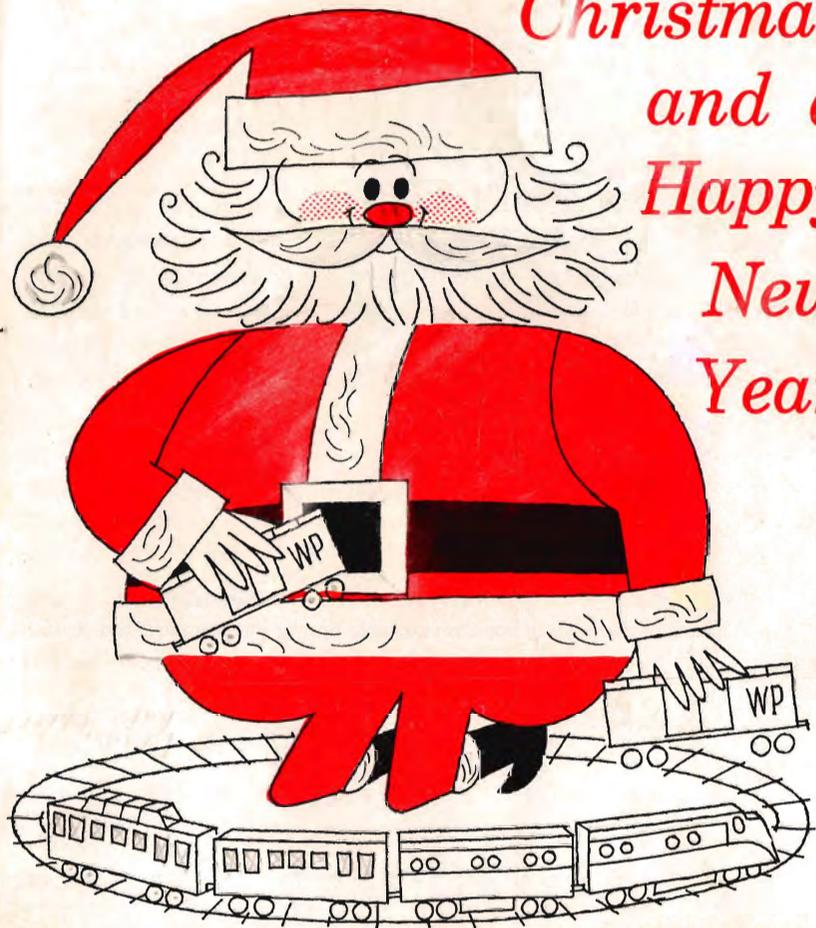


WESTERN PACIFIC

Mileposts

NOVEMBER DECEMBER 1963

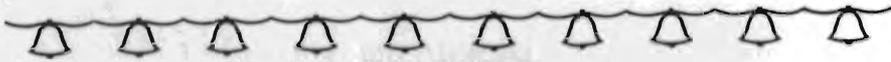
*wishes you a
very Merry
Christmas
and a
Happy
New
Year*





Merry Christmas

To All Members of the
Western Pacific Family:



The bewhiskered old man with the bright red suit who appears on the front cover of this issue of MILEPOSTS is a part of Christmas in the highest sense of the word. He symbolizes not-to-be-forgotten childhood excitement and parental affection. He stands for generosity, good will and loyalty, and our age-old blessings, customs and traditions. He brings about a strengthening of family ties, personal acquaintances and business friendships, and a gala holiday spirit.

It is hoped, too, that more than ever before he will, this year, remind all of us to reflect another meaning of this Holy Day—"Peace on earth, good will to men."

He reminds me, too, of the opportunity to once again on behalf of the Directors and Officers to thank all of you for your help during the past year, and to wish for you and your loved ones a Very Merry Christmas and a Happy New Year.

Sincerely,



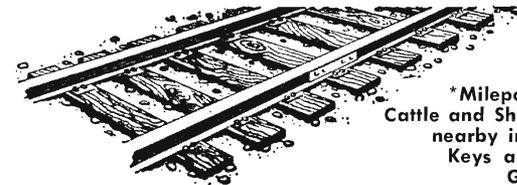
WESTERN PACIFIC Mileposts

Volume XV, No. 6

NOVEMBER-DECEMBER, 1963

*Milepost No. 154

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. 154
Cattle and Sheep ranches
nearby in vicinity of
Keys and Pleasant
Grove roads.

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WP plans all-embracing information and control system

ON November 6 Western Pacific took a major step toward providing a solution to many of its complex operational problems by announcing plans to install a coast-to-coast management information and control system.

This will be the first complete and all embracing computerized information and control system to be adopted by any U. S. railroad.

The system, which has been under study by a team of Western Pacific and General Electric specialists since mid-1962, will provide up-to-the-minute information on movement of freight cars, locomotives and trains, as well as general financial and statistical data never before available to management.

The General Electric computer system will comprise a digital computer with associated input-output peripheral equipment, operating through an automated command center in San Francisco. The first phase is expected to be in operation in the second quarter of 1965 but it will be at least the second quarter of 1967 before the system becomes totally operational.

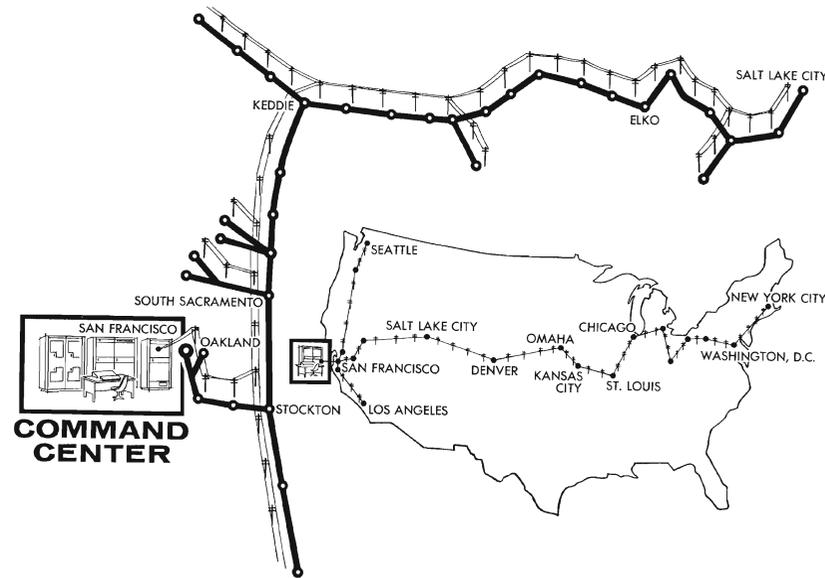
In announcing the new system President Whitman told a news press conference: "The system will furnish necessary statistical information of all varieties for operating and cost control purposes on a current up-to-the-minute basis in contrast with existing systems based on past performance. We've got to know what is happening when it happens! As an example, with considerable effort we can now predict approximately what kind and type of freight cars will become available to meet customer needs

some 40 hours in advance. This arrangement is not good enough to avoid cross-hauling of cars, nor does it always permit spotting of special equipment in time to satisfy customers' requirements. Our future objective is to have a system which will enable us to continuously monitor the movement of each unit of equipment so we can plan for its efficient and profitable distribution and use. The new system is designed to do this as well as other chores, such as determining with certainty which shipments are most profitable; or, how the scheduling of certain freight trains can be improved; or, costing various types of freight shipments so that appropriate adjustments can be made in prices to our customers.

"The system will also provide increased earnings in car utilization. WP expects to improve the loaded use of its 6,000 freight cars by six to eight percent and to speed up in proportions the turnaround time of the same 35,000 'foreign' cars belonging to other railroads which move across its lines each month. For owned cars, this will have the effect of a fleet expansion without additional capital investment. Costs of such equipment have risen from \$5,000 per unit in 1950 to sometimes as high as \$25,000 per unit today. Similar benefits will accrue to owners of foreign cars used by Western Pacific, but the pay off will be a reduction in the rents, per diem charges, it must pay for use of such cars—and beginning January 1, 1964 these rents will run from \$2.16 to \$7.74 per car day."

In describing the equipment required

(Continued on Page 5)



Communications channels for WP's management information and control system

will run from San Francisco command center to on-line and off-line offices.

WP control system . . .

(Continued from Page 4)

for the new system, A. L. Davis, railroad management consultant for General Electric's computer department, mentioned two major functions. "The first function is information storage, information processing and file maintenance which will be performed on a new general purpose computer located in San Francisco. The second major function is the data communication requirements between the central control center and the remote activities at the switching and terminal yards, district sales offices and regional sales offices.

