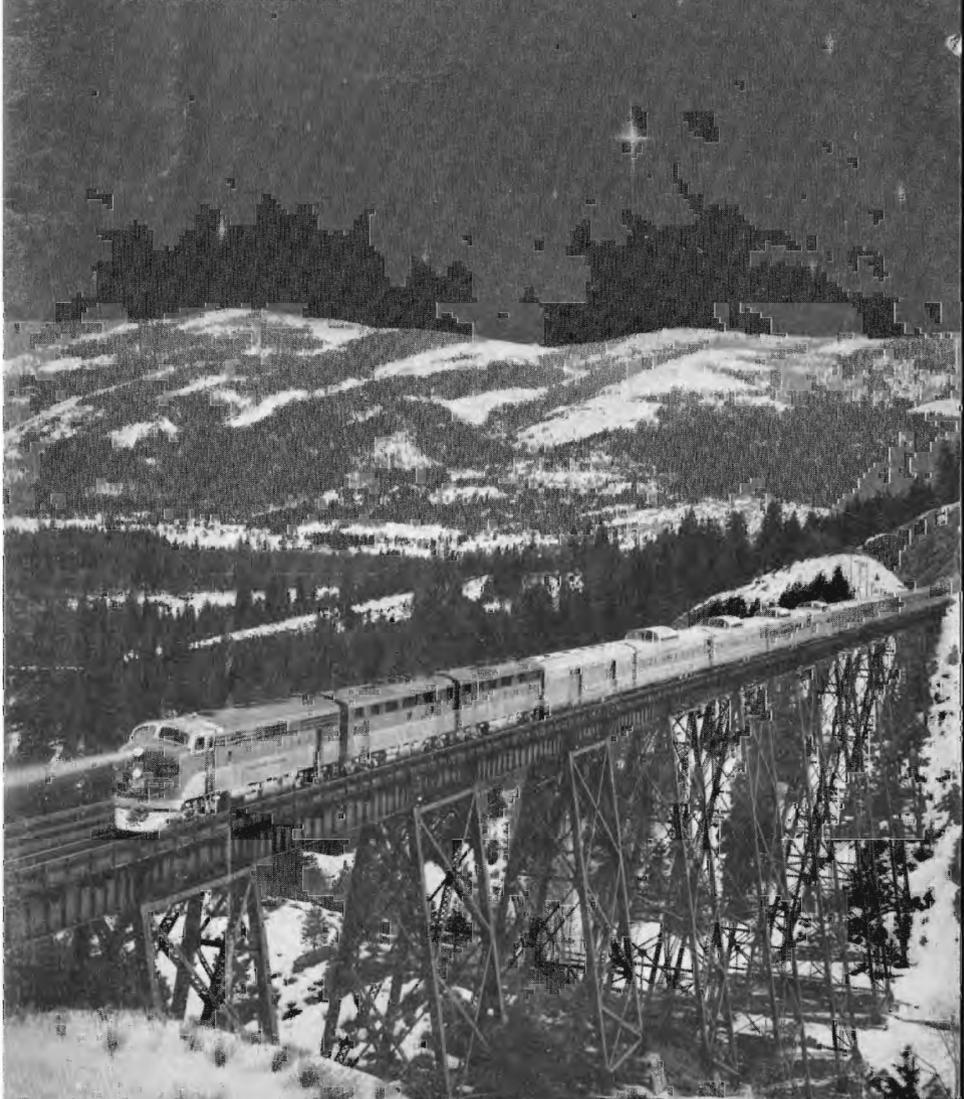


WESTERN PACIFIC

Mileposts

NOVEMBER-DECEMBER 1965



They have heard the waltz
of the young in heart.
They have heard the dirge
of the oppressed.
They have seen the ruthless
make war.
They have seen the humble
pray.
They have seen the hopeful
make grand plans.
They have seen the tormented
tremble in fear.

They have felt the pangs
of the hungry.

They have rejoiced at the
sight of abundant harvests.
They have sparkled when
man has ennobled himself.

They have dimmed when
man has degraded himself.

Since the very first
Christmas they have
moved across the heavens
waiting

patiently
for man to achieve
his greatest aspiration:
"Peace on Earth."

