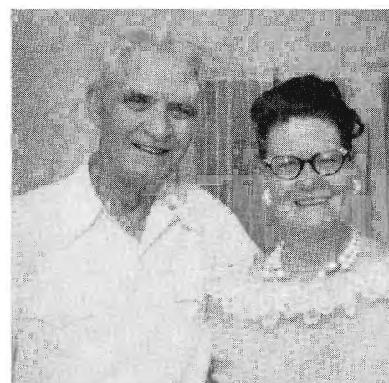
Mr. and Mrs. Frank W. Parker

MILEPOSTS

tober 2, 1912, in the Salt Lake Temple, Church of Jesus Christ of Latter-day Saints. They are mighty proud of their eight grandchildren. Mr. Parker retired in 1954 as a city and county employee.

A. W. "BILL" SILFVAST was the honored guest at a dinner party at Maxfield Lodge, on November 10, given by Sales Manager CHARLES J. FISCHER and members of the office staff and their wives. Preceding the dinner, cocktails were served at the home of Mr. and Mrs. Fischer, at which time "Bill" was presented with a retirement certificate from the Company, and a gift by his former associates in the Salt Lake City office.

(EDITOR'S NOTE: An open house party in honor of retired Carman FRED TYROFF's 79th birthday was reported on Page 30 in the September-October 1962 issue of MILEPOSTS. Unfortunately, and regrettably, the editor erred in the caption under the picture which, instead of reading "Retired Carman and Mrs. Fred Tyroff," should have read Retired Carman Fred Tyroff and daughter, Alice Fineout, as shown in the picture re-run below.)



NOVEMBER-DECEMBER, 1962

SAN FRANCISCO

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

HARRY SARAFIAN, traveling accountant who first entered Company service in the auditor of revenues department in June, 1949, is now secretary to Vice President-General Manager HARRY C. MUNSON. VERN WILDE, who held the position for several years, resigned from the railroad on October 19 to become a court reporter.

On November 16, after 11 years with WP, JUNE BREUER, secretary to Freight Claim Agent WILLIAM F. PADEN, resigned to become a full-time homemaker. Husband, Arthur, is comptroller for a San Francisco corporation. "Missy" and "Sugar," the remaining members of the household, will keep their mistress from becoming too "bored" with the sudden change of vocation, as only miniature poodles can! June received a silver serving tray from department employees.

ENID HATTON, secretary to Assistant Treasurer FRED A. TEGELER, resigned on November 9 after one year of service to return to her home in London, England. After crossing the country by automobile Enid and her husband, Ed, a photographer, left New York about the middle of December aboard the *Queen Mary*. They plan to open a child photography studio in London.

MITZI LU STALEY, public relations department secretary, will begin a three months' maternity leave on January 1. Mitzi, and husband, Earl, expect the arrival of their first child about mid-January.

The accounting department's data processing department is growing. Recent transfers to this department are

JOE MARKS, assistant manager methods design, from rate quotation clerk-marketing; **FRANK BROGDON**, traveling accountant, from head buyer-purchase and stores; and **PAUL CHALLY**, assistant manager methods design, from yard clerk at Stockton. Newcomers to the railroad and the department are **MARGARET SALMON** and **ARIE JEANS**, key punch operators.

EUGENE R. NEWGARD, auditor of disbursements, is now at home after absence since November 5 because of illness.

LORETTA SMITH, comptometer operator disbursement department, is now recovering at home after surgery at St. Joseph's Hospital.

SANDRA MARKESE, sten-clerk, auditor of payrolls, is also recuperating at home following recent illness.



OAKLAND John V. Leland

Oakland Agent **BARNEY C. O'KEEFE**, also known as "Mr. Okay," spent a very tranquil vacation in some remote region so far removed from civilization that the natives had never seen television. "Mr. Okay" refuses to divulge this choice location.

Ex-Clerk **BILL CASTRO** was in the office recently with his son, Bill, Jr., who is considering hiring out on the W.P.

BETTY HILL, secretary-clerk, roadway work equipment department, reports that Bonnie Danielson, daughter of Storekeeper **RALPH E. "RED" DANIELSON**, began graduate studies at the University of Wisconsin this September. Bonnie was awarded a Fellowship upon her graduation from Holy Names



Honor student Bonnie Danielson

College in Oakland, where she was a scholarship student for four years. Bonnie plans to study toward a Masters Degree in her major field—psychology.

Carpenter Helper **C. J. REILLY**, B&B Gang No. 6, Hayward, sent in a picture



Mr. and Mrs. Jim Davis

MILEPOSTS

of Traveling Carpenter and Mrs. **JIM DAVIS** who were recently married in Hayward. The picture was taken preceding the wedding dinner at 1082 Citron Way, Hayward. Congratulations, Jim!

On August 8 Switchman **W. F. DAVIS** was presented by his wife, Verna, their fifth offspring. Glenn Douglas weighed in at 8 lbs. 5½ oz.