"In addition there will be twin G.E. Datamet-30 communication processors to

control the communication lines, collect data from these lines, and feed the data of the computer on a controlled basis. As terminals to the communication lines, input and output devices will permit the remote personnel to communicate with the central computer equipment. Associated with both the computer and the Datamet-30 communication processor there will be mass data storage devices."

AN example of a typical data requirement activity may consist of the following steps, according to Davis. "An inquiry is received by a district sales

(Continued on Page 6)

office for a specific class of car to be at a customer's site within 24 hours. The district office enters the request into the computer through his remote keyboard. The request will be communicated through the Datanet-30 to the central mass storage files. Through inquiry into the files it will be issued in the form of a move order to transfer the car to the required location. Files will be updated to show the new car location and assignment. A report of work accomplished will be generated by the computer and transmitted back to the point where the order originated."

The functions to be performed by the integrated information systems are:

1) Real Time Processing: a) Customer Inquiry. b) Yard and Station Movement. c) Train Movement. d) Car Distribution. e) Foreign Railroad Data Exchange.

2) Batch Processing: a) Interline Accounting and Settlements. b) Billing and Payment. c) Inventory and Supply. d) Scheduling of Rolling Stock Maintenance. e) Way Bills to Foreign Railroads. f) Car Requirement Forecasting. g) Car Availability Forecasting.

Specifically what the new system will do for Western Pacific was outlined by M. M. Christy, executive assistant to the president:

"It will enable control of movement and routing of individual cars to minimize idle time and unnecessary movements, and similarly, improve utilization of locomotives. It will improve advance planning and scheduling of train and terminal operations, control of terminal operations, and permit improved moni-

toring of service to customers according to established schedules. It will improve inventory control and ordering procedures and permit us to keep customers advised on a current basis of the progress of their shipments. It will enable us to improve assignment of available cars to fill customer requirements with prompt reply to their questions about car availability. It will develop more accurate and reliable cost data as a basis for price making as well as cost control."

The choice of Western Pacific for this joint venture was not an arbitrary one. It was based on three factors, according to H. Van Aken, general manager, G.E.'s computer department of Phoenix, Arizona:

First—Western Pacific's progressive management has achieved a steady increase in operating revenues and earnings.

Second—The management recognized the need for improving their management information system in order to maintain their growth and profit history.

Third—Western Pacific's medium size makes their information handling problems typical of their industry, both as to variety and complexity of information. WP's problems are not distorted by sheer size of operation; and their information needs are therefore representative of all railroads.

"Experience, intuition, history and memory are vital to any manager, but present-day business pressures dictate the need for more complete and accurate methods," said President Whitman. "Management decisions based on approximation and past history will be terminated, at least for Western Pacific."

Board announces decision on Portola Hospital operation

THE following motion was passed by the Board of Directors of the Western Pacific Railroad Medical Department at their November 20 meeting:

"Effective May 1, 1964, the Medical Department will discontinue responsibility for the operation of the Portola Hospital. This will not preclude agreement for the operation of the hospital by the Portola community or any other responsible non-profit group within the prescribed time."

"This action was taken with regret and only after careful consideration of all factors involved," said Ferd Dorius, business manager speaking for the directors. "Foremost of these factors was the age and general condition of the physical plant. A substantial capital investment would be required if the Medical Department were to continue the responsibility for the operation of the hospital. All such expenditures would have to be paid out of dues contributed by the general membership. Aggravating this problem is the advice from the Licensing Department of the Bureau of Hospitals that the Hospital must be replaced or closed within five years from March 14, 1963. This means that any benefit from such investment of Medical Department funds must be realized within a period of less than five years or it would have to be written off as a loss. The Hospital is not eligible for assistance in the form of public or private fund grants as long as it is operated as a part of the Medical Department. Reorganization of the Hospital as a non-

profit community enterprise could make the Hospital eligible for this type of assistance."

"With this in mind," Dorius pointed out, "the Medical Department has offered its continued cooperation in an effort to reach agreement for the incorporation of the Hospital within the framework of the proposal advanced by the 'Save the Hospital League' last April. This offer of cooperation does not extend beyond May 1, 1964 or to any proposal which cannot be substantially concluded prior to that date."

Negotiations have been in progress since last April between the Medical Department and the "Save the Hospital League" of Portola. The result has been agreement in principle but without conclusion in some important areas of the proposal. It is hoped by all concerned that some agreement may be effected prior to the date set for closure.

Much better, thank you!

The little old lady on the other end of the telephone asked the switchboard operator of the big city hospital if she could speak to Mrs. Kilpatrick in Room 618.

"Mrs. Kilpatrick is not receiving calls yet," said the operator.

"Well," said the caller, "could you tell me how she is getting along?"

"Yes, she had her operation this morning and is doing as well as can be expected. May I say who is calling?"

"That won't be necessary. This IS Mrs. Kilpatrick in 618. I just wanted to find out how I was. Thank you."

Three marketing men receive promotions

Russell J. Cleland

RUSSELL J. CLELAND returned to the passenger department on November 1 as director of passenger sales, succeeding James J. Hickey whose death occurred on October 22.

Cleland's new appointment follows 27 years of service in Western Pacific's sales department and 16 years in the passenger department of the Canadian Pacific.

A native of Toronto, Russ moved to Vancouver in 1906 at the age of two. His first railroad service began in that city in 1920 as office boy in the CP's general passenger office. Following promotions, he was transferred to that railroad's San Francisco office in 1928 as stenographer-clerk. It was about this time that he became acquainted with Mildred Irwin and they were soon married. "Shorty" must have had considerable influence on Russ, for he soon was promoted to position as ticket clerk.

When an opening occurred in Western Pacific's ticket office, then located at 287 Geary Street, Russ acted quickly and as ticket clerk he became the fourth member of that office on September 19, 1936. A little over a year later he was made city passenger agent. During the next five years he worked as district passenger agent at Los Angeles and as general agent at Oakland. When



the latter position was abolished in September, 1950, Russ transferred to the freight department as traffic representative at Oakland. He returned to San Francisco in April 1953 as office manager, and in succession became general freight agent in September, 1955, assistant to vice president-traffic in January, 1959, and sales manager-San Francisco marketing division in January of this year.

He is active in many transportation circles, as evidenced by his memberships in the Pacific Traffic Association, San Francisco and Oakland Traffic Clubs, Railroad General Agents Association of San Francisco, the Transportation Club of Santa Clara County, as well as the San Francisco and Oakland Chambers of Commerce.

Russ will take on just about any challenge for a game of dominos, any kind of a card game, or a round of golf. The only time he gets himself behind the "eight ball" is in a good game of pool or when, as Mildred says, "he gets behind with his gardening and other chores around our home in Walnut Creek." This can't be often, if the Cleland's attractive home at 1370 Juanita Drive is any criterion.

Joseph F. Hamer

Joseph F. Hamer was appointed district sales manager at San Francisco to succeed R. J. Cleland.

Since Joe first went to work for Western Pacific as a steno-clerk at Chicago



in May, 1953, he has been more or less a commuter between southern and northern California. His first move from Chicago was to Los Angeles in 1940 to serve as chief clerk. For the next several years his work was in passenger service, first as city ticket agent at San Francisco, then city passenger agent at Oakland followed by a return to Los Angeles as district passenger agent.

Joe transferred from passenger service on April 1, 1957 to become a sales representative at Los Angeles, and on July 1, 1960 he was appointed district sales manager for the Southern California office.

He holds nine membership cards in transportation organizations, Pacific Railway Club, Los Angeles Chamber of Commerce, and other groups in which he has formed a valuable association through his prominent activities.

For hobbies, Joe likes to remodel houses, bowl and swim. "I also like to dance—with my wife, Charlotte, of course, who is better known as 'Chuck.'"

To most of his friends and associates our new district sales manager is better known as "Joe" and it was a little surprising when he signed his letter to MILEPOSTS as Joseph Francis "Peter" Hamer! The family includes a married daughter, Nancy, and a granddaughter, Tammie.

"I got to thinking yesterday—you know, how you do when the television isn't working!"

Frank E. Schmalenberger

Frank E. Schmalenberger succeeded Hamer as district sales manager at Los Angeles, effective November 16. He had been chief of sales and service at San Francisco since March, 1962.



Frank was born in Oakland on January 11, 1921. After receiving his education in the San Francisco bay area he worked for about one year with a San Francisco custom house broker. On April 1, 1941 he began his Western Pacific career in the

freight traffic department's file room and pricing department. He transferred to the sales department in 1950 and worked as sales representative at San Francisco and Oakland and became chief of sales and service 12 years later.

Frank is a member of Fruitvale Lodge #336 F. & A.M., Scottish Rite Consistory, Oakland, and Aahmes Temple of the Shrine, Oakland. He is a former director of the Oakland World Trade Club and has memberships in the Oakland and San Francisco traffic clubs. He spent four years in the Merchant Marine during World War II as third assistant engineer in the Pacific area and was an ensign in the Maritime Service.