This
message
is from...

Newsweek

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The silent stars go by

Mileposts

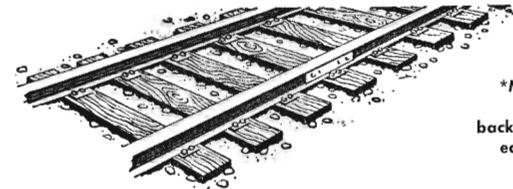
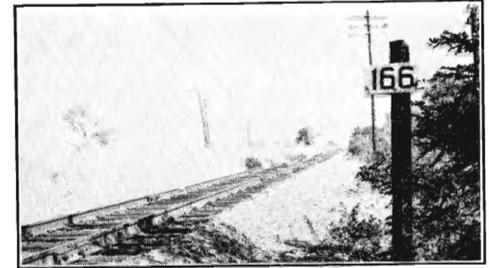
WESTERN PACIFIC

Volume XVII, No. 6

NOVEMBER-DECEMBER, 1965

*Milepost No. 166

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. 166:
Farmland country
backlight by a low
early morning sun.

MANIFEST

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NOVEMBER-DECEMBER, 1965



3



To All Western Pacific System Employees:

THIS is my first opportunity as President to wish all of you and your families a very Merry Christmas. I feel greatly privileged to be in position to say that to such an outstandingly capable and loyal employee team.

Year 1965 has been an important one for Western Pacific. After almost five years, the uncertainties for all of us which were caused by the Control Case were ended. During the year, the management of our Company was passed to the trust of young men who years ago pledged their future with that of the Company and its entire employee team. As the year ends, it appears that the efforts of that team will have brought about one of the most successful years in our Company's history.

Western Pacific's existence is justified by and depends solely upon the quality of service it gives to its customers. I am sure you realize that the excellence each of you achieves in the performance of your own job is the measure of the quality of that service, of the success of the Company and of the security of your future with it.

The management segment of our employee team, the Board of Directors, and the many thousands of people who share in the ownership of our Company, respect and thank you for the effort each of you has made toward our success in 1965. With continuance of that effort toward excellence, year 1966 should be even better.

Again, Merry Christmas, and may God be with you in the New Year ahead.

M. M. Christy



Medicare and your Medical Department

THE Medicare program to become effective on July 1, 1966 will have an important impact on the medical coverage of WP employees who are Medical Department members and are now 65 years of age, or who will become 65 prior to July 1. All persons in the 65-year-old or older group will be affected, *whether actively employed or retired.*

Concurrent with the advent of Medicare on July 1, 1966, the following changes will be made in the basic benefits provided by the Medical Department for members eligible for Medicare reported Business Manager Ferd Dorius:

1. *Medical or hospital services covered by Medicare will be EXCLUDED from coverage by your Medical Department.*
2. *An optional supplementary benefit plan will be offered to all Medical Department members 65 years of age or over who have registered for total Medicare coverage.*

The purpose of this plan is to maintain the high level of care which is now provided under our current rules. In general, this plan will provide coverage for:

- a. *The "deductible" amounts which the patient must pay under Medicare.*
- b. *The "co-insured" features of Medicare which requires the patient to pay some percentage of the charges for certain specified services.*
- c. *Those services currently covered by your Medical Department but which will be excluded or limited under Medicare.*

To be eligible for the Medical Department's supplementary benefit plan

you MUST register for the full Medicare program which consists of two parts:

Part A: *Provides coverage for basic hospital and in-patient services. No special registration is required to participate in this part of the Medicare plan and there is no premium charge.*

Part B: *Provides coverage for doctor's fees and for certain basic outpatient services. This part of the Medicare plan is optional and requires registration to participate. Premium charge is \$3 monthly.*

If you are 65 or older on January 1, 1966 you must sign up during the first enrollment period which ends on March 31, 1966 to be covered under the medical insurance program which begins in July 1966.

If you reach 65 after January 1, 1966, your first enrollment period runs for 7 months beginning with the third month immediately before the month you reach 65, and ends 3 months after you are 65. For example, if you reach 65 in February, you may sign up any time between the preceding November 1, 1965 and the following May 30, 1966.