Retired Yardmaster **A. C. "KING SOL" SALOMON** was a welcome visitor in the office, as was retired Clerk **ORVAL HATFIELD**, looking very, very fit.

Sales Representative **JIM DUYN** placed second in the East Bay District Toastmasters' Public Speaking Contest last Fall. In August, this year, Jim received from their World Headquarters in Santa Ana a Certificate of Merit, and on September 18 he was elected president of the Emeryville Toastmasters' Club.

A. I. "RICK" REICHENBACH, Sr., San Leandro agent, retired on July 31. "Rick" has so many activities planned he could be 168 years old by the time he has them all accomplished. Among



Left to right are:
L. J. Godwin, rate and bill clerk; **L. J. Thiverge**, relief agent; **George Trimble**, traveling auditor; and **A. I. Reichenbach, Sr.**, receiving retirement gift from Godwin.
Photo by Al Penzel, sales representative.

Use Christmas Seals...



Fight TB and Other Respiratory Diseases

Retirees should report paid employment

RETIRED railroad employees and their wives or survivors receiving annuities from the Railroad Retirement Board are urged to report promptly any event which may affect the receipt of their benefits.

Such events include all paid employment or self-employment.

Failure of beneficiaries to report promptly events that would require suspension or reduction of their annuities may result in very large overpayments. By law, these overpayments have to be recovered in full.

The Board reports that in a recent special check of records, many cases of overpayments were found. In individual cases, these overpayments ran into thousands of dollars, and their recovery caused considerable hardship to the individuals involved. Nevertheless, the Board reports that it must enforce the law.

The Board and the Social Security Administration have completed arrangements for an exchange of magnetic tape records as a basis for checking on the earnings of beneficiaries under both systems. Thus, the Board will receive a periodic report of earnings or entitlement to social security benefits even in cases where such information is not furnished by the beneficiary.

As a part of this program, the Board is mailing special questionnaires to beneficiaries who either have no social security numbers, or whose numbers are not included in the Board's records. All beneficiaries receiving this questionnaire are urged to complete the form and return it promptly to the Railroad Retirement Board.

As a general guide, these events should be reported to the Board:

1. All retired employees . . . return to service of a railroad or of the last nonrailroad employer.

2. All disability annuitants under age 65 . . . in addition to item 1, any nonrailroad employment or self-employment, regardless of amounts earned.

3. All wives and dependent husbands . . . in addition to item 1, attainment of eligibility for social security old-age or disability insurance benefits on the basis of their own earnings.

4. All survivor beneficiaries . . . (a) any employment for a railroad, and (b) any employment or self-employment if it appears the earnings therefrom may exceed \$1,200 for a calendar year.

5. All retired employees, wives, or survivors whose annuities are being paid under the special guaranty . . . (a) attainment of eligibility for any type of social security benefits, and (b) any employment or self-employment if it appears the earnings therefrom may exceed \$1,200 for a calendar year.

Beneficiaries desiring more information may write or visit any one of the Board's more than 100 field offices.

Former-President Harry S. Truman once remarked: "One of our troubles today stems from the fact that too many adults, and not enough children, believe in Santa Claus!"

* * *

And then there was the little boy from Texas who walked up to Santa Claus and said, "What can I do for you?"

MILEPOSTS

New Year's weekend tour

LOOKING for a new way to celebrate New Year's Eve weekend and still not miss any of the usual year-end fun? You may still be able to make reservations for this good time.

The California-Nevada Railroad Historical Society has planned a tour to Salt Lake City and return, with New Year's Eve festivities at Elko. In special cars the party will leave the Bay Area by *California Zephyr* on Saturday, December 29. Enroute, passengers will have a look at WP's newly relocated main line from Oroville around Table Mountain behind the site of the proposed Oroville Dam, and the Feather River Canyon during the winter season.

Following arrival in Salt Lake City on Sunday, the party will leave by motor coach for Maxfield Lodge for a "Hunt" (smorgasbord) breakfast, then on to Brighton Bowl for skiing and other snow fun. There will be a cocktail party and dinner at Maxfield Lodge before leaving by motor coach for an evening ride along the shores of Great Salt Lake enroute to Elko for overnight lodging.

You'll be on your own Monday, December 31, until the evening cocktail party, New Year's Eve dinner dance and floor show at the Commercial Hotel. There you will usher in the New Year before boarding the *California Zephyr* at 1:30 a.m. which will return you to the Bay Area the afternoon of January 1, 1963.

Frank Rauwolf, newly appointed WP tour director (see page 19) has announced reduced fares for non-railroaders, and special fares for employees and their dependents. These fares include all transportation, break-

fast, cocktail party and dinner at Brighton, two night's lodging at Elko, breakfast, cocktail party and New Year's Eve dinner-dance and show at Elko, and all applicable taxes. Frank suggests that you contact him in WP's passenger department as soon as possible, as a sellout is expected.

Nice figures!

If asked to visualize a railroad and its employees, most people would probably picture in their minds big engines, heavy cars and equipment, and MEN. For the most part railroads are just that. But the Railroad Retirement Board recently released some interesting figures—the 36-22-36 variety!—which reflects the significant role of women in railroad employment.

In 1960, for example, women railroaders numbered more than 70,000, about one-third higher than in 1938-40. Their median age was 44 years, two years lower than for men. The median years of service for women, 13 years, was three years less than for men. Fourteen per cent of the lady railroaders had thirty or more years of service, compared with 22 per cent of the men.

In all due respect to our Western Pacific gals we're not going to reveal any ages. However, the latest available figures (we're speaking of numbers now) indicate that about seven per cent of WP's railroaders are of the feminine sex. Bless 'em all!

Christmas

A widely observed holiday on which the past nor the future is of so much interest as the present!

WP Will Remember

"When a man has devoted a career to an industry, he has truly paid that industry the greatest compliment possible."

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:

Jose M. Barron, hostler helper, Stockton, 16 years.

Kenneth L. Bedsaul, Western Division brakeman, 20 years 2 months.

Willie B. Bell, section laborer, Oroville, 7 years 1 month.

Edwin A. Benz, Eastern Division locomotive engineer, 37 years 1 month.

James C. Bliss, signal maintainer, Oroville, 13 years 11 months.

Keith K. Clark, assistant timekeeper, Elko, 20 years 9 months.

Archie L. Compton, locomotive engineer, San Jose, 38 years 8 months.

Robert A. Crumley, Western Division carman, 20 years 9 months.

Leo Dorothy, locomotive engineer, Oakland, 45 years 11 months.

Eldred H. Dunston, fireman, Winnemucca, 18 years 7 months.

Alf E. Ecker, Western Division roadway foreman, 31 years 1 month.

Ira B. Gibson, machinist helper, Sacramento, 21 years 6 months.

George L. Harlan, assistant chief dispatcher, Sacramento, 44 years 7 months.

Boyd O. Kent, carman, Oroville, 17 years 2 months.

John Kogut, section laborer, Winnemucca, 5 years 8 months.

Oscar W. Lind, conductor, Oroville, 36 years 3 months.

Ernest L. Peninger, conductor, Oroville, 34 years 6 months.

William E. Perkins, section laborer, Portola, 32 years 3 months.

Herman Ross, shift boss, Indian Creek, 11 years 4 months.

Wilber R. Seeber, machinist, Sacramento, 12 years 2 months.

Andrew W. Silfvast, sales representative, Salt Lake City, 35 years 10 months.

Roy E. Wilson, linesman, San Francisco, 15 years 5 months.

George F. Yarrington, brakeman, Oroville, 36 years 4 months.

Each year, for about one week prior to and including Christmas Day, California Zephyr passengers receive special Christmas attention.

As the Zephyrette passes through the cars with her "Merry Christmas" greetings, she presents each lady with a corsage and gives stockings of candy to the children.

The cars are also gaily decorated with wreaths and other Christmas decorations for the pleasure of Christmas travelers.



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:

Hans H. Andersen, retired foreman, October 26.

Parley A. Anglen, sheet metal worker, October 6.

Robert F. Barrett, retired freight agent, December 2.

George A. Beard, brakeman, October 2.

Pepi N. Bellomini, retired track laborer, June 1.

William Brooks, retired track walker, date unknown.

Thomas J. Duval, retired tunnel guard, August 17.

Ralph W. Emerson, locomotive engineer, September 26.

Louis Falcon, switchman, November 27.

Anthony L. Flores, retired Sacramento Northern coach carpenter, August 8.

Giovanni B. Fracchia, retired car helper, October 3.

Henry D. Gansberg, retired patrolman, date unknown.

Rafael M. Garibay, retired Central California Traction Co. section laborer, date unknown.

Orris L. Hinish, Oakland Terminal Railway carman, November 25.

John M. Huff, retired machinist, November 4.

Edward W. Keller, retired locomotive engineer, November 28.

Otto J. Kelley, retired locomotive engineer, October 19.

George B. McInturff, retired guard, August 27.

Elias A. Park, retired brakeman, July 3.

Lucille M. Peterson, retired ticket clerk-telegrapher, October 6.

Sylvester Reed, retired dispatcher, November 5.

Walter E. Reynolds, retired conductor, October 14.

Clifton W. Russell, track laborer, August 25.

Leroy J. Thomas, Sacramento Northern conductor, November 2.

Thomas J. Thorla, retired Tidewater Southern brakeman, August 1.

Service Pin found

A Western Pacific employee's service pin was found in the office of Dr. Rolf Brunckhorst.

Owner may recover the pin from Mrs. Williams in the doctor's office at 490 Post Street, San Francisco—Phone DOuglas 2-2210.

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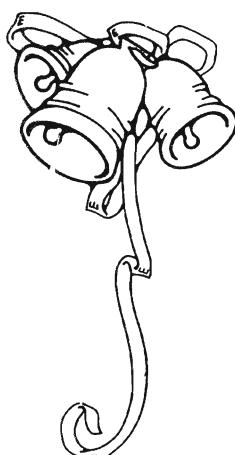
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