Frank and his wife, Rose, have two sons, Doug, 13, and Steve, 9.

Ever notice how a dog can win friends without studying how to do so?

* * *

Watch out for school children — especially if they're driving cars.

* * *

Now they're working on a cigarette filter with a built-in tranquilizer. You still get lung cancer but you don't care.

Lost Service Pin Returned

Your letter of October 11 and the enclosed Service Pin received, and I thank you, Mr. Ferguson and Mr. McCann very much.

During attendance at Mr. Robert's retirement party, where I lost my pin, Mr. John Flynn acting as MC, asked me to give a few words to Norman on his retirement. When I was asked how the old rockin' chair felt, I remarked that it had turned into a lawn mower. I have never found a rocking chair to fit me. I have become a gardener, painter, plumber, electrician, carpenter, tree trimmer, dish washer, laundry man, and in my spare time a ham radio operator, fisherman and mountain climber. Also, a deer hunter, traveler (U. S. only) and a side-walk superintendent of the Oro Dam Constructors. I don't miss the railroad, but do enjoy watching the Zephyr go by and reading the MILEPOSTS. I'm in the very best of health and very happy to have so much leisure time!

Thank you again, and best wishes to all.

A. W. Fuller
Retired Engineer
2175 Myers Street
Oroville, California

* * *

Florida's Now Our Home

A few lines to let you know we left Minnesota August 25. Sold our place and all furnishings and came down here and bought a 42' x 12' Parkwood Mobile Home and a lot in Fairlane Acres. It's a very nice park and we are comfortably settled and like it fine. I had another sick spell last winter but got straightened around and feel fine now. Decided a change was in the future so why wait and here we are. Added a carport and patio with a 24' x 8'6" screened area.



Dear Editor:

Denora's son has moved to California and is living at Cedar Ridge and teaches at Nevada City. Bruce is in San Jose and Robert is in Santa Monica. We are all so far apart, but do plan a trip back there next summer.

Would appreciate it if you would change our address. Enjoy so much reading MILEPOSTS. Can see there are many changes.

Best wishes and kindest regards.

Ben L. Battles
617 - 51st Avenue, Dr. W.
Fairlane Acres
Bradenton, Florida.

* * *

Fine employee example

Congratulations on your excellent September-October MILEPOSTS, most particularly the pictures of and the article about "Parky." The WP is fortunate to have men of his caliber, and more fortunate that he won the Shipper-Gram Contest and gave us an opportunity to show all railroads that this high-type man does work with us.

L. W. Breiner
Assistant Superintendent
Sacramento, California

* * *

Mrs. Duggan

Will you please notify my WP friends of the death of Mrs. Pearl J. Duggan in Sacramento on November 7. She was my beloved wife, the loving mother of

Hugh W. Lytle of Honolulu, sister of Verrill F. Shaw of Riverside, California, grandmother of David N. Lytle of San Francisco. Mrs. Duggan was a native of Missouri and we had many friends on the Western Pacific. I was employed as chief dispatcher, Sacramento, trainmaster at Wendover, Keddie and Stockton, and superintendent at Elko at the time of my retirement in 1950.

John J. Duggan
3717 "M" Street
Sacramento, California

* * *

"Parky" Made a Hit

Lincoln Parkinson impressed the ARMEA group at Cleveland beyond measure. If I were to summarize its reaction, I would say that the group's feeling was that Lincoln typifies all the very fine tradition, dedication and progressiveness that are the real base of railroading. His presence and participation gave us all a great lift, and if his welcome by ARMEA was especially warm it was a warmth which surely was generated in large measure by the man himself. He's a great guy, and the editors haven't enjoyed anything in a long, long while as much as being able to present "Parky" with the winner's check in the Shipper-Gram contest.

H. S. Dewhurst
Executive Assistant
Association of American Railroads
Washington, D. C.

Is Your Wallet Thinner?

Recent government employment figures reflect one big reason for our growing tax loads in the United States.

Right now, 9.5 million civilians are on one public payroll or another — or about one worker in every eight!

Of these, 2.5 million work for the federal government. Their number has been increased 8 per cent since 1955.

Even more dramatic has been the growth in state and local government payrolls — up 45 percent since 1955!

If present trends continue, there will be one government job for every five jobs provided privately by 1970; the ratio will be one to four by 1980!

Unless we keep constant watch over growth of government at all levels, before long we won't have much use for a wallet at all.

Who licks the stamps?

Just before Christmas, a Texan and his wife visited a plush art gallery. Within a short time they had bought all the Van Goghs, Picassos, El Grecos, Monets and the rest.

"There, honey," beamed the Texan with a relieved sigh, "that takes care of our Christmas cards. Now let's get started with the shopping."

* * *

Many people have forgotten how comfortable and safe train travel is in comparison with plane service. Getting faster (not much comfort in three seats on each side of the aisle in a cabin no wider than a passenger coach) plane service seems to be a major governmental objective at taxpayers expense. Santa Claus comes down the chimney for all modes of transportation except the railroads.

—Jim Lyne, Railroad Age.

MILEPOSTS



IN GOLD

MILEPOSTS congratulates the following railroaders who are eligible for Service Pin Awards during the months of November and December, 1963:

Phelan E. Cronan.....	Locomotive Engineer.....	Western Division
Oscar H. Larson.....	Chief Clerk, Transportation.....	San Francisco
35-YEAR PINS		
Vernon W. Geddes.....	Assistant Auditor of Revenues.....	San Francisco
Pierce D. Oscamou.....	Laborer.....	Mechanical Dept.
Bruce R. Reynolds.....	Conductor.....	Eastern Division
30-YEAR PINS		
Laurel J. Fisher.....	Section Foreman.....	Western Division
Norman W. Menzies.....	Superintendent of Communications.....	San Francisco
Rex L. Warren.....	Section-Extra Gang Foreman.....	Western Division
20-YEAR PINS		
Dorothy A. Alderman.....	OS&O Investigator.....	San Francisco
Oscar D. Atkinson.....	Fireman.....	Western Division
Winnifrede Barton.....	Interline Clerk.....	San Francisco
John B. Dolan.....	Electrician.....	Mechanical Dept.
William M. Fosdick.....	Clerk.....	Western Division
Eleanor R. Harrigan.....	Clerk.....	Western Division
Don V. Housen.....	Fireman.....	Western Division
Charles Knarr.....	Electrician Helper.....	Mechanical Dept.
Clara M. Knox.....	Nurses Aide.....	Portola Hospital
Hanson E. Mathews.....	Conductor.....	Western Division
Patricia Montana.....	Accountant.....	San Francisco
Lela E. Owen.....	Trainmaster's Clerk.....	Salt Lake City
John F. Quinn.....	Assistant Chief Clerk.....	San Francisco
Joseph W. Rogers.....	Switchman.....	Western Division
Thelma M. Toomey.....	Laboratory Assistant.....	Sacramento
15-YEAR PINS		
Pete Bellamy.....	Waiter.....	Dining Car Department
Varley M. Boyce.....	CTC Maintainer.....	Signal Department
Harry I. Hanen.....	OC Claim Investigator.....	San Francisco
Thomas W. Hoover.....	Electrician.....	Mechanical Dept.
Franklin E. Louie.....	Draftsman.....	San Francisco
Glen B. Kirkpatrick.....	Brakeman.....	Western Division
Louis R. Lopez.....	Section Laborer.....	Eastern Division
Roy F. Koellman.....	B&B Carpenter.....	Western Division
Harry C. Munson.....	Vice President and General Mgr.....	San Francisco
Kenneth V. Plummer.....	Supt. of Transportation.....	San Francisco
John Reis.....	Marine Deckhand.....	Oakland
James P. Wilson.....	Section Laborer.....	Eastern Division
10-YEAR PINS		
S. W. Johnson.....	B&B Carpenter.....	Western Division
Adam Morandin.....	Clerk.....	Oakland
C. Pearson.....	Switchman.....	Western Division
Kenneth B. Quintana.....	Telegrapher.....	Elko
C. W. Rhuland.....	Yardmaster.....	Oakland
A. J. Ricks.....	Welder.....	Western Division
M. R. Searing.....	Conductor.....	Western Division
Jack W. Shoblom.....	Secy. to Asst. Vice-Pres. Western Sales.....	San Francisco
H. C. Smith.....	B&B Foreman.....	Western Division
D. L. Speegle.....	Conductor.....	Western Division
Henry E. Sprowl.....	Carman.....	Mechanical Dept.
A. H. Wendt.....	Dispatcher.....	Sacramento

Two ducks were gaping at another duck who had just left them. "Doesn't she simply slay you?" said one. "She walks just like a woman wearing tight slacks."

Everything is much simpler today. Instead of solving a problem, you just subsidize it.

* * *

Success—a journey, not a destination.



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:

Rudolph J. Barlow, retired carpenter helper, date not given.

Manuel De Ponte, retired Sacramento Northern mechanical trouble shooter, October 17.

Vincent Dycus, retired clerk, November 6.

Mike Farstein, retired Sacramento Northern car inspector, date not given.

William H. Forrest, retired Alameda Belt Line engineer, July 21.

James F. Gibson, retired Sacramento Northern laborer, October 15.

Charles H. Grindrod, retired clerk, November 3.

Eugene Hansen, retired locomotive engineer, October 23.

Ovel C. Hecox, retired car inspector, October 21.

Philip G. Heirgood, retired fireman, July 9.

James R. Herron, conductor, October 25.

August F. Hoppe, retired signalman, October 10.

Robert L. Jones, retired special assistant to VP-GM, October 6.

John W. Munday, retired agent-telegrapher, September 10.

Swan Neilsen, retired B&B carpenter, October 8.

Frank Sanders, former extra gang laborer, October 8.

Dennis Sloan, retired brakeman, October 20.

Percy H. Tompkins, retired brakeman, August 14.

**Christmas Seals
mean happier homes
& healthier people**



**Christmas Seals
Fight Tuberculosis
and other
Respiratory Diseases**

Visual education aids sales force

A Chinese is credited with the axiom, made over 500 years ago, "One Picture is Worth a Thousand Words." You have probably found it true that you can usually form a mental image of an object more quickly, easily, and permanently if that object is viewed rather than described by written word.

This reasoning was applied by Western Pacific in a program especially planned to tie in with the eight-day American Railway Progress Exposition held in Chicago during October. In explaining the program, Walter C. Brunberg, vice president - marketing, said: "Teaching selling techniques and product innovations is a continuing marketing objective of our railroad. The equipment exposition gave us a welcomed opportunity to educate our sales personnel and introduce them to the very latest in available equipment. By having our men actually see the equipment innovations they can more readily determine their customers' needs and desires and make equipment recommendations in line with economic justifications."

Much of the equipment on display at the exposition, such as the *Tenelon* stainless steel covered hopper cars (see story on Page 17) and the various cars equipped with cushioning and lading protective devices, are in revenue service on Western Pacific. By viewing these cars on display, WP salesmen more readily learned the benefits to be derived from such equipment so that they in turn can relay these benefits to their customers.

To obtain maximum results from the program, which included conducted tours led by Leo F. Delventhal, Jr.,

manager of marketing field services, the salesmen were required to fill out "Feature and Customer Benefit" check sheets for each type of special equipment visited. At the conclusion of these small group tours, a selling technique review session was held.

From check sheets received, sales representatives—young and old—agreed that the show tours provided the type of training they had been anticipating so they could better discuss shipper equipment and distribution problems more intelligently. The program gained recognition outside WP participation, too, as individuals from several other rail lines stated that Western Pacific really "Hit the Target" in bringing their salesmen up to date.

D. J. Landgraf, sales representative at Chicago, probably had the old Chinese axiom in mind when he wrote in his check sheet "... a correspondence instruction program even if it contained the most comprehensive data, can in no way compare with a visual on-site instruction program, personally supervised and conducted by group leaders."

Reviewing tour notes are J. G. Edwards, N.Y., behind L. F. Delventhal, Jr., S.F., H. G. Jester, Dallas, R. B. Ritchie, Cincinnati, B. E. Pedersen, S.F., and M. M. Deeley, Pittsburgh. Illinois Central photo.



This car for many purposes is always "kitchen clean"

A fleet of new 100-ton "kitchen clean" cars on wheels now in service on the Western Pacific is offering food processors a triple bonus in their shipments of dry bulk commodities. These new covered hopper cars, that "look clean enough for any kitchen," have great load adaptability and clean up in a fraction of the time required for conventional hoppers.

A hose and warm water under 50 pounds of pressure is about all that's needed to rinse and clean the car. It dries in from one to two hours, compared to one day for cleaning and preparation of standard covered hoppers.

Built by Thrall Car Manufacturing

Company of Chicago Heights, Illinois, out of a new TENELON stainless steel developed by U. S. Steel Corp, the car's great versatility in lading stems from the fact that there is no known dry commodity hauled by railroads that will attack stainless steel. One company, for example, has loaded sugar into one of these hoppers that just one hour and a half earlier had been emptied of sodium tripolyphosphate. Other products that have been hauled either exclusively or as a split-load inside the car's three compartments are rice, corn, beans, malt,

(Continued on Pages 18, 19, 21)



"...rinse, reload and roll!"



"...rinse, reload and roll!"



A truly general purpose car.

This is what we mean by a "GENERAL PURPOSE CAR": A car that is completely compatible with all bulk products—a car that is basically self-cleaning with many of the materials shown above. Here is a car that can discharge a corrosive chemical (such as Sodium Triphosphate), and be loaded with an edible such as sugar after a simple warm water rinse and about one hour of drying time. The glass-smooth surfaces of stainless steel provide slick, "no-stick" unloading, eliminate infestation harbors, surface pitting or material contamination.



This remarkable car has conquered cleaning time and contamination

There has been no single instance of lading contamination, hang-up of lading, or slow-up for cleaning.

This car requires no lining, or other interior preparation—this is truly a general purpose car.

SPEED, AVAILABILITY, COMPATIBILITY, CLEANLINESS are the profit-words to describe this Thrall-built car.

EASIER TO UNLOAD—bulk materials flow freely from the hoppers. There is no need to pound the sides to start the load flowing.

VERSATILE . . . FAST — the commodities, chemicals, food-stuffs and mineral products shown at the top of these pages represent but a small portion of the loadings possible in this car. Alkalines, corrosive chemicals and many other dissimilar commodities follow each other as lading with no danger of contamination . . . with no cleaning delay.

TRULY A GENERAL PURPOSE CAR—handling more varieties of lading with more efficiency, more cleanliness, more speed!



Amendments provide added funds for RRA and RUIA

AMENDMENTS to the Railroad Retirement Act, the Railroad Retirement Tax Act, and the Railroad Unemployment Insurance Act (Public Law 88-133 were signed into law by President Kennedy on October 5, 1963. The amendments, agreed upon by railroad management and labor, provide that both railroads and their employees increase their contributions to the fund. The increased payments will amount to \$71 million annually added to the railroad retirement fund, and will place the retirement and unemployment systems in a reasonably sound financial condition, according to the Railroad Retirement Board.

The changes in the retirement system are:

1. MONTHLY COMPENSATION BASE. The maximum amount of earnings taxable and creditable toward benefits is increased from \$400 to \$450 monthly. The higher limit applies to compensation paid for service after October 31, 1963. Employees earning more than \$400 a month will pay somewhat higher taxes, but their retirement annuities will also be larger. The average employee will receive more in additional benefits during his lifetime than he will pay in additional taxes. Railroads match the taxes paid by employees.

2. MILITARY SERVICE CREDITS. Government payments for the crediting of military service rendered after June 1963 will be determined on a cost basis instead of a tax basis. This change will facilitate the transfer of the amounts which the general fund in the U. S. Treasury owes to the railroad retirement account for past military service.

3. INTEREST RATES. The interest rate applicable to the special Government obligations in which reserve funds in the railroad retirement account are invested is changed from 3 percent to a rate equal to the average market yield on medium and long-term U. S. securities. The 3 percent rate, which was the guaranteed rate before the amendments, is retained as a floor. The special obligations in which the funds in the account are now invested will be immediately converted to notes bearing the new interest rate.

Principal changes in the unemployment insurance system are:

1. CONTRIBUTION RATE. The maximum unemployment contribution rate on compensation paid after 1963 is raised from 3¾ percent to 4 percent of the first \$400 of monthly earnings. This tax is paid entirely by the railroad employers.

2. QUALIFYING EARNINGS. The amount of creditable base-year earnings an employee needs in order to qualify for unemployment and sickness benefits in the following benefit year is increased from \$500 to \$750. In addition, an employee with no previous railroad service needs seven months of service in his first year in order to qualify for benefits based on his earnings in that year. Although 1964 is the first full base year in which these changes will be effective, they also apply to employees in base-year 1963 who did not qualify under the old law before November 1.

3. DISQUALIFICATION FOR QUITTING WORK VOLUNTARILY. The conditions under which unemployment benefits

(Continued on Page 21)

Amendments add funds . . .

(Continued from Page 20)

may be paid to employees who voluntarily quit their jobs are made more restrictive. In the case of a voluntary quit without good cause occurring after October 5, no benefits may be paid for days of unemployment until after the employee returns to railroad employment and earns an additional \$750 in such employment. This disqualification does not apply to an employee who quit voluntarily with good cause, unless he could receive unemployment benefits under another law. Once an employee

who had quit work voluntarily, either with or without good cause, subsequently earns at least \$750 in railroad employment, his rights to benefits in the same benefit year are restored.

4. UNEMPLOYMENT INSURANCE ADMINISTRATION FUND. The portion of contributions collected under the Railroad Unemployment Insurance Act which is set aside for administrative expenses is increased from 0.2 percent to 0.25 percent of the taxable payroll. This change, which applies to all continued effective operation of the system in the future.

Car for many purposes . . .

(Continued from Page 17)

soybean meal, milo, and boric acid.

Designed by Thrall engineers for a free-flowing discharge without "hang-up" residue, the 4,000-cu.-ft. capacity car features a number of other unusual innovations.

It is the first center sill car of its type with center discharge by either pneumatic unloading or gravity drop from each of its three compartments. Thrall's unique valley plate design, according to President Richard L. Duchossois, increases flow even though the degree of slope is markedly reduced. This saves space and adds to the cubic capacity of the car.

End, side, floor, and roof sheets are fabricated out of corrosion-resistant TENELON. Nearly twice as strong as conventional stainless steels, TENELON eliminates the need for protective linings and permits the use of a lighter gage of steel on hoppers, covers, and other parts of the car in direct contact with the lading. Yield strength for the stainless

is greater than that of structural carbon steel (70,000 psi minimum) and as a consequence of this weight reduction, the car is 16 per cent lighter than its more conventional counterparts, claims Thrall engineers.

The car's interior after hand finishing becomes a smooth, hard, non-porous surface. Seams are welded. There are no rivets to invite moisture seepage. Gasketed hatch covers are waterproof.

Benefits of the new satinless steel hoppers are not limited to shippers. "The Western Pacific looks for its new fleet of these cars to reduce lading contamination claims, trips to cleaning terminals, and maintenance costs," said E. T. Cuyler, chief mechanical officer. "Elimination of such procedures as pounding the side of the car to dislodge bulky products will undoubtedly contribute to a longer life span for the new cars."

"Such economies are a part of WP's continuing 'Distribution Dividends' program for our shippers," claimed W. C. Brunberg, vice president-marketing.



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:

James Alexander, carman, Sacramento, 22 years 2 months.

Peter Bernardini, switchman, Oakland, 16 years 6 months.

William S. Bowers, car inspector, Elko, 36 years 3 months.

Orville R. Burris, switchman, Oroville, 20 years 6 months.

Francis K. Byrne, yard clerk, Wenden, 41 years 1 month.

Finis J. Ellis, Sacramento Northern ticket clerk, Yuba City, 21 years 1 month.

Richard K. Fox, head file clerk, San Francisco, 34 years 10 months.

Manuel F. Luevano, section laborer, Stockton, 16 years 10 months.

William A. Parker, station baggage-man, Sacramento, 25 years 1 month.

Thomas Pinkham, stockman, Sacramento, 28 years.

Maude E. Pringle, adjustment clerk, San Francisco, 40 years.

Ray W. Rich, yardmaster, Oakland, 34 years.

Alvin M. Shuman, machinist inspector, Stockton, 20 years 9 months.

George J. Shine, switchman, Stockton, 36 years 4 months.

Harold G. Wyman

Harold G. Wyman, superintendent of dining car department, retires December 31 after nearly 30 years of service. During the 23 years he has supervised these services, WP has received wide acclaim for its outstanding cuisine, particularly on the *California Zephyr*.

Harold was born a half block north of Market Street, San Francisco, in December 1898. His first railroad work was as baggageman for the North Western Pacific at Eureka in March, 1918. He left that railroad as ticket clerk to work in Southern Pacific's ticket office in San Francisco. In 1926 he became passenger representative for the Canadian Pacific Railroad and Steamship Company. Following a Mediterranean cruise and a European tour in 1929 as cruise director, he became city ticket agent in CPR's San Francisco office.

Harold joined Western Pacific as city ticket agent on June 1, 1934 and later as district passenger agent at Sacramento and Stockton. He was appointed acting superintendent of the dining car department on January 1, 1941.

Harold and his wife, "Babe," have in mind raising Christmas trees at their new home at 25 Forest Drive, Napa, California.



Caboosing

ELKO

Theda Mueller

Signal Supervisor J. R. HILLAM and Roadmaster R. F. HOBBS recently attended conventions in Chicago. Mr. Hillam attended the Communications and Signal Section, and Mr. Hobbs the Roadmasters and Maintenance of Way Association, both sponsored by the Association of American Railroads and held October 9 through 16. Mrs. Hillam and Mrs. Hobbs accompanied their husbands.

Relief Section Foreman GLEN BECK'S wife is confined to the Elko General Hospital with a back injury. It is reported that she is getting along nicely and hopes to be home soon.

FRANCIS PECK recently joined the Western Pacific and is employed as signal maintainer at Shafter. His wife is the daughter of Footboard Yardmaster DEWEY TROUPE.

Everyone on the Eastern Division offers their condolences to Trainmaster K. P. WOOD and family in the loss of their son who passed away in Anchorage, Alaska as the result of an automobile accident. He was employed as an engineer on the Alaskan Railroad.

Mrs. Irene Howell, wife of Brakeman E. P. HOWELL, finished the golfing season as Club Champion of the Ruby View Golf Course. She was also runner-up for the State Championship. Understand her husband is pretty stiff competition on

the golf course—or maybe it's the other way around!

John William Lynch, son of Superintendent and Mrs. JAMES F. LYNCH, of Elko was married to Miss Loretta Jane Cox of Medford, Oregon on June 8 at St. John's Presbyterian Church in Reno. "Bill" is roadmaster on the Southern Pacific with offices at Medford. "Janie" is the roadmaster's secretary, having worked in that capacity for ten years. They are presently living in Medford.

MRS. PATRICIA HOBBS, relief stenographer in the dispatcher's office, resigned to take on a full-time job of keeping track of her two-year-old son. Her position was taken over by DIANA MENKE, who no doubt will remain in the railroad family as she is engaged to be married to Extra Gang Foreman CURTIS JONES.

Engineer and Mrs. O. W. PERRY just returned from a vacation visiting Wayne's family in Oklahoma.

Head Timekeeper and Mrs. ALLEN THORPE spent a week in Las Vegas recently attending a Library Convention. Allen is chairman of the Nevada Association of Library Trustees.

Miss Janice Marie Thorpe, daughter of the ALLEN THORPE's, was married to William Sutherland of Elko, August 28. Rev. John O'Connor performed the seven-o'clock ceremony at St. Joseph's Catholic Church, lighted by white tapers

in gold candelabra. A reception followed at the Ranchinn Motor Lodge and the couple departed on a honeymoon trip to Northern California. Janice graduated from Elko High School in June, and Bill is a senior majoring in aeronautical engineering at California State Polytechnic in San Luis Obispo, California where the couple is residing.

Have a Merry Christmas everyone!

* * *

(Editor's Note: MARJORIE CRAWFORD has succeeded ANITA ROSE as secretary to Mechanical Engineer WILLIAM B. WOLVERTON and as MILEPOSTS' correspondent for the Sacramento Shops. She is a native of Hastings, Nebraska, studied piano between the ages of 10 and 18, and enjoys music, hiking, and horseback riding. These hobbies do not interfere, however, with time required for attention to 5½-year-old daughter, Robin, her career and her home. Marge has two brothers and one sister, and her parents live near Hastings. Prior to her recent return to Sacramento Marge was employed in the marketing division office at Salt Lake City.)

SACRAMENTO SHOPS

Marge Crawford

JEAN SMITH, secretary to Chief Mechanical Officer E. T. CUYLER, became a proud grandmother for the first time. Debbie Catherine was born on October 6 to the delight of parents Lt. and Mrs. Daniel Woodward. Jean spent a few days with her daughter at Larson Air Force Base, Washington, where her son-in-law is stationed. We won't reveal Jean's age, but she just might be the youngest grandmother on the Western Pacific!

Boilermaker CHARLES P. ROLFE, fishing at the mouth of Feather River,



Jean Smith holds her granddaughter



Terry Thomas, the Rolfes, and catch

hooked onto a 51-lb. king salmon which he managed to land after a 45-minute battle with the help of friend Terry Thomas. The Rolfe's had the salmon smoked and shared the "big one" with friends.

Best wishes for the Year-End Holidays!

* * *

OAKLAND

John V. Leland

We regret to report the death of furloighed Clerk VINCENT DYCUS on November 6. He was well known in Oakland and in San Francisco having worked in WP offices in both cities.

More than 100 people attended an informal luncheon spread in the Oakland yard office to honor Yardmaster RAY W. RICH upon his retirement October 5 following 34 years of service. Ray was presented with a classy pair of binoculars together with a modest sheave of U. S. currency.

Succeeding RAY as yardmaster at Oakland is KENNETH H. CROUSE who entered service with our railroad on March 10, 1954.

We are sorry to learn of the death of Switchman DOUGLAS MURRAY in September after several months' illness. He had over 40 years service with WP.

We lost another old-timer when ALBERT R. CURTZWILER died on November 4. He was chief engineer of the SS *Humaconna* when he retired from the railroad about the mid-1950's. He leaves his wife, Geneva, and a son, Charles.

Roundhouse Foreman WILLIAM D. GOOD is still on the sick list and is expected to be away at least until the first of the year. C. J. CONLEY is keeping the house in order.

Secretary IRMA PIVER, district car foreman's office, is now home recuperating from surgery. GERTRUDE M. "DIXIE" ULISSE is handling her work.

Carman LEON WILSON is reported in St. Joseph's Hospital and Roundhouse Clerk "CHET" MAXWELL is off work due to an automobile accident.

Welcome to new Coach Yard Relief Clerk AUGUSTO LETONA, here from Guatamala, where he worked for an air line.

A nice letter was addressed to R. J. BRADLEY, acting district car foreman, from J. V. Carter, president, Stauffer-Carter Co., Inc., Marion, Indiana, which read:

"Thank you very much for forwarding the card from our daughter, Susie, which you found on your train. We feel that very few people would have taken the time or courtesy to have done this, and we want you to know it was very much appreciated.

"You can rest assured that any traveling our family might do we will have a preference for the Western Pacific Railroad Company lines. Thanks again!"

For that nice letter we'll include Mr. Carter in our best wishes to all Western Pacific railroaders for a Jolly Merry Christmas and a Prosperous New Year from your Oakland friends!

* * *

SACRAMENTO STORE

Irene E. Burton

A luncheon was given to honor TOMMY PINKHAM upon his retirement from the railroad September 30 after 28 years with the company. Tommy is planning to make his home in Apple Valley in the near future and expects to have sufficient leisure time to enjoy

the transistor radio he received from his co-workers.

We are glad to report that HORACE LATONA is well on the road to recovery after recent surgery. He is now at home but is not expected to return to work for a while. CHARLES REID is working at Horace's desk.

NORMA ALLEN FRENCH has been helping us run off the stock record cards, work for which she is well qualified through experience a number of years ago when the cards were first installed in our department.

Your correspondent attended the N.A.R.B.W.'s District No. 5 Conference in San Francisco recently, and in November served as Chairman of the Credentials Committee at the annual meeting of the California Credit Union League in Santa Rosa.

We hope there will be a lot in STORE for you this Christmas!

* * *

OROVILLE

Helen R. Small
Clayton D'Arcy

Switchman ORVILLE R. BURRIS retired from service at the yard on October 31 after 20 years with WP. Since retiring he has moved to Forbestown.

Mrs. Mary Campbell, 74-year-old widow of retired Conductor NEAL CAMPBELL, died September 18 from injuries received in a head-on collision with another passenger car after which they were struck by a second car. She was a passenger in a car with the wife of Brakeman L. C. ADAM. Mrs. Adam received serious injuries and was hospitalized for weeks. She is recovering at home. Mrs. Campbell, a Gold Star Mother, is survived by a grandson, Steven C. Gilmore; a sister, Mrs. Jennie



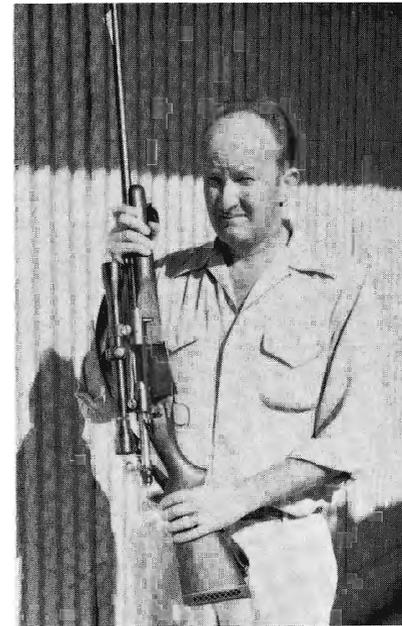
Mrs. Pat French enjoys cartoon gag given to her grandfather Tom Barry at retirement party. Mrs. Robert Kitson at left.

Carlson; brothers, George E. Gerald, Portola, and Clarence Stevens, Oroville.

Telegrapher T. L. "TOM" BARRY retired August 15. On September 1, 23 members of his family gathered at a surprise celebration of his retirement at the home of his daughter and son-in-law, Engineer and Mrs. JOHN P. RICE in Stockton. The group enjoyed dinner at "The Reef" where Tom was presented with a transistor radio, and Mrs. Barry was given a French purse. The Barry's are living in Oroville and since Tom's retirement they are taking an extensive trip through the states.

JOE REED, general clerk-warehouseman at the freight office, shouldn't be alive today. While hunting eight miles out of Crawford, Colorado on October 21, a shell exploded in the magazine of his .30-06 rifle. For reasons he would know shortly the rifle never left his hand. As he sat down momentarily to marvel at his good fortune a high-powered bullet sizzled through the brush about

a foot over his head. After walking up a road a group of by-standers surrounded Joe and examined his shattered gun. It was then that his brother, Charles, said, "Heck, Joe, your gun didn't explode. It's been shot!" Examination of the rifle's magazine revealed a clean, cylindrical hole established slant-wise through the clip. An unidentified hunter in the group apologized to Joe for firing two shots at him thinking Joe was a deer. "The man's first shot exploded my shell which is the reason I heard only one shot, and counter-acting forces explains why the rifle stayed in my hand," said Joe. Later, Mrs. Reed, who had accompanied her husband on the trip, discovered that a bullet went through his coat, made holes in his shirt and his undershirt had burns



Joe Reed displays his rifle

and ragged holes and brought blood on his chest. A doctor later spent 45 minutes removing thread and metal from Joe's chest. "It never did hurt much," commented Joe, "but how lucky can you get!"

Best Wishes for a Merry Christmas to all!

* * *

STOCKTON

Elaine Obenshain

Our best wishes to Switchman GEORGE J. SHINE who retired October 15 with 36 years four months service. George started his railroad career in 1915 as a call boy for the CM&StP, and also worked as brakeman-conductor for this company. He later worked for the FEC, AT&SF and SP before coming to WP June 9, 1927 as switchman at Oroville. He transferred to Stockton in 1934. He has no plans beyond staying in Stockton this winter.

We also wish many happy years of retirement to Section Laborer MANUEL F. LUEVANO who retired October 4. He has been employed since May 23, 1946 and was working on Stockton section. He left service several months prior to his retirement because of a poor physical condition.

Welcome to Fireman VERNAL J. JACOB, JR., back from military service. Vern was in the Army and was stationed at Ft. Benning, Georgia.

Our deepest sympathy to the families of retired Engineer EUGENE HANSEN who passed away on October 23; retired Brakeman WILLIAM H. OBELINE who passed away in September; and retired Clerk CHARLES GRINROD who passed away on November 3.

Our best wishes to Brakeman MELVIN R. BENSEL and Miss Frances Lou Ann

Vinson, who were married October 6 in the First Methodist Church in Tracy.

Clerk MIRIAM GRUDE welcomed her fifth grandchild when Shelley Pauline was born to her son and daughter-in-law, Bob and Rosalie Grude, in October.

We wish speedy recoveries to retired Brakeman H. W. GRAHAM who recently broke a hip, and to Fireman W. L. HERMANCANCE.

Have a wonderful Christmas everyone!

* * *

KEDDIE

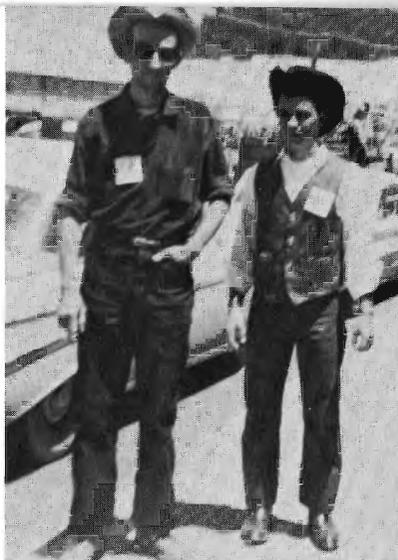
Elsie Hagen

Brakeman RONNIE WIELAND has returned home after two years with the Armed Forces in Germany. While overseas Ronnie married a girl from Holland and they have a daughter a little more than three months old who arrived before Ronnie arrived home. His wife and baby arrived from Holland on November 7 and will join Ronnie at his home in Keddie.

Brakeman and Mrs. RAY KENNY announced the arrival of Johnathan Charles Kenny on October 27. Yardmaster and Mrs. BARNEY KENNY are the grandparents. The elder Kenny's are also enjoying a visit with son Richard, home on leave from the Coast Guard.

Our hearts are sad at the loss of our lovely friend Beverly Thomas, who met with a tragic death in an automobile accident, and also for her husband, ALDEN THOMAS, who is still in a Reno hospital and recovering slowly.

Roundhouse Foreman BILL LEAVY spent two weeks hunting deer near Winnemucca which resulted in getting a spike and a doe. Other successful deer hunters are ROBERT HOLT, RALPH SHEPARD, BILL HECKELA, C. GIBSON, and JIM LYNCH.

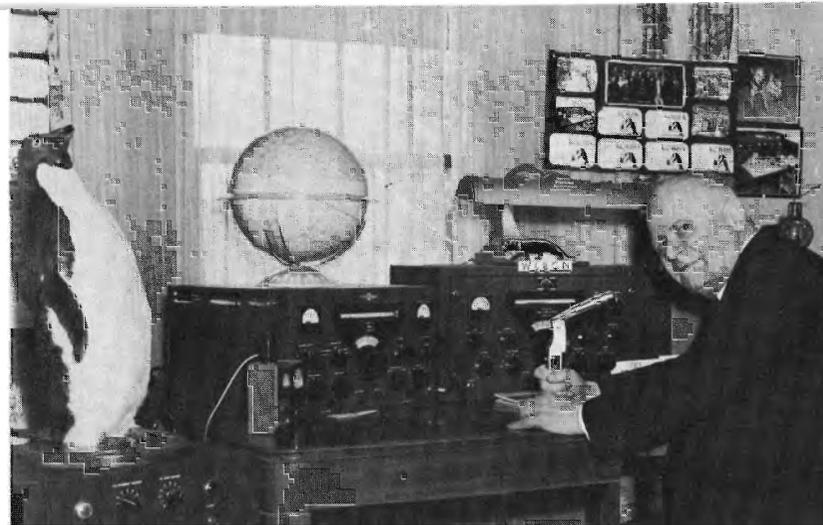


Bill Leavy and Gene Shipman in "Clampers" dress during celebration in Quincy.

Tom Shannon, son of Engineer JACK SHANNON, is the father of a daughter, Tomlyn Michele, born November 6 in Plumas District Hospital, Quincy.

Roundhouse Foreman BILL LEAVY and Fireman GENE SHIPMAN may look like desperadoes, but actually they were involved in an initiation and celebration of the "Clampers" in Quincy recently. The organization is actually named E. Clampus Vitus, a fun organization originating from the old Miners' Society for the protection of widows and orphans. There are several other clubs throughout the State and several other men from Keddie are members of the local group. On "Initiation Day" members dress up in old-time costumes, run around in old-time cars, buggys and fire engines, put on a parade and have a roaring good time.

To all WP railroaders everywhere, a Jolly Merry Christmas from us at Keddie!



Calling W6BCN

By Elsie Hagen

Little did Robert McIlveen, Jr. realize back in 1923 that a hobby he had just begun would 35 years later be a full-time replacement for over 47 years of railroad service. Being in engine service for just about all of his railroad career left insufficient time for Bob to really develop and enjoy his chosen hobby. Now, a little over five years since his retirement from WP service, Bob can fully appreciate his ownership and operation of W6BCN, an amateur radio station.

When Bob went on the air in Keddie following his retirement he little expected good results, but found that Keddie was a very good location.

One of Bob's greatest thrills was his success in making pretty consistent contact with all Antarctic stations, who depended mostly on amateur radio stations for communication with the outside world. "It has also been a great thrill

The penguin trophy shown in the photo was presented to Bob by a Navy group while in Keddie to show him a colored movie film taken in the Antarctic.

to me to communicate with many other parts of the world," said Bob, "such as Europe and Africa in the morning over the long path about 1,500 GMT (7:00 a.m. PST) and Asia and the South Pacific in the morning as well as late at night."

His transmitter is almost entirely operated on single sideband suppressed carrier fone.

Bob is moving his residence to Alameda, California, where he hopes to be able to set up his equipment and carry on as in the past. Mrs. McIlveen is also a "ham operator" and can handle the equipment equally as well as can Bob.

"Hobbies are a wonderful outlet for anyone who finds it difficult to adjust their lives following retirement," advises Bob, "and I hope that many other WP railroaders who have found a void in their activities after retirement will investigate the many forms of activities made possible through a hobby."

WINNEMUCCA

Ruth G. Smith

Fireman and Mrs. JOHN ELGES are the parents of a daughter, Toni Lyn, born September 8. She is the second child in the family, the other also being a girl.

Congratulations to Operators OLLIE and MARY EVANS who celebrated their 40th Wedding Anniversary on October 17!

Switchman and Mrs. REX BORJAS are the parents of a daughter, Wendy Lee, born October 25, which now makes a family of four.

Conductor JAMES R. HERRON died in Salt Lake City on October 25 after a heart attack. Jim had been on the *Zephyr* run between Salt Lake City and Winnemucca for eight years.

Mrs. Ida Bursse, 86, mother of Conductor RAY SMITH, died November 4. She had been visiting in Winnemucca from her home in Portola for the past two months. In addition to her son, she is survived by two daughters, Mrs. Mildred Lambert, wife of retired Engineer AUSTIN LAMBERT of Portola, and Clara Franzl of Burlingame, California.

Our best wishes for a very Merry Christmas!

* * *

WENDOVER-SALT LAKE CITY

Esther Witt, J. B. Price

On September 29 FRANCIS KENDALL "KENNY" BYRNE bid farewell to Western Pacific and his co-workers after 41 years of service. His early years as crew caller, yard clerk and warehouseman, and timekeeper, made him a typical "boomer" on the Eastern Division. Kenny was born in Evanston, Wyoming on March 22, 1901. As his father was a railroader it was only natural that



Kenny Byrne

Kenny began his railroad career at the age of 21. His first work was a crew caller at Wendover and later at Elko, Winnemucca and Reno. His timekeeping jobs took him from one station to another, many of which have disappeared. After residing in Reno from 1933 to 1942 he returned to Wendover as warehouseman and foreman and held that position upon moving to Winnemucca. He missed the old haunts and returned to Wendover again in 1946 working as warehouseman until the freight house burned. He then transferred to the yard office as a yard clerk and crew caller which position he held at the time of his retirement. Wherever Kenny goes he can be sure our thoughts will always be with him.

Retired Engineer R. E. "POP" WARNER passed away in the Salt Lake City General Hospital on September 26. Our sincerest condolences are extended to his family.

Our heartfelt sympathy is also extended to the family of retired Engineer LAWRENCE B. WAKEFIELD who passed away at the age of 70 on September 21 following a heart ailment.

Congratulations to Switchman and Mrs. REX O. BORJAS on the birth of a daughter on October 26. Grandma, Telegrapher SHIRLEY F. SEYMOUR, is elated over the arrival and has been taking care of Yvonne, the eldest grandchild.

St. Paul's Catholic Church in St. Louis, Missouri was the setting for the marriage of Joan Marie Helfert of that city and Samuel L. Wagstaff, son of Conductor and Mrs. SAMUEL L. WAGSTAFF on September 28. A reception in their honor was held at Bippens Estate, im-

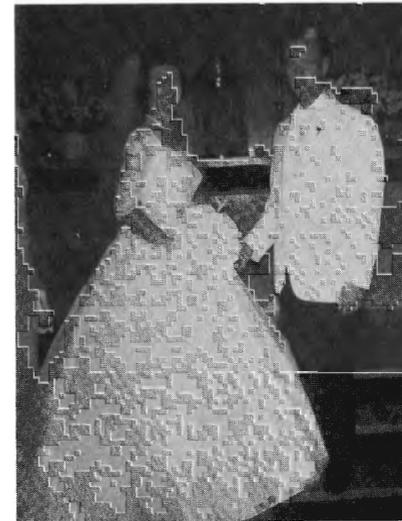
mediately following the ceremony. This was followed later by parties in Salt Lake City and in San Diego. Samuel is a former student and Lambda Delta Sigma member at the University of Utah. Congratulations to the happy young couple who is making San Diego their home.



Mr. and Mrs. Gary P. Heitkamp

Another marriage, at Our Lady of Lourdes Catholic Church on September 7, was that of Marilyn Kay Thompson and Gary P. Heitkamp, son of Conductor and Mrs. ROBERT C. HEITKAMP. The bridegroom's parents were hosts at a wedding breakfast at the Doll House, and a reception was given that evening at the home of the bride's parents, Mr. and Mrs. Albert N. Thompson, in Salt Lake City. Gary attended the University of Utah and Stevens Henager Business College. After a wedding trip to Lake Tahoe they returned to their home in Salt Lake City.

All of us were truly shocked over the sudden death of Conductor JAMES R. HERRON on October 25 following a heart ailment. A few days later, on



Mr. and Mrs. Samuel L. Wagstaff

October 30, Jim's mother-in-law, Mrs. Rasmussen, passed away. Our sincere sympathy is extended to this beloved family which includes his widow, son Richard A., Salt Lake City; two grandchildren; brother, Clyde, and sister, Mrs. Norma Blanding, both of Glendale, California.

May the Peace, Joy and Blessings of this Holy Day be with all of you this Christmas!

* * *

SAN FRANCISCO

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

Our sincere condolences to the family of JAMES J. HICKEY, director of passenger sales, whose death on October 22 was briefly reported in the last issue of MILEPOSTS, as that issue went to press.

Jim was born in Park City, Utah on June 13, 1901 and was educated in San Francisco schools. He was with the Los Angeles Steamship Company as district passenger agent when that company merged with Matson Navigation Company in 1932 and Jim was made city passenger agent. He joined WP as city passenger agent on June 1, 1934, and later served as general agent, general passenger agent, and passenger traffic manager.

Jim was a former All-City High School basketball star and later played for the Olympic Club, YMI, YMHA, and other local teams. He later refereed games for several years. He was a member of the Olympic Club, and the Elks Club,



Palo Alto, and was a past president of the Northern California Passenger Association. Among the many VIP's Jim traveled with at one time or another were former Presidents Truman and Eisenhower.

Hickey lived in Palo Alto with his wife, the former ANN BOSSIO, a former WP employee.

REINHOLD SCHMIDT succeeded FRED W. THOMPSON, who retired September 30, as yardmaster at San Francisco's 25th Street yard. "Schmidty" has been with WP since February 4, 1941 and is General Chairman for the Railroad Yardmasters of America.

MARIE SIPPLES, supervising key punch operator, reports that MARY SILAR, former key-punch operator, was successful in her bid as adjustment clerk in the accounting department, succeeding MAUDE PRINGLE who retired on October 31, after 40 years service with WP. Marie reports also that two new comptometer-key punch operators have joined her department, DOROTHY GILHOOLY and JEAN GOULD.

BOB GOLDEN, secretary in the president's office, after a six-week trip around the world, returned to work on October 15. To quote Bob: "The Jet age is fantastic! I had breakfast one morning on a boat on the Aegean Sea after a cruise of the Greek Islands, lunch in Rome, dinner in New York, and was home in San Francisco at 9 o'clock that night!" Bob's trip included Hawaii, Japan, Formosa, Hong Kong, Macao, Singapore, Kuala Lumpur, Bangkok, Rangoon, Calcutta, Benares, Agra (Taj Mahal), New Delhi, Bombay, Cairo, Luxor, Lebanon, Syria, Jordan, Isreal, Istanbul and Athens. Also, the Greek Islands of Hydra, Spetsia, Delos, Mykonos and Santorin. His travelling wasn't all by jet. Other modes of transportation included ricksha, pedi-



Traveler Bob Golden rides mule to reach village at top of 675-foot crest of rock that makes up the island of Santorin.

The Frank Thompsons in Carlsbad Cavern



cab, funicular, cable car, double-decker buses, sampans, elephant, camel, donkey, feluccas (the sailboats of the Nile), and the world's most hair-raising thrill—a taxi ride in Tokyo! His favorite visits were in Japan and Greece.

Other recent travellers were GEORGE NOISAT, relief clerk in the communication center, and his wife, who enjoyed a six-week's European tour. In a card from Dover, England, George wrote that the boat trip over was wonderful, but New York was—illustrated by dashes—"something or other."

Communications Center Day Clerk and Mrs. FRANK THOMPSON spent a month motoring through the southwestern states, including New Orleans and enroute home, Sequoia and Kings Canyon National Parks. The only trouble Frank had was in Nevada while looking for Highway 4 about 10:30 p.m. A service station attendant suggested that they shouldn't drive to Goldfield that night, but after directions to Highway 4, they arrived at their destination safely after 95 miles of narrow, up-and-down roads through canyons and mountains without meeting a soul. "I had a five-gallon extra supply of water for the car, but luckily no trouble," said Frank.

FRANK MCKINNON, chief clerk signal department, reports that Project Engineer JOHN GAVEY had a slight heart attack about October 28. He went home after one day in the hospital, is recovering, and hoped to be back at work shortly after the first of December.

Have a real Merry Christmas and a Happy New Year!

(Continued on Page 34)

Make the most of your Christmas cards by using Christmas Seals!

Caboosing . . . (Continued from Page 33)

PORTOLA

Loy Hibbs

Under the A.F.S. Program, Portola has two foreign students. The first, a young lady from Bangkok, Thailand, is staying with the family of Conductor and Mrs. CHARLES SERVIA. The second student, another young lady, is from Midwolda, Holland. She is Aletta Kranenborg, and it was at Aletta's home that Lana Parrish, daughter of Yardmaster and Mrs. HANK PARRISH, spent the summer of 1962 under the A.F.S. Americans Abroad Program. Aletta is attending high school here.

On November 8 Trainmaster and Mrs. L. E. THOMAS were installed in the chairs as Worthy Patron and Worthy Matron; and Fireman and Mrs. WILLIAM FILBECK as Associate Patron and Associate Matron, of the Portola Chapter of Eastern Star. This is Trainmaster Thomas' third year in this office.

Welcome back to DR. CHARLES BROWN, division surgeon at Portola Hospital. He returned November 18 following a recent illness.

Bond purchases increase

The 1963 Freedom Bond Drive in the railroad industry resulted in 28,000 new subscribers who signed up for the Payroll Savings Plan.

In addition, more than 2,700 railroad employees increased their allotments for purchase of bonds in the U. S. Treasury Department's railroad program. There were 219,582 subscribers at the close of the campaign, compared with 191,704 before the campaign, or a national increase of about 15 percent.

This report covers Class I railroads.

Retired Fireman BRUCE VANCE and retired PBX Operator and former MILEPOSTS' correspondent, MRS. LOUISE VANCE, have returned from a trip to Alaska. Their reports of a very exciting and wonderful time, including hunting, roads, scenery and various conditions are much too long for this allotted space, but are most interesting.

Our condolences to all of the families who have incurred the loss of their loved ones during recent months which, regrettably, have been too numerous.

We also wish to extend our very best wishes for happiness to the many Portola railroaders who have retired recently or who are expecting to retire shortly. We hope they will all be visitors occasionally.

A Jolly Merry Christmas and a Prosperous New Year to all!

The real trouble with teen-agers



Today's teen-agers are quite a crew! They stand taller, stronger, healthier. They run faster, know more, do more homework, get tougher schoolwork. They're better equipped educationally than any group of teen-agers in the history of the country. Nature never produces a totally perfect crop of anything. The next time some teen-agers get out of line and disgrace their group, don't fall into the trap of indicting them all with a sweeping statement that begins, "The trouble with teen-agers today is" The real trouble with teen-agers is that they have not been around long enough to adjust to this ever more complex world. You have been around at least twice as long and maybe your adjustment isn't so hot either!



Paul Jenner honored

At a special presentation in Vice President H. C. Munson's office during November, Paul H. Jenner, retired assistant to general manager, received an honor award on behalf of the Railroad Section of the National Safety Council. The award was in recognition of Paul's excellent service to the safety movement.

Making the presentation were M. A. Nugent, superintendent of safety, Southern Pacific Company, left in picture above, and H. C. Munson.

Paul became assistant to general manager in charge of operating rules in 1946 after about 29 years in WP engine service. He formulated the road's first air brake booklet that year and was put in charge of safety in 1952. He worked

closely with the Association of American Railroad's safety campaigns for more than eleven years, and frequently contributed articles on safety for MILEPOSTS.

Here are five simple rules to apply to every job, even those which are routine:

1. Size up the job.
2. Spot the hazards.
3. Plan to control the hazards.
4. Work the plan.
5. Don't take chances—play safe.

It is bad enough when we endanger our own lives through carelessness, but when we realize that the lives of others are involved we should certainly obey our Rules of Safety.

Safety is a 24-hour-a-day affair, day in and out, at home and at work.

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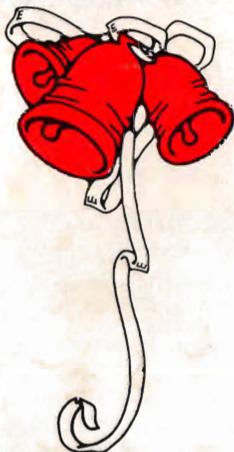
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