You will be protected as soon as you reach 65 only if you apply during the 3-month period just before you reach 65. In no case, however, will your medical insurance take effect before July 1, 1966.

In general, Medicare WILL provide a very good and broad coverage for essential medical services.

Medicare WILL NOT pay all of the costs for all such services.

The WP Employees Medical Department

(Continued on Page 6)

“Azalea Trail” tour

ONE way in which all Western Pacific employees can help to keep the *California Zephyr* in business is by promoting travel on the famous streamliner to friends and acquaintances. One fine selling point is the group tour business, on which Frank J. Rauwolf, manager of tour services, and all members of the railroad's passenger department are hard at work.

WP's first tour for 1966 is a delightful one, taking advantage of leisurely travel by rail and river, and the first signs of Springtime in the deep South.

The “Azalea Trail” tour begins March 23, 1966, leaving San Francisco-Oakland by *California Zephyr*. Passengers may join the tour at other regularly scheduled stops on the cross-country run to Chicago. The train's schedule is such that passengers have an unexcelled opportunity to see by daylight the route's finest scenic attractions while passing through the Feather River Canyon and majestic Colorado Rockies. Travelling by Cali-

for *nia Zephyr* also offers enjoyments other than viewing scenery from Vista-Dome cars. Dinner reservations in the diner for enjoying your choice of meal from a large and varied selection, room to move around the train as well as in your individual Pullman accommodations, radio and recorded music, club car facilities, snacks in the Cable Car Room buffet car, personal attention by a Zephyrette (train hostess), and the friendship of traveling companions.

Three days later at Cincinnati, the tour party will board the *Delta Queen*, America's only remaining river steamer for a five day leisurely, relaxing ride on the paddle-wheeler past Louisville, Evansville, Memphis, and quaint old towns made famous in Mark Twain's “Life on the Mississippi,” to Natchez. In addition to picturesque scenery and unusual boat-landing activities along the river, shipboard life will include deck games, musical entertainment from a steam-calliope, and Southern style cooking.

tially better than anything which has been available in the past. It is estimated now that the total monthly premium cost to the eligible member (including the \$3 for Medicare Part “B”) will be approximately one-half of the present \$14 dues rate. Final details will be submitted well in advance of the effective date, July 1, 1966.

A reminder! If you are now 65, or will become 65 on or before January 1, 1966, be sure to register with the Railroad Retirement Board before the deadline date of March 31, 1966.

Medicare . . .

(Continued from Page 5)

ment WILL NOT pay for any service which is covered under Medicare.

The Medical Department WILL pay for those basic essential services not covered under Medicare. Limitations under the supplementary plan will conform, in general, with those currently in effect. Extensions will be made, where necessary, to coincide with Medicare provisions.

The combined Medicare - Medical Department coverage will be substan-



There's no better way in which to see some of the country's most outstanding scenery than from a California Zephyr Vista Dome car

Departure from Natchez will be by deluxe motor coach to begin the “Azalea Trail” tour to Mobile, Alabama, and on to New Orleans.

The return trip from New Orleans begins on April 8 aboard the *Panama Limited*, continues from St. Louis on the *City of St. Louis*, and home from Salt Lake City by *California Zephyr*, arriving at Oakland April 11.

While enroute sight-seeing tours will be made in Chicago and Cincinnati. During the three-day stopover at Natchez a “Natchez Pilgrimage” through the historic romantic homes

and plantations of the South will be made under the guidance of the Natchez and Pilgrimage Garden Club members. Remaining time will be left free for “on your own” enjoyment. There will be ample time during the four-day stop in New Orleans to “do as you please” in addition to a selection of guided tours, including a “swamp boat” trip up the bayous.

Additional information about the tour, rates and reservations may be obtained from Frank Rauwolf, any Western Pacific ticket office, or your local travel agent.

For a change of travel pace the *Delta Queen* offers fun, leisure, and relaxation.



SPEARHEADED by the local chamber of commerce following a recommendation submitted by Chairman George Chames, Oroville held its first Industrial Appreciation Week which opened for three days on October 14.

While activities took place throughout the city, a display of products and equipment by local industries at Western Pacific's depot area drew an estimated 2,000 visitors.

Western Pacific had on display a giant aluminum covered hopper car and a lading protective box car equipped with bulkhead device and adjustable side filler. The railroad also had advertising displays in the freight shed and a WP motion picture was shown in the depot.

Peter Citron, assistant director of industrial development, was a featured speaker at a luncheon on October 15, and told of the importance of maintaining a healthy industrial climate, and the role it plays in assisting industrial expansion. He also passed on suggestions for methods to recruit new industries in the Oroville area.

Credit must go to Robert L. Runge, WP's district sales manager at Sacra-

Oroville salutes its industries



mento, and to Arthur I. Reichenbach, WP's agent at Oroville, who gave much of their time toward making the first annual Oroville Industrial Appreciation Week the success it was.



Above: Jeff, Tom and Rocky, sons of newly appointed Assistant Division Engineer and Mrs. Leonard Lelevich view a car with 3650 cases of Olives shipped by Wyandotte Olive Growers Assn.

Left: Also on display was a WP flat car showing how Georgia Pacific ships its products.

Diane Chapman winner in essay contest

WINNERS in an essay contest, held in conjunction with Industrial Appreciation Week, included pretty Diane Chapman, an Oroville High School senior, and daughter of the late Conductor Bert Chapman who passed away last June.

Just how this pert 17-year-old coed ever managed to find time to write her essay is in itself an accomplishment, plus the fact that she finished second in the contest with her report on Western Pacific.

Diane is active in the Girls Athletic Association, and the Pep Club, is a member of the Methodist Church and also the church youth group. "Most important of all," she writes, "I am an eighth year member of the North Quincy Road 4-H Club. This year I

am its president. My main projects in 4-H work are sheep, clothing, and junior leadership." She has been a Junior Leader Merit Award winner from Butte County and also a county winner in Citizenship, and has attended the State 4-H Leadership Conference on the Davis Campus the past two summers.

After graduation in June, she plans to attend Chico State College, majoring in mathematics and studying animal husbandry as her minor.

Diane's mother, Dorothy Chapman, works at the Butte County Superintendent of Schools office, and her brother, Dean, is a seventh grader at Central School.

Diane's essay on Western Pacific read as follows:

"Western Pacific is very important to Oroville, providing work for many people in the area. The railroad serves individuals, the community, other industries and many business concerns.

"Most people probably think of passenger trains when they think of the

(Continued on Page 10)



Diane Chapman, left, with Susan Chesney, first place winner, and Jean Brandt, third place winner, discuss their essays with Contest Chairman George Chames and Peter Citron, right, who spoke on industrial development in Oroville.

Diane Chapman ...

(Continued from Page 9)

railroad. They are important in carrying people, but carrying freight is an even more important part of the work of the railroad. Work trains are also important in the maintenance of the tracks and other facilities.

"Western Pacific's passenger train is called the *Zephyr*. It departs from the Western Pacific depot in downtown Oroville, taking passengers to Sacramento, the Bay Area, and many points to the east. To carry passengers the *Zephyr* uses many kinds of cars . . . Dome coaches, diners, sleepers of several kinds, observation cars, club cars, and baggage cars.

"Most of the freight trains do not unload at Oroville but go on to other cities, (but) some freight trains bring in food, machinery, clothing, lumber and other goods used in the community and surrounding area. It takes out olives and olive products, fruit and vegetables from the cannery, lumber, livestock, oranges and other fruits. The freight trains also use several kinds of cars to transport its goods. Among the many cars are tank, flatcars, box cars, stock cars, refrigerator and coal cars. Some freight also travels "piggyback" on flatcars. "Piggyback" means that trucks loaded with freight are transported on flatcars.

"Work trains help to keep the passenger and freight trains running. Without work trains the tracks and other facilities would not be kept in good condition and working order. The work trains also transport men who do work on the facilities.

"It takes many people to keep the Western Pacific running. First, there are conductors, engineers, and brake-

men who run the trains. There are also many workers in the railway yard, on the southern edge of town and at the depot. The switchmen and foremen work in the yard to direct the trains. In the offices are yardmasters, clerks, and other assistants. Last are the men who work in the roundhouse—the machinists and electricians who repair the engines and cars.

"The Western Pacific is not quite as important as it was before the days of the automobile, buses, trucks, and airplanes. But it would be very hard for us to do without it."

Be Thankful

"Be thankful for the troubles of your job. They provide about half of your income, because if it were not for the things that go wrong, the difficult people you have to deal with, and the problems and unpleasantness of your working day, someone could be found to handle your job for half of what you are being paid.

"It takes intelligence, resourcefulness, patience, tact and courage to meet the troubles of any job. That is why you hold your present job.

"If all of us would start to look for more troubles and learn to handle them cheerfully, and with good judgment as opportunities rather than irritations, we would find ourselves getting ahead at a surprising rate, for it is a fact there are plenty of big jobs waiting for men who aren't afraid of the troubles connected with them."

—The Reverend John Wesley Ford

Christmas Seals are a wise investment!

Personnel Changes

Engineering

A series of engineering department appointments became effective November 1, with Frank R. Woolford becoming consultant in charge of special projects, and Arthur W. Carlson succeeding Woolford as chief engineer.

This led to new positions for the following: John C. Miller, assistant chief engineer; Charles E. Elliott, engineer maintenance of way and structures; Robert D. Nordstrom, engineer of bridges and structures; and Clifford A. Gerstner, office engineer, all headquartered at San Francisco. David C. Charlebois was made general supervisor of track, Oroville; Maurice J. Crespo, division engineer, Sacramento; and Leonard E. Lelevich, assistant division engineer, Elko.

Woolford spent 25 years as an engineer for the Missouri Pacific Railroad before coming to Western Pacific as maintenance of way and structures engineer in January, 1949. He was appointed chief engineer the following July.

Carlson entered WP's engineering department in December, 1937, became structural draftsman January 1, 1941, assistant bridge engineer September 1, 1944, bridge engineer January 1, 1947, and engineer of bridges and structures January 1, 1955.

John Miller has been with Western Pacific since April, 1948, starting out as office engineer for the division engineer at Sacramento. At the time of his present appointment he was engineer in charge of special projects.

Elliott began his engineering career with the California Highway Department, next worked for the Pacific Gas



Frank R. Woolford and Arthur W. Carlson

& Electric Co. and Southern Pacific Company. His first position with Western Pacific in February, 1948 was as estimating engineer. He later became division engineer at Sacramento and was engineer of track until October 31, 1965.

Bob Nordstrom spent four years as a design engineer for a San Francisco consulting engineer before joining the railroad as junior structural engineer in 1950. He was later made assistant design engineer, and was assistant engineer of bridges and structures at the time of his latest appointment.

Dave Charlebois's entire career has been with Western Pacific, first starting as a clerk on October 25, 1926. Since that time he has been a rodman, extra gang foreman, roadmaster, assistant division engineer, project engineer, and division maintenance engineer. Dave claims he would be a wealthy man if he had received a dollar for every foot of track he has walked along WP tracks.

Gerstner came to Western Pacific as a junior draftsman on October 1, 1948 with prior experience for the

(Continued on Page 12)

Personnel Changes . . .

(Continued from Page 11)

U. S. Forest Service in Yreka and for the Fruit Growers Exchange in Westwood during summer vacations while attending college. He was assistant to office engineer at the time of his newest assignment.

Maury Crespo came to Western Pacific on October 1, 1949 with a B.S. degree in civil engineering from the University of California, Berkeley, and started out as a rodman on the eastern division at Elko. His most recent position was as general supervisor bridges and structures, working out of San Francisco.

Lenny Lelevich began his railroad engineering career with the Reading Company as a levelman in August 1950, and became a junior engineer for Western Pacific at Elko in May, 1953. He was later an associate engineer at Elko, came to San Francisco as senior associate engineer in November, 1957, went to Sacramento in January, 1959 as assistant to division engineer, and has been assistant engineer at Oroville since March, 1964.

Mechanical

Raymond E. Schriefer was appointed superintendent of shops at Sacramento effective October 1. He succeeds David R. Sarbach who retired on September 30.

After receiving his education at Oklahoma A & M University, he worked as a machinist, draftsman, and foreman with an automotive and electrical equipment manufacturer. Shortly after outbreak of World War II, Ray entered service as an armament machinