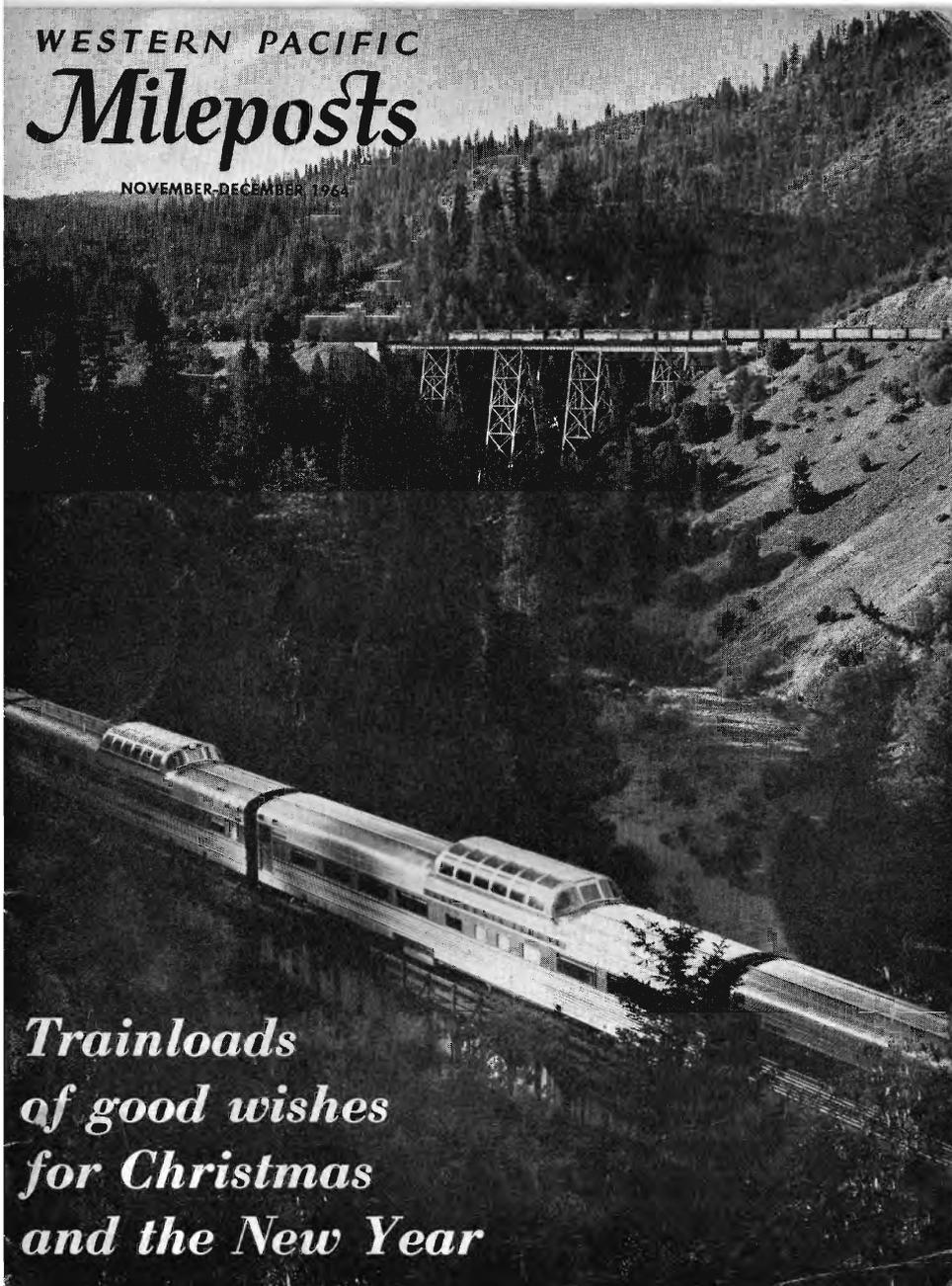


WESTERN PACIFIC  
*Mileposts*

NOVEMBER-DECEMBER 1964



*Trainloads  
of good wishes  
for Christmas  
and the New Year*



## Merry Christmas

To All Members of the  
Western Pacific Family:

WITH so many changes going on throughout this world of ours each day, it's comforting to know that Christmas remains unchanged.

In celebrating the birthday of the Christ Child let us not forget the deeper meaning of life for which Christ stood. "Peace on earth, good will toward men" is not an empty phrase if we will be always mindful that we have the power within ourselves to make it so.

Though this troubled world is beset by many problems we can be thankful that the Christmas spirit still lives and at this season of the year we can rejoice in close family ties and the warm friendships we make each year. Let us enjoy to the full the bright gladness Christmas brings to our children and their children just as it has over the years.

Looking forward to the New Year let us resolve that we can always learn to better live, work, and play and strengthen our faith in our fellow man.

Speaking for our directors and officers, I thank each of you for your continued loyal and able assistance during the past year, and wish for you and your loved ones a very Merry Christmas and a New Year filled with happiness, good health, and good cheer.

Sincerely,

*F. B. Whitman*

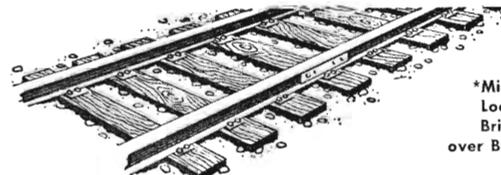
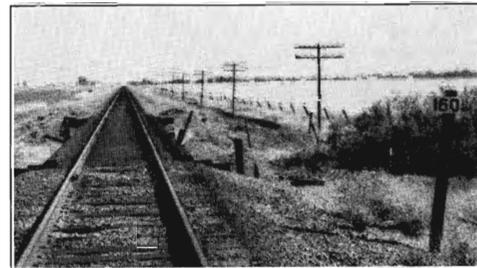
# WESTERN PACIFIC Mileposts

Volume XVI, No. 6

NOVEMBER-DECEMBER, 1964

\*Milepost No. 160

Public Relations Department  
WESTERN PACIFIC RAILROAD  
SACRAMENTO NORTHERN RY.  
TIDEWATER SOUTHERN RY.  
526 Mission Street  
San Francisco, Calif. 94105  
Lee "Flash" Sherwood, Editor



\*Milepost No. 160:  
Looking east past  
Bridge No. 160.05  
over Bunkham Slough

## MANIFEST

|  |                     |
|--|---------------------|
| A Western Pacific freight heads for Bieber over "Inside Gateway Route" as eastbound <i>California Zephyr</i> approaches Keddie in photo by noted railroad photographer, Richard Steinheimer..... | Page<br>Front Cover |
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Over-all view shows redesigned flatcar with 96,000-pound KOEHRING SKOOPER and, on near end, a 21,000-pound counterweight used on rear of SKOOPER to balance weight of shovel when under load.

## Flatcar redesigned to better handle heavyweight machinery

THE impact testing of a newly designed railroad flatcar in Milwaukee, Wisconsin, on October 4 marked the end of a development project which began many months ago.

Early in 1964 R. C. Schulz, traffic manager for Koehring Division of Koehring Company, and R. F. Johnson, Western Pacific sales representative, discussed in Milwaukee the need for a specially equipped flatcar which would solve many loading and unloading problems of the heavy machinery industry, particularly Koehring, manufacturers of cranes, excavators and paving equipment. Standard flatcars require extensive blocking and bracing to secure construction machinery and parts to a car for shipment. In addition, unloading and assembly of units at their destinations require considerable time and effort. It was recognized that a flatcar designed to reduce loading and unloading problems and costs would benefit both the machinery and railroad industries immeasurably.

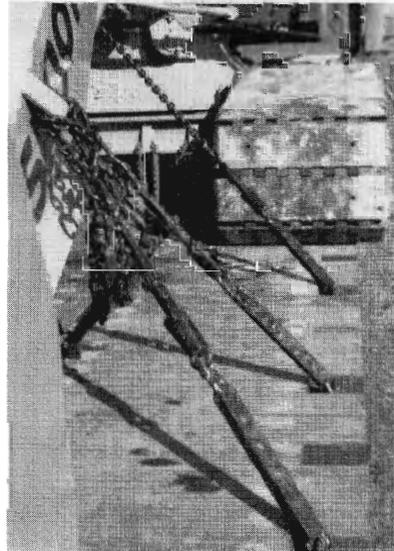
Johnson initiated and coordinated the program, which later led to the development and engineering of the flatcar design jointly by Western Pacific's marketing field services, Koehring Company, and Brandon Equipment Company of Chicago Heights, Illinois. The final decision was to design a tie-down system patterned along the lines of a Brandon system already being applied to flatcars for use in shipping relatively light-weight farm machinery. Extensive modifications were necessary to allow for shipping heavy machinery weighing in excess of 100,000 pounds.

The result was a unique tie-down system which employs two channels running the length of the flatcar into which winches are inserted. The winches can be positioned every three inches. The chain assembly is attached to each winch for securing the middle and/or lower portions of the machinery. Down the side of the car, midway between each stake pocket, is welded

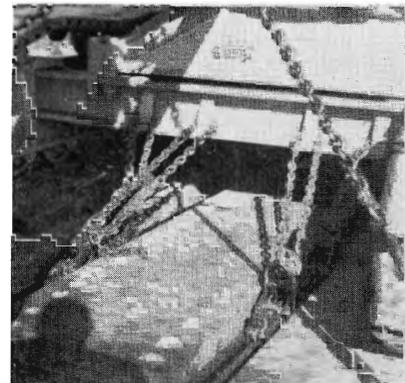


View from rear of flatcar shows two channels in flatcar deck in which winches are positioned to secure inboard tie-down chains. View also shows outboard tie-down chains secured to car sides.

Closeup view below shows outboard tie-down chains secured to brackets along side of car. First 12 inches of tie-down chains are molded in rubber to allow cushion protection for load.



View below is closeup of inboard tie-down chains secured to brackets along side of car. Chains from underneath center of machine are attached to winches which can be positioned every three inches in deck's channels.



(Continued on Page 6)

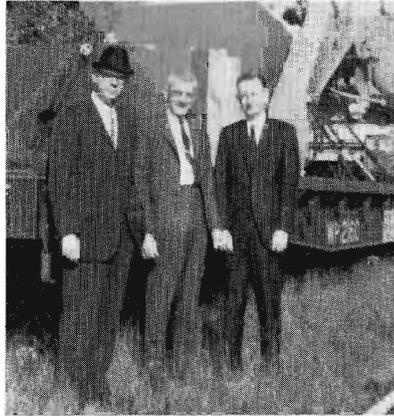
## Flatcar redesigned ...

(Continued from Page 5)

a heavy-duty tie-down bracket to which additional chain assembly units with cushioning devices can be bolted. They secure the outside and upper portions of the machinery. The system is designed for quick, simple, and positive securing of the unit and related parts. Winches and side chain assembly units are easily applied to or removed so that loading forces need only use as many securing devices as are necessary for safe shipment of lading. This particular flatcar was equipped with an end-pocket hydraulic cushioned coupling unit with ten inches of travel for additional lading protection.

Load on the car was the KOEHRING 505 SKOOPER, a 4-yard all-hydraulic excavating machine weighing 96,000 pounds, and a 21,000-pound counterweight. Tests involved impacting the car in accordance with standard A.A.R. procedure against a cut of five empty cars on Milwaukee Road tracks near

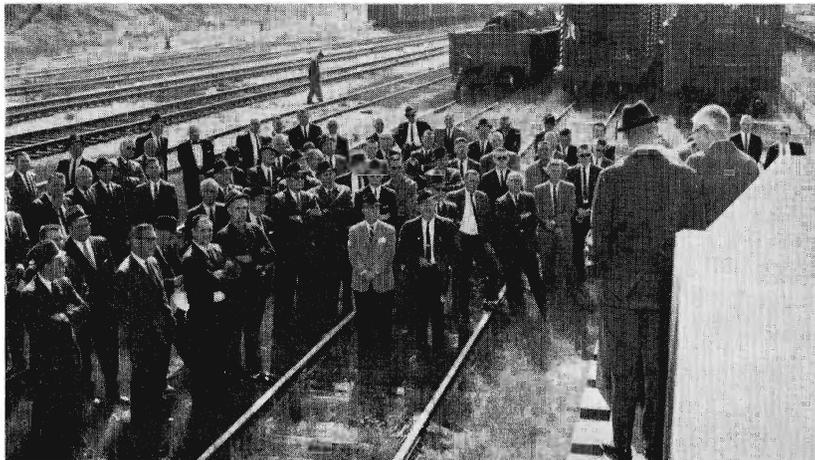
Great interest was shown by the audience witnessing the SKOOPER demonstration conducted by Ronald C. Schulz and Leo F. Delventhal, Jr.



Ronald C. Schulz, traffic manager, Koehring Division, Koehring Co., Milwaukee; Leo F. Delventhal, Jr., manager WP's marketing field services; and R. F. Johnson WP sales representative who progressed development of the new flatcar.

the Koehring Division plant in Milwaukee. Impact speeds of 3½, 4½, 6, 7½, and 9 miles per hour were recorded. Inspection of the load following impacts revealed absolutely no movement of lading on the car and no loosening of tension in the securing

(Continued on Page 7)



Willard Workman, left, receives Annual Report Award from Richard Anderson, editor and publisher, *Financial World*.

## 1963 annual report wins award

Chosen over many entries, Western Pacific's 1963 Annual Report was selected for a second place award among entries from railroads with revenue under \$60 million in *Financial World's* 24th Annual Report Survey. The announcement was made at *Financial World's* Annual Reports Awards Banquet in New York on October 27.

Willard M. Workman, WP's sales manager in New York, accepted the award for the railroad from Richard J. Anderson, editor and publisher of the

nation's oldest business and financial weekly.

Approximately 5,000 annual reports in 97 categories were reviewed in the competition and were judged by a distinguished panel of judges after several months of study.

The award presentations were witnessed by more than 1,000 business, industrial and financial leaders from throughout the United States and Canada.

## Flatcar redesigned ...

(Continued from Page 6)

devices. A shipment of a similar piece of equipment by Koehring Division to Oroville, California, was delivered early in November by Western Pacific. Manager Leo F. Delventhal, Jr., marketing field services, reported that the load arrived at destination in perfect condition.

Witnessing the Milwaukee tests, of what is believed to be the first such lading device applied to a flatcar to handle heavy road machinery of excessive weight, were a large attendance of representatives of construction machinery manufacturers; the Road Machinery Traffic League; railroad and other carriers; and traffic managers from various industries.

## “Mystery Fan” winners had a Picnic!

WESTERN PACIFIC hit a jackpot during 1964 with a successful “Mystery Fan” contest conducted as a direct mail advertising campaign. The winners, literally and figuratively, “had a picnic.”

The nearly year-long campaign evolved around a series of six advertisements placed bi-monthly in railroad trade magazines. Each ad included an unidentified picture of a nationally-known industrial traffic manager. As a clue to his identity, a short testimonial told how his particular company benefited from WP services.

Contest entry was limited to traffic department employees of companies and government departments shipping and receiving freight. All the entrant had to do was to identify the “Mystery Fan” by writing his name on a business card or company letterhead. For his astuteness, the entrant received for identifying each of the first five “Mystery Fans” an appropriate (another way of saying “not too costly”) gift. For correctly identifying all six “Mystery Fans” the entrant was rewarded with “an even more appropriate gift.”

The first five gifts—a live seedling pine tree, salt and pepper in attractive containers, container with sugar, picnic cloth and napkins, and cans of deviled ham—led up to the final gift, a large wicker picnic basket with knives, forks

(Continued on Page 9)



Those identifying each “Mystery Fan” received with their prizes a message similar to one above which went to final “Jackpot” winners.

Among the many winners around the country were Gordon G. Brown and James G. Manning, Western Wood Products Assn., and W. C. Cole and John H. King, Georgia Pacific Corp., shown left-right with District Sales Manager Ken E. Cochran, center, Portland, Ore., who made presentations.



## “Mystery Fan” . . .

(Continued from Page 8)

and spoons and two bottles of California wines. In each instance, the gifts were products of shippers served by WP, emphasizing the fact that WP is a major carrier of lumber, salt, sugar, paper, canned goods, and wines.

Winners were located throughout the country, and the effective campaign resulted in much comment and goodwill favorable to Western Pacific.

Taking part in the contest as the six “Mystery Fans” were Oliver H. Stieber, general traffic manager, Crown-Zellerbach Corp.; Hugo N. Waninger, vice president, Anheuser-Busch, Inc.; Richard M. Boyd, director of traffic and transportation, Pittsburgh Plate Glass Co.; E. F. Mundy, vice president, National Biscuit Co.; F. W. Fuller, traffic manager, Fisher Flouring Mills Co.; and Rhodes C. Berrey, vice president-traffic, United States Gypsum Co.

Winners in District Sales Manager Donald O. Schroen's Cleveland, Ohio, territory were W. S. Mathes, Jr., ATM, W. G. Zurik, GTM, on left, and H. J. Carnerie, traffic assistant, right, of the Pickands Mather & Company.



Senior Sales Representative Harry I. Stark, San Francisco, had two winners in his territory. Above, District Sales Manager Joseph F. Hamer, left, and Harry, assist Traffic Manager Gene S. Feise, Calaveras Cement Co. Division of the Flintkote Co., open his picnic basket.

Below, William D. Wagstaffe, right, assistant traffic manager, California Packing Corporation, San Francisco, shows Harry picture of his family who, “Bill” assured Harry, will thoroughly enjoy forthcoming picnics with his grand award.



## Three promotions announced

George K. Wenig, former district sales manager at Chicago, was made sales manager effective October 27.

A native of Chicago, George began his career with Western Pacific as a messenger - stenographer-clerk in that city on May 15, 1929. Six years later he was promoted to freight and passenger sales representative and in 1941 became chief clerk. In 1951 he was again promoted to position as general agent, which title was later changed to district sales manager.

George inherited his interest in transportation from his grandfather and father who, in the early 1900's, owned and operated the Wenig Teaming Company, one of Chicago's oldest and largest drayage firms specializing in the hauling of flour.

George has remained a bachelor and lives on Chicago's north side.

\* \* \*

Leo N. Kaminsky has been established as resident sales representative in the Buffalo, New York area effective September 1. His territory, in general, includes the western half of New York state and the central portion of the Province of Ontario, with headquarters at Cleveland, Ohio.

Leo was raised and educated in Pittsburgh and started his career in

purchasing and traffic with an industrial firm. He joined Western Pacific as chief clerk of the Pittsburgh office in 1953. He was transferred to Detroit as sales representative in 1957 and since then has traveled for the railroad throughout Michigan and parts of Ohio, Ontario and Quebec.

Leo and his wife, Jean, with sons Leo, Jr., 15; James, 9; and daughter Jean, 6; will live at 2374 Parker Boulevard, Tonawanda, New York.

\* \* \*

O. L. Hocker, Jr. was promoted October 1 to position as industrial agent. "Dick" came to Western Pacific in 1951 as chief clerk in the freight traffic

(now marketing) department at Sacramento, which title he took with him to Oakland in 1953. Later that year, and for the next four years he worked out of Oakland as sales representative. He entered the industrial development and real estate department in 1957 as chief clerk and became assistant industrial agent in 1959. From 1961 he was on special assignment as sales promotion assistant for about one year before returning to the industrial department in 1962 as assistant industrial agent.

"Dick" served in the U.S. Navy during World War II, and in 1959 married Bea Carrillo, then secretary to the director of industrial development. They have two sons, Richard and Michael, ages four and two years. His father is

(Continued on Page 11)



## Three promotions . . .

(Continued from Page 10)

a retired Southern Pacific locomotive engineer.

While he likes to believe that "I'm not hitting the ball very well," he seldom gets out of the low 80's unless it's in the high 70's when playing a familiar or unfamiliar golf course which should be sufficient to keep him from hunting and fishing which he also claims to enjoy.

## Transportation Club elects John Carroll

John Carroll, sales representative for Western Pacific at San Jose and a 28-year veteran with the railroad, was elected president of the Transportation Club of Santa Clara County for the year 1965.

John was informally introduced as president during the Club's annual ladies night and Christmas party at the La Rinconada Country Club on December 4. He will be formally installed to office in January.

John will have assisting him as perennial Club secretary, Charles H. Myers, a former two-year director of the club and now a Life Member. Charley retired from WP on June 30, 1962 after a half century of railroading of which 17 years were with the WP.



*Christmas Seals on  
your holiday mail fight  
tuberculosis and other  
respiratory diseases*



## Transportation scholarship for women students

To encourage advanced undergraduate collegiate study in the field of transportation and traffic management, the Women's Traffic & Transportation Clubs announce their fifth Fred A. Hooper Memorial Scholarship for the academic year 1965-1966.

Any woman with junior-year standing, enrolled in a degree program in an accredited institution of higher learning, offering courses in transportation and traffic management, who intends to prepare herself for a career in these areas is eligible. The \$1,000 award will be based upon scholastic ability, need and potential, and is intended primarily for the senior year of study.

The award, contributed by the Women's Traffic and Transportation Clubs, members of the Associated Traffic Clubs, throughout the United States and British Columbia, will be awarded to the recipient in two or three equal installments at the beginning of each academic semester or quarter respectively.

Selection of the recipient will be made by the Award Committee from members of the Women's Traffic and Transportation Clubs and the awardee will be announced during National Transportation Week, May 16-22, 1965.

Application forms are available from Miss Bess Jackson, chairman, Fred A. Hooper Memorial Scholarship Fund, 538 Glen View Avenue, Apartment 6, Oakland, California 94610. Completed applications must be in the hands of the Award Committee by March 15, 1965.

## Heartfelt Thanks

Will you please convey my heartfelt thanks to my many, many friends who contributed so generously toward my retirement party and beautiful gift. Needless to say, I certainly will miss the contact I have had while employed on the Western Pacific for the past 37 years, and fully realize I have a difficult adjustment ahead of me. However, I take fond memories with me into my retirement and my friends will never be forgotten.

"Bert" Elliott  
Box 186  
Elko, Nevada

\* \* \*

## Dear Friends

On the evening of November 14 a dinner party was given to honor me on my retirement as yard clerk at Winnemucca.

The beautiful gifts which I received will be cherished as long as I live because they were presented to me by my friends and fellow employees on the Western Pacific.

I wish to extend to each and every one of you my sincere thanks, appreciation and gratitude for all you have done for me during my years of service.

Thelbert E. Lewis  
Winnemucca, Nevada

\* \* \*

## Worked on First Train

Enclosed is postcard to keep my name on MILEPOSTS' mailing list. Being one of the old timers I do not want to miss a single issue.

On August 22, 1910, I was the flagman on the first through passenger train called the "News Special." We



# Dear Editor:

took the equipment out of Oakland and layed over in Oroville until the train returned from Salt Lake City with the newspaper men. Stephen was the conductor, Mike Boyle was the engineer, Ed Lees the fireman and Estrader the other brakeman. Trainmaster Corvin picked me and Estrader out of twenty for the train. However, I was flagging at Marysville and they forgot to call me in so I caught the first train for Oakland. The band was playing at Marysville and there was dancing in the baggage car. Just too much excitement.

F. E. Farley  
755 Story Road  
San Jose, California

\* \* \*

## Old Memories

Seeing old pictures sent in by Conductor Tom Fox (May-June 1964 issue) brought back old memories. I knew all but two of the trainmen in that picture taken at Gerlach.

I saw a lot of history made on the WP during 17 years



Retired Agent Lowe, opposite page, reads about big snowstorm at Burmester in 1937, and his picture, above, shows Western Pacific fast freight No. 62 at Burmester with Conductor Tom Fox and Engineer Tom Ray during year 1939.

service and I enclose some pictures I dug up which you are welcome to. Wish I could live those steamer days over again.

Sure glad to hear Tom Fox is still around. He was one of the best conductors I ever knew.

R. M. Lowe  
Retired Agent  
Snyder, Oklahoma

\* \* \*

## Maybe?

Can you tell me why, or for whom, the Mabie siding outside of Portola re-

ceived its name? If you can in any way through MILEPOSTS obtain this information it would be appreciated.

The name Mabie, represents a French Huguenot family who came to what is now New York City in 1623 and were among the first settlers of this predominantly Dutch colony, now New York State.

Today, we have over 10,000 descendants recorded, a large number of whom went to California over the years and we are, therefore, interested in any mention of the original name.

Royal A. Mabee  
377 Plymouth Street  
Abington, Massachusetts

*(Editor's note: Any information would be welcome by Mr. Mabee and should be sent direct to him.)*

\* \* \*

## Out of this World

Amidst the deluge of address changes I slipped up on advising MILEPOSTS and that's one publication I don't want to miss.

This retirement development is "out of this world." You should drop out for a visit.

I see Clarence Droit at the shop area occasionally though he isn't scheduled to move in until December. He's been "mugged" in his shop costume and now appears in a colored photograph brochure as part of our publicity. He was an early bird out here but his Manor is late in construction.

Charles E. Forseth  
1124 Oakmont Drive  
Manor No. 1  
Walnut Creek, Calif. 94597

Joy means all is calm  
with the world.  
Joy means all is bright  
for the people in it.  
Joy means peace on earth  
(including Viet Nam).

Joy means that man may aspire  
and plan and progress in  
Appalachia  
the same as he does in  
Scarsdale.

Joy means dreamless sleep for  
those in the world who now  
live in fear.

Joy means the tranquil lamb  
may lie down with the  
tamed tiger.

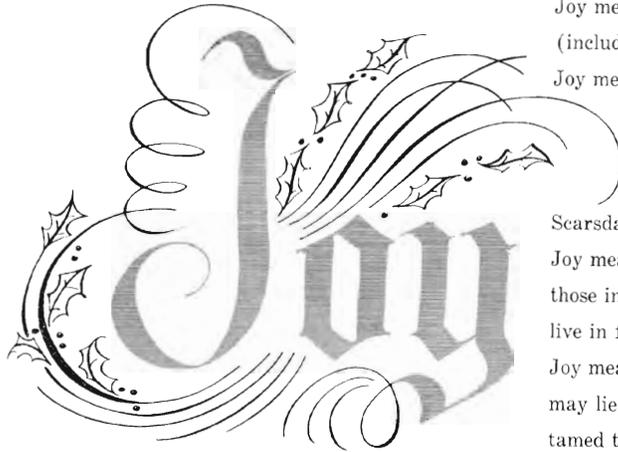
Joy means the scientist works  
to glorify man,  
not to bury him.

Joy means hope to the  
disillusioned child.

Joy means no man will grieve  
on the outer limits of society,  
but shall walk as tall as any.  
Our traditional carol does not say,  
"Joy to Cleveland,"

nor even  
"Joy to America."

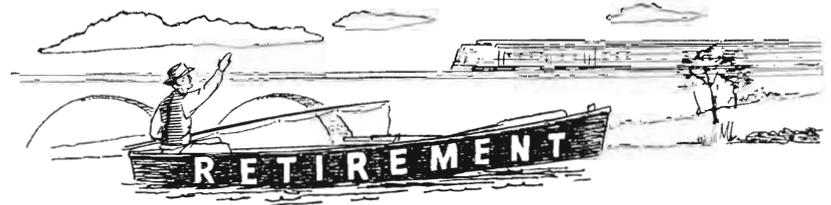
If, as responsible people, we can  
work to make all of the above  
come true,  
how joyfully we can then sing,  
"Joy to the world!"



This  
message  
is from...



COPYRIGHT © 1964 BY NEWSWEEK, INC.



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:

*Isiah H. Crauford*, switchman, Sacramento, 20 years 9 months.

*James M. Eliason*, extra gang laborer, Extra Gang 34, 13 years 6 months.

*Hobert H. Elliott*, division engineer, Elko, 36 years 10 months.

*Edward N. Evans*, hostler helper, Oakland, 18 years 11 months.

*William M. Fosdick*, train desk clerk, Keddie, 20 years 10 months.

*Jose G. Gonzalez*, track laborer, East Arboga, 12 years.

*Samuel Hearon*, janitor, 18 years 4 months.

*Walter Kirchner*, blacksmith helper, Sacramento, 22 years 6 months.

*Thelbert E. Lewis*, yard clerk, Winnemucca, 45 years 5 months.

*Heazle B. Majors*, Central California Traction Co. brakeman, Stockton, 11 years 2 months.

One woman's definition of retirement: "Twice as much husband and half as much income."

\* \* \*

**Your safety during 1965  
will be the finest gift you can  
give to your family next  
Christmas!**

NOVEMBER-DECEMBER, 1964

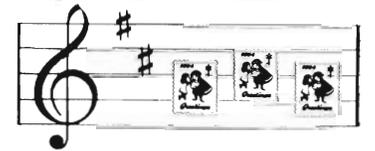
*Gay M. Mecham*, carman, Oakland, 17 years 10 months.

*John P. Noggle*, brakeman, Western Division, 28 years 4 months.

*Francis E. Rist*, switchman, Oroville, 24 years 5 months.

*Kenneth R. Vanskike*, warehouse foreman, Sacramento, 27 years 8 months.

*Walter H. Young*, locomotive engineer, Portola, 45 years.



Sing a song  
of Christ - mas,  
A stock - ing full  
of cheer;  
Christ - mas Seals  
on all your mail  
Will mean a  
Health - ier Year!

## Annual Retirement Party

**M**ORE THAN 250 employees and friends attended the Annual Western Pacific Retirement Party in Sacramento on December 5 to honor 85 employees who retired from the railroad during the year 1964.

Nine employees of those honored each had 40 or more years service. Heading the roster in years of service was Locomotive Engineer W. H. Young of Portola with 46 years and 7 months. Blacksmith Foreman J. E. Asbury, Sacramento, was next with 45 years, followed by Marine Oiler T. G. Winton with 43 years.

The entire group had worked for the railroad for a total of nearly 2,500 years.

The party this year was held for the first time at the beautiful Fairlake

Racquet Club. A social hour and dinner preceded the introduction of the honored guests who heard messages of congratulations and best wishes from officers of the company. Following was an excellent program of varied entertainment by talented professional and semi-professional performers. Among those appearing in the program were "Miss California," "Miss Mississippi," "Miss Sports Show," and the "Harmonica Madcaps" who have appeared on the Ed Sullivan Show, hotel shows at Las Vegas, and who came to Sacramento from Hollywood especially for the retirement party.

Considerable credit for the success of the party was due to perennial Chairman H. A. O'Rullian and his able committee.



President F. B. Whitman, left, extends best wishes to Engineer Young and Blacksmith Foreman Asbury who led the roster in years of service among those who retired during 1964. Sacramento Union photo.

## Five SN "rails" amass two centuries of service

A small group held a luncheon at Sacramento's Sutter Club on December 7 to honor five Sacramento Northern railroaders whose SN service totaled 205 years during 1964.

Heading the list with 45 years service is Rex T. Kearney, president and general manager for SN and Tidewater Southern, whose service began on the Tidewater on June 17, 1919. The other four, each with 40 years service, are James W. Davis, trainmaster-agent, with service from August 26, 1924; Julius A. Lundey, conductor, who entered service on May 12, 1924; Laurence "Larry" R. Ramsey, cashier-bill clerk-warehouseman, with SN since January 27, 1924; and Milton F. Ziehn,

SN and TS corporate secretary, who began service February 15, 1924.

WP's Executive Vice President M. M. Christy presented Kearney with his 45-year Service Pin and Kearney presented 40-year Service Pins to the other four honored guests.

Also present were SN Superintendent H. J. Mulford; and from WP, Chief Mechanical Officer E. T. Cuyler; General Superintendent L. D. Michelson; Assistant Superintendent L. W. Breiner; District Sales Manager (WP and SN) R. L. Runge; D. H. Copenhagen, assistant to vice president-marketing; and B. E. Pedersen, director advertising and public relations.

Standing behind a facsimile of a Sacramento Northern service pin are, left to right: Milton

Ziehn, "Larry" Ramsey, Rex T. Kearney, James W. Davis, and Julius A. Lundey.



# MILEPOSTS



# IN GOLD

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

### 40-YEAR PINS

Don C. Marshall.....Locomotive Engineer.....Western Division  
George H. Patterson.....Conductor.....Eastern Division

### 35-YEAR PINS

Varian Anderson.....Water Service Maintainer.....Eastern Division  
William B. Anderson.....Asst. Gen'l Supvr.-Work Equipment.....Oakland  
Clarence L. Elliott.....Section Foreman.....Eastern Division  
Samuel Reay.....Asst. Signal Supervisor.....Livermore  
Russell P. Rickmon.....Carman.....Oakland  
Walter J. Smith.....Section Foreman.....Eastern Division  
Charles N. Tackett.....Sales Representative.....Spokane, Washington  
Frank Vasquez.....Carman.....Elko

### 30-YEAR PIN

Howard D. Atkinson.....Locomotive Engineer.....Western Division

### 25-YEAR PINS

Frank Ahlert.....Asst. Auditor of Disbursements.....San Francisco  
Robert B. Ritchie.....District Sales Manager.....Cincinnati, Ohio

### 20-YEAR PINS

Eugenio Arano.....Laborer.....Elko  
John F. Bass.....Switchman.....Eastern Division  
Ora L. Dugger.....Roundhouse Laborer.....Oroville  
Lionel C. Gilbert.....Conductor.....Western Division  
Delbert J. Hansen.....Machinist Helper.....Oroville  
Hearold Huntoon.....Carman.....Sacramento  
Lee M. Jones.....Conductor.....Western Division  
William Lewis.....Fireman.....Eastern Division  
Valentino Martin.....Clerk.....Winnemucca  
Maxine H. Naisbitt.....Transportation Clerk.....Sacramento  
Ernest J. Pontiffet.....Waiter.....Dining Car Department  
Marian A. Selders.....PBX Operator, Typist-Clerk.....Sacramento  
Theodore A. Smith.....Locomotive Engineer.....Western Division  
George W. Strattan.....Dispatcher.....Sacramento  
Alexander P. Wichmer.....Telegrapher.....Western Division  
Hattie V. Williams.....Relief Clerk #5.....Stockton

### 15-YEAR PINS

John T. Chavez.....Welder Helper.....Welding Gang #1  
Bruce W. McCurdy.....Associate Engineer.....San Francisco  
James Parrish.....Section Laborer.....Western Division  
Darrel D. Stahl.....TCS Maintainer.....Belden

### 10-YEAR PINS

R. Anaya.....Section Laborer.....Western Division  
E. A. Beeman.....B&B Carpenter.....Western Division  
I. A. Esquivel.....Extra Gang Foreman.....Western Division  
Frank Frazier.....Carman.....Oakland  
E. G. Schronen.....Helper.....B&B Gang #6

\* MILEPOSTS regrets having incorrectly listed in the September-October 1964 issue the title of Frank W. Steel as director of pricing. Frank's correct title is assistant vice president-pricing.

Wife, addressing Christmas cards, turns to husband: "John, should we send one to the Jones? We sent them one last year and they

didn't send us one, so they won't send us one this year because they'll think we won't send them one because they didn't last year."

## New book on Northwestern Pacific

A new book, telling for the first time the complete story of Northern California's Northwestern Pacific Railroad, went on sale December 1.

The *Northwestern Pacific* is a book representing over ten years of painstaking effort on the part of the authors, Fred Stindt and Guy Dunscomb. The writers collected photographs from many sources—some dating back over 70 or more years; interviewed present and retired Northwestern Pacific officers and employees; pored over old newspaper accounts; tramped rights-of-way through the Redwood Empire; and personally supervised the reproduction of the more than 500 crystal clear photographs and make-up of the book.

In addition to the detailed history of the line and its predecessors, the 272-page 8½ x 11" book contains rosters

of the road's locomotives and rolling stock plus ferry boats which once plied the San Francisco Bay to Marin County points. Nine maps and lists of facilities on the line, as well as a full index, complete the book.

Stindt and Dunscomb are not newcomers to the book field. They collaborated on a similar, though smaller, history of the Western Pacific, and Stindt has published several papers on portions of the Northwestern Pacific and a history of the SP commute system. Dunscomb issued an account of SP locomotives, the most detailed ever published, in 1962.

Cost of *Northwestern Pacific—Redwood Empire Route* is \$12.50, and is available at book stores or direct from Fred A. Stindt, 978 Emerald Hill Road, Redwood City, or Guy Dunscomb, 1418 Fordham Avenue, Modesto.

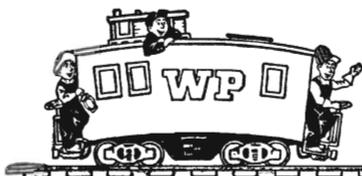


W. B. Anderson, assistant general supervisor-work equipment, right, first worked for WP on November 21, 1929. After receiving 35-year Service Pin and congratulations from Chief Engineer F. R. Woolford, "Bill" received best wishes from left-right, C. E. Elliott, Gordon Switzer, and A. W. Carlson.

Photo by Robert A. Failing.



"This is an honor and a privilege," said President F. B. Whitman pinning a 45-year Service Pin on Assistant Vice President-Pricing Frank W. Steel's coat lapel. Frank's entire working career has been in WP's marketing (formerly traffic) department. Most of his duties since October 9, 1919, have involved rate matters.



# Caboosing

## KEDDIE

Elsie Hagen

GORDON THOMPSON and his wife, whom he married while in military service, are now living in Quincy and he has returned to WP service as a brakeman following service with the U.S. Air Force at Trenton, N.J.

Retired Fireman CHARLES MITCHEL died in the hospital in Quincy at the age of 82. He had lived in Keddie for over 25 years. He was born in Tondowanda, N.Y. in 1882 and served in China with the U.S. Navy from 1905 to 1909.

Richard L. Thomas, son of Conductor ALDEN D. THOMAS, completed a Red Cross senior life saving course on September 27 while serving with the Second Battalion, First Marine Regiment, First Marine Division at Camp Pendleton, California. The 10-day course, taught at San Mateo Area Pool, includes 11 miles of swimming, part of which is a four-mile completion test. Richard entered the service in September 1961 following graduation from Quincy High School.

PHILLIP OELS transferred here from Portola and is working as train desk clerk in the position "BILL" FOSDICK vacated upon retirement. Phillip's father, C. A. OELS, is a retired operator.

"Grandpa and Grandma" LAUREL FISHER, former residents now living in

Sacramento, are pleased as can be over the arrival of a child in the home of their son, Walter and his wife. No further details were available at this time.

Train Desk Clerk and Mrs. RONNIE WIELAND are parents of a son born September 26. They also have a daughter.

Nettie Monro, mother of Conductor WILBUR STUBBLEFIELD, SR. and grandmother of Train Desk Clerk WILBUR STUBBLEFIELD, JR. died of a heart attack in Quincy Hospital on October 25.

A retirement dinner was held in the Keddie Banquet Room on November 4 for Train Desk Clerk WILLIAM M. FOSDICK. About 70 friends attended the dinner honoring "Bill's" nearly 22 years with Western Pacific and more dropped in later in the evening to wish



Bill Fosdick, his daughter, and two grandsons

him well. He had worked at Keddie for the past 10 years. His daughter from Ventura, Mrs. Lavennia Oelschlaegel and her sons, Donald and Victor, were also present. A beautiful cake was served after the dinner and "Bill" was presented a billfold.

RALPH SHEPARD, roundhouse foreman, and his wife have moved to Portola. I was in error in announcing shortly after they were married that they would live in Oroville.

Engineer HARRY ALT has been confined to his home for over a month with what was at first thought to be a heart attack but later was found not to be. He is feeling much better now and is back on the job.

Roundhouse Clerk CLAUDE EDWARDS is in the hospital recovering from a heart attack and we're happy to learn that he is recovering. His position is being handled by Mrs. ROSEMARY LEAVY.

*May I take this opportunity to wish a sincere Merry Christmas and a Happy New Year to all MILEPOSTS' readers!...*

## SACRAMENTO

District Sales Manager ROBERT L. RUNGE was principle speaker at the Pacific Railway Club meeting in Roseville on November 19. His talk—"Project O"—described the construction of the Oroville Dam—the "greatest earth moving show ever staged," and was accompanied by a 20-minute showing of color slides illustrating the various functions involved. At the present time the Oro Dam Constructors are moving a 40-car loaded train every 20 minutes, 21 hours per day, 5 days per week, a schedule expected to be continued for the next three years. The fill material from borrow pits amounts to 77 million

cubic yards (154 million tons of earth and rock) and is being moved an average distance of 12 miles. This 154 million tons represents enough bulk to fill 1½ million 100-ton railroad gondola cars, Bob told the audience.

Sales Representative BOB ROUSE assisted Runge with the slide show.

Specialist 4 David C. Charlebois, Jr., son of Division Maintenance Engineer DAVID CHARLEBOIS, was selected as the Fairchild Armed Forces "Man of the Month" for October. Specialist Charlebois, a fire control operator at one of the 1st Missile Battalion's Nike-Hercules missile sites at Medical Lake, Wash., was selected by a board of Air Force and Army officers in competition with soldiers and airmen assigned to Fairchild Air Force Base. "His selection was based on individual appearance, courtesy, manner, military knowledge, language expression, alertness, knowledge of current events, job knowledge, and performance of duty," wrote Colonel Arnold in a letter to David's father.

*May your Christmas and New Year be jolly and full of good cheer!*

## WINNEMUCCA

Ruth G. Smith

Signal Maintainer and Mrs. FRANCIS PECK, Jr. of Gerlach are the parents of a son, Burton Edward, born September 11.

Track Supervisor and Mrs. MICHAEL MOUDY also announced their first child, daughter Lacey Michele, born September 13.

Another arrival was Timothy Michael in the home of Mr. and Mrs. Charles Yeager of Sparks on October 13. Charles is the son of former Roundhouse Clerk VERNA YEAGER and her husband Farris.

Retired Fireman **ELDRED H. DUNSTON** died at his home in Winnemucca on October 24. He is survived by his widow, Beulah, two daughters and four grandchildren.

Mechanical Foreman **JOSEPH P. MAY** died October 31 after suffering a heart attack two days before. Joe had worked at Winnemucca for five years. He is survived by his widow, Helen, three daughters, a son and two grandchildren.

Day Yard Clerk **THELBERT LEWIS** was retired on disability on October 14. Thelbert first worked for WP as a callboy in Winnemucca in 1918, worked extra for about a year and became a warehouseman at Winnemucca in 1921. He transferred to the mechanical department in 1926 and worked as a roundhouse clerk here and at Portola until 1938. In 1938 he returned to Winnemucca as a callboy, then worked as timekeeper or an extra gang before becoming warehouseman at Elko. In 1942 he became cashier at Winnemucca and in 1945 bid in the day yard clerk's job held until he retired. This totaled 46 years of WP employment and he will be greatly missed by all of us. A retirement dinner was held for him on November 30.

Our new mechanical foreman is **ROBERT L. SHEPARD**. Bob is single and came here from Keddie where he was night roundhouse foreman.

Brakeman **VINCENT NUSSE** died on November 13 at the Humboldt General Hospital where he had been admitted only a little over an hour earlier. He is survived by three brothers and two sisters. One brother, Jerome Nusse of Elko, was formerly a section foreman for the railroad.

*May your Christmas be a jolly one and your New Year a happy one.*

## SACRAMENTO STORE

Irene E. Burton

Bill Madan, son of Chief Clerk **AL MADAN**, has enlisted in the U.S. Navy and is receiving his boot training in San Diego.

**TOMMY PERAULT** has completed his basic training at Ford Ord and is now stationed in Missouri.

While returning from a fishing trip on the Sacramento River, **AL DABBS** was run off the River Road between Woodland and Sacramento and his car totally damaged. We forgot to ask him about the fish.

**HORACE LATONA** had better luck as far as his car is concerned, but caught no fish while after salmon on the Sacramento River during his vacation.

Wedding bells rang out in October for **CHARLES REID** and Louise Gruhlke who were married in the First Methodist Church. They honeymooned in Colorado, Louise's former home.

This being my last column for **MILEPOSTS**, I want to very much thank everyone for assisting me in obtaining news each month. It has been a lot of fun trying to keep up with all you active people and I hope that you will continue to assist the new correspondent, Jack W. Miller.

*With very best wishes to all for a Merry Christmas and a Happy New Year!*

(Editor's note.) **IRENE BURTON** entered WP service in 1947 and was at one time correspondent for **THE REPORTER**. She has been correspondent for **MILEPOSTS** since its first issue in August 1949 and has missed not more than one or two issues since that time. Irene has also been most active in Store Department social activities and has held several offices and was president in



Photo of Irene by H. A. O'Rullivan.

1963 of the Sacramento Chapter #27, National Association of Railway Business Women. She also served on the credit and supervisory committees and on the board of directors of the WP Sacramento Employees Federal Credit Union, and

for the past year has been secretary to the board. Irene also took an active part in the California Credit Union League for the Sacramento Valley Chapter and was secretary for seven years. For the past four years, she has been secretary for the official board of the First Christian Church and librarian.

Upon retiring this month she will move to Richmond, her former home, and pursue former activities such as wood fibre flower making, knitting, reading and some traveling. "For the first three months after I get settled I am just going to sit," said Irene, "and then I'm going to rock!"

## WENDOVER-SALT LAKE CITY

Esther A. Witt  
J. B. Price

Mrs. Zelda McQuarrie Fox, active charity worker with chief interest in the Day Care Center for exceptional children at Ft. Douglas, died at her home on September 27. Our sincerest sympathy is extended to her brother, Conductor **R. L. McQUARRIE** and the other members of the McQuarrie family.

Retired Telegrapher **ANNA BELLE ALBRECHT** stopped by for a hurried

"Hello" on October 24 en route to visit her granddaughter, Sherry, and family in Trinidad, Calif. Anna Belle is enjoying her retirement and has done extensive traveling including six weeks tour of Europe, the World's Fair in New York, and flitting here and there to visit her many friends. We hope her next visit here will be longer.

Deepest sympathy to Engineer **HAROLD J. BEAUDROW** upon the sudden death of his father on October 28. We know he will be sadly missed by the family.

Roundhouse Clerk and Mrs. **EDWARD L. EDDY** have announced the engagement of their daughter, Diane Lynn, to Charles H. Thompson, son of Mr. and Mrs. Sam Thompson. The wedding date was planned for November. Our congratulations!

Yard Clerk **ROBERT L. DAVIS**, accompanied by his brother William B. and sister, Mrs. Arloene Geiber, made a hurried trip to Fairbury, Nebraska to visit their parents, Mr. and Mrs. Holmes Davis. While there they attended a family reunion.

**Robert C. Dougherty**, state commander of the Disabled American Veterans, died in a Salt Lake hospital on September 16 from a heart ailment. We extend to his family, which includes his widow, three sons and a daughter, Conductor **KENNETH C. DOUGHERTY**, Robert C., Jr., Patrick M., and Shirley as well as other numerous relatives, sincere sympathy.

Another son arrived October 15 for Switchman and Mrs. **VAUN A. SHELTON**. Although a girl would have evened the family, little Paul has been warmly received by his parents, sister, Susan, and brothers, Kent and Wayne.



Mrs. Frank S. Murray

Martha Jean, daughter of Engineer and Mrs. BEN F. KING, became the bride of Frank S. Murray, son of Mr. and Mrs. Frank R. Murray of Murray, Utah, on October 21 at St. Vincent Catholic Church. The newlyweds were greeted by more than 200 guests at a reception held at the Reception Center in Salt Lake. Martha is a graduate of Granger High School and also attended Elko High School. She is employed by Retail Credit Co. in Salt Lake City. Frank is a graduate of Granite High School and is a senior pre-law student at the University of Utah and is presently employed by Eimco Co. in Salt Lake, where the couple are living. We wish them many years of happiness.

John Gerald Turville became a welcome visitor to the home of Brakeman and Mrs. GERALD C. TURVILLE on October 28. Proud grandparents are Conductor and Mrs. FITZGERALD TURVILLE who now claim 16 grandchildren.

We were happy to have as recent

visitors retired Engineer JAMES K. PARKINSON, CHARLES PERRY, OVA PEARSON and O. J. HILL; also Engineer JOHN E. FISHER, and retired Yardmaster and Switchman HARLAN C. FORD.

Mechanical Foreman ROBERT COLVIN has just returned to Wendover after a visit with his brother, Walter, in Monterey, Calif. He must have regretted coming back to our 22°-above weather which is a far cry from sunny California.

Waitress LUCY NAYLOR returned to work after spending a week in California visiting relatives and friends and going through the new Latter Day Saints Tabernacle at Oakland.

*To our friends both great and small,  
Merry Christmas to one and all!*

## OROVILLE

Helen R. Small

BRUCE M. BONNER, who has been working as train desk clerk on the afternoon shift, is now attending San Fernando Valley State College. Bruce graduated from Yuba Jr. College at Marysville last spring.

Mrs. Gilbert J. Ware entertained at a shower for Miss Joan Bundy at the home of her daughter, Mrs. Chas. Chapman, on September 16. Miss Bundy and Robert Rich, grandson of Special Agent and Mrs. E. L. McCANN, were married in September and are living in Oroville. "Bob" is employed by Oro Dam Constructors.

New employees at Oroville are STEVE R. GENTER, roundhouse clerk; MICHAEL F. BURROR, roundhouse employee; ELBERT C. ALLEN, crew caller. Crew callers JOHN F. GREEN and ALBERT B. TEDD are presently absent because of illness. Mrs. CLARA E. BUMP, wife of Conductor W. I. BUMP filled in for Trainmaster's

Clerk HELEN R. SMALL during absence because of illness.

After 10 years of fishing on the Sacramento River JOHN B. FAIRLEY hooked into a 60-lb. Chinook salmon out of Wards Landing on October 17. It took John an hour and 15 minutes to get the fish close enough to gaff it, and he used



Mr. and Mrs. John Fairley and 60-lb. catch

four-ought treble hooks and a 50-pound test. His wife, Elsie, who has brought in 35-pounders, always accompanies her husband on the trips.

Gary L. Heath, son of Conductor and Mrs. S. R. HEATH, is Oroville's "Ambassador to Sweden." Gary completed freshman studies at University of Pacific and his sophomore year at Chico State College. He is now carrying on his junior year at the University of Uppsala, Sweden, near Stockholm un-

der a foreign study program. He took with him 30 sets of literature on the Oroville and Butte County areas from the Oroville Chamber of Commerce for distribution in Sweden.

Retired Machinist PLEAS THOMAS died on October 1 at the age of 73. He had lived in Oroville since 1913 and worked for the Feather River Pine Mills before coming to WP in 1942 and retired in 1959. He is survived by his wife, Cora, and several brothers and sisters.

Mrs. John Holcomb, age 64, wife of retired Machinist JOHN HOLCOMB died on November 9. She is survived by her husband, two sisters, and two brothers, one of whom is Trainmaster VIRGIL H. EDWARDS.

*Best wishes to all for the Christmas Holidays!*

## NEW YORK CITY

James B. Hansen

Although our ticket stock was removed several years ago, the New York office continues to handle an ever-increasing amount of passenger reservations. We had a new first this summer when we received a trans-Atlantic phone call from T. Llewelyn Davis & Co. Ltd. of Glasgow. This firm was arranging a U.S. tour for a Mr. and Mrs. J. R. Noble who personally visited us while in New York.

Sales Manager WILLARD WORKMAN was also complimented by letter from the Scottish firm for his cooperation in sending the tickets so promptly. The *California Zephyr* is quite fondly known by many overseas.

Lack of rain this year caused the famous New England fall colors to be somewhat less colorful than normal, although color fans did have quite a

time with their cameras during one week recently.

*With winter about here, we are reminded to send our very best Christmas wishes to all our friends across the country and with the hope that the New Year will be promising for all!*

## ELKO

**Theda Mueller**

Signal Supervisor J. R. HILLAM, son DONALD, fireman, son-in-law Brake-man GORDON WILSON, all from Elko, and another son, Howard of Salt Lake City, left October 13 on a hunting trip to Big Horn Basin, near Ten Sleep, Wyoming. They report a successful and enjoyable vacation after returning home a week later with elk and deer tags filled.

CHARLES A. RHINES, general TCS maintainer, has been ill and we hope he will be reporting back for work soon.

A son, Kent Gordon, was born on October 22 to Brakeman and Mrs. GORDON WILSON. Mrs. Wilson is a daughter of Signal Supervisor and Mrs. J. R. HILLAM. The Wilson's have two daughters, Suanne, age 4, and Beth, age 5.

Retired WILLIAM S. THOMPSON is recuperating in Elko General Hospital after undergoing surgery on November 9. Bill has made great plans for hunting and fishing during his retirement but has been plagued with illness for the past several months. We hope he can fulfill those plans soon.

Division Engineer H. H. ELLIOTT retired on September 30. "Bert" served the railroad industry for 37 years in numerous maintenance-of-way and engineering capacities. A retirement dinner was given at the Ranchinn

Motor Lodge in his honor which was attended by his many friends from San Francisco to and including Salt Lake city. "Bert" was presented with an appropriately engraved wrist watch. At latest reports he is patiently awaiting the arrival of a new car and will then start traveling. We wish him a very happy retirement.

*A Very Merry Christmas and a Happy New Year to all of our railroaders!*

## PORTOLA

Linda Thomas, daughter of Trainmaster and Mrs. L. E. THOMAS was installed as Worthy Advisor of Portola Assembly of Rainbow for Girls at the Memorial Hall in Portola on October 4. The affair was a family one, since Linda was installed by her father.

Mr. and Mrs. David R. Brown were married August 22 in the First Methodist Church of Oroville. David, a history teacher in the Livingston, Merced County, High School, is the son of Engineer and Mrs. J. R. BROWN of Portola. His bride is the former Marylan Catt of Oroville. The flower girl was little Miss Lori Sundquist, of Sacramento, the groom's niece.

(Picture of the Browns on next page)

*May your Christmas be a merry one and your New Year full of kindness!*

**Christmas Seals fight respiratory disease!**



Mr. and Mrs. David R. Brown

## STOCKTON

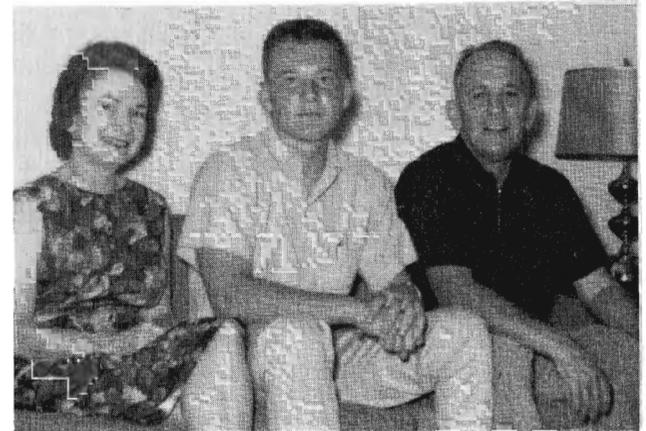
**Elaine Obenshain**

Telegrapher A. W. MOORE, now at South Sacramento, advises that his son, Gene Moore, was cited for high achievement at Cordova Senior High

School, Rancho Cordova, in September. Gene was one of four named semifinalist through outstanding performance on the National Merit Scholarship Qualifying Test, given in more than 17,000 high schools last March. In past years, about 98 percent of the semifinalists have become finalists to receive a Certificate of Merit in the program and will be eligible for scholarship awards sponsored by N.M.S.C. and about 230 other business corporations. Gene already has applications in for Yale, Harvard, Stanford and Texas universities. While living in Stockton, Gene was three-time spelling champ for San Joaquin County and also a math champ there. He has taken piano since age 6 and likes to play Gershwin and "boogie woogie" says his father.

Marine Lance Cpl. Bruce E. Bancroft, son of Conductor and Mrs. D. E. BANCROFT, has graduated from the Naval air electrical maintenance course at Santa Ana and been assigned to Barber's Point, Hawaii.

On the sick list are Assistant Trainmaster-Agent H. K. REESE, Tele-



Telegrapher and Mrs. A. W. Moore with their honor student son, Gene Moore.

grapher CAROL KING, Clerk JUANITA JENSON (marketing), all of whom underwent major surgery recently; and Conductor C. H. STRAHAN. We hope all will soon return to work.

Our best wishes to Switchman BOB R. BENNETT who has resigned to go into the retail lumber sales business, and to Switchman J. W. NICHOLS who has accepted employment with San Joaquin County.

Retired Assistant Chief Clerk JOHN S. "JACK" PETERS died on October 9, and retired Conductor EVERETT E. "PETE" GARNER died on October 7. Our deepest sympathy to their families.

*With best wishes to all Western Pacific railroaders for a Merry Christmas and a Joyous New Year!*

## SAN FRANCISCO

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

With the retirement of SIDNEY HENRICKSEN on October 5, his position as chief clerk, engineering, has been filled by JOSEPH VALERGA, former secretary to Chief Engineer FRANK R. WOOLFORD. Joe first worked in the accounting department on June 18, 1946 as stenographer to FRED LAMB, retired. He became stenographer-accountant in the engineering department on May 3, 1947 and accountant the following December. He worked as secretary-clerk in the president's office from February 1, 1949 until becoming secretary to the chief engineer on April 1, 1952.

Succeeding Joe as secretary to chief engineer is DONALD A. LOCHARD. Since January 2, 1964, Don was on a training assignment with the Kansas City Southern at Kansas City, following service as secretary to the division

engineer for the T&NO lines at Ennis, Texas.



Mr. and Mrs. Arch L. Frantz

ARCH L. FRANTZ, trainee now working as staff assistant-marketing under TOFC Manager C. J. HARTJE, and Marion Andres of Stockton, were married at Morris Chapel, University of Pacific campus, on November 28. Marion, a registered nurse, and Arch met in 1962, and will live in Park Merced.

Arch first worked for WP as a brakeman at Salt Lake City in August, 1955. He entered the railroad's trainee program on November 18, 1963. He also worked for WP during vacation while attending high school and the University of Utah from which he graduated in 1960, majoring in business management.

No doubt as a result of his several trophy winning accomplishments in 49'er Toastmaster Club affairs this year, DONALD J. STEVENS, division rate clerk, was in November elected secretary-treasurer of the organization.



Arch Frantz, C. J. Hartje, Rita Connolly, and Jack Burkard, the "T.O.F.C. gang" passed the 1000 mark recently in new outbound perishable piggyback loads in reefer vans, a forerunner of "pig" shipments to come.

ROBERT W. HELRIEGEL, stenographer-clerk, sales office, returned to work in November following a six month's auto and train trip through Europe. The 15 countries visited extended from Gibraltar, east to Vienna and Prague, and north to Stockholm and Oslo. Less familiar spots included Ravenna, an Adriatic city famous for its sixth century Byzantine churches; the island of Ischia in the Bay of Naples; and Carcassonne, a medieval, walled city in southern France. Bob and his companion traveled through northern Europe by rail and found second-class trains fast and comfortable. Motive power included coal-burning locomotives as well as diesel and electric. More than 7,000 miles were covered in a leased Renault with no problems despite many rough roads in Spain and some flooded areas in northern Yugoslavia. Rubber-tired wheels are being gradually installed in the Paris subway system. Bob also observed tremendous construction in Europe with skyscrapers going up in London; ultra-modern hotels and apartments

along the coastal areas of Spain; elaborate housing projects around Paris; a model community of Farsta, near Stockholm, with electric power supplied by an atomic plant; and hydrofoil boats for modern water transpor-



"Bob" Helriegel stops for photo in this view taken in Spain with Pyrenees in the background.

tation over the waters of the fjord at Oslo and the Bay of Naples. "In spite of these innovations, Europe still retains most of its old charm and beauty and the visit was most enjoyable," commented Bob.

HARRY CARVER, right-of-way engineer, returned to work in November following the healing of injuries he received in September while riding a "Skunk" train between Willits and Ft. Bragg. "It was a doozy," said Harry, one of the group of officers from Peninsula Masonic Lodge 745 who were on the excursion, "but we're going to take the ride again—round trip!"

*From all of us at general office go wishes to Western Pacific railroaders everywhere for a wonderful Merry Christmas and a New Year filled with happiness and good health!*

## OAKLAND

John V. Leland

Retired Yardmaster RAY RICH was in the office November 20 following a California *Zephyr* trip to Chicago and a visit to his old home town of Weeping Water, Nebraska. Ray also looked in on JOHN NICHOLS at Omaha and reports that although John is in a wheelchair he appears cheerful.

Mrs. Watson, daughter of retired Marine Captain MANUEL SILVA, phoned that her father died September 27 at the age of 78.

Head Claim Clerk GUNTER GOLDE was married in Carson City on November 14 to Esther Anschutz of Cincinnati, Ohio and we extend them our hearty congratulations!

Lead Car Inspector JOHN PRISE reports that tentative plans are in the offing for a "housewarming" at the new

carmen's shanty at 4½ track, Oakland.

Myrrl Barbara Dunton, daughter of Agent KENNETH K. DUNTON, Milpitas, and William Lind Conant were married October 24 at St. Francis Episcopal Church in San Jose. Myrrl is a graduate of Campbell High School and San Jose State College, and has been teaching at Monroe School in the Campbell district. She has been a member of Alpha Phi sorority and is a past grand officer of San Jose assembly number five, Ranbow. The groom is a graduate of the University of Illinois and is presently employed by Lawrence Radiation Laboratory in Livermore.



Mr. and Mrs. James T. O'Laughlin

James Thomas O'Laughlin, son of Roadmaster and Mrs. DANIEL J. O'LAUGHLIN, and Patricia Fernandez were married recently. Monsignor James O'Neill of Mission San Jose conducted the ceremony which was followed by a reception at the Party House in San Carlos. The bridegroom is a teacher at Logan High School in

Union City. The couple honeymooned in Carmel and Monterey and will live in Fremont.

Switchman LEE R. HAMLIN reports that "amid tall pine trees with the blue Pacific in the background," Switchman L. J. MUNGER was married to Lou Reed at the jewel-like chapel of Highland Inn at Carmel-by-the-sea on November 29. They were attended by Lee and his wife. The newlyweds will live in Tiburon.

Switchman DOM GOODMANN reports he has heard recently from former Switchman JOHN L. NICHOLS who retired on disability in 1955 and now lives in Omaha. Unfortunately, John re-

cently broke his right hip after having broken his left hip some time ago and is now confined to a wheelchair.

The annual switchman's picnic, held some weeks ago in Knowland Park was sponsored by Local 291 of the Switchmen's Union of North America. DOM GOODMANN, under whose stewardship some special culinary delights were obtained, reports that as an overall average, the "food and fixin's" were the best ever.

*On every train out of here go our best wishes for a jolly Merry Christmas and a bright New Year of good fortune for all!*



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:

Henry S. Amondson, retired boiler-maker, July, 1964.

James G. Breedlove, retired locomotive engineer, November 11.

E. L. Coker, retired Sacramento Northern train dispatcher, September, 1964.

George E. Darling, retired division accountant, November 17.

Eldred H. Dunston, retired locomotive engineer, October 24.

Edward C. Fallon, retired machinist, September, 1964.

Otto T. Marler, stationary engineer, October 25.

Joseph P. May, mechanical foreman, October 31.

Vincent A. Nusse, brakeman, November 13.

John W. Peters, retired chief yard clerk, October 9.

Julius Schaefer, Central California Traction Co. section foreman, August, 1964.

Nicholas N. Valey, retired section foreman, September, 1964.

Cleo F. Weimer, retired industry clerk, September 1964.

Hans C. Wellendorf, retired Sacramento Northern timekeeper. September, 1964.

# RAILROAD LINES



A  
VERY  
MERRY  
CHRISTMAS  
↓

To all those railroads who,  
each issue, make  
Railroad Lines possible!  
May your New Year  
be filled with  
continued achievements

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181 SO. LINCOLN ST.  
ROSEVILLE, CALIF.

San Francisco, Calif.  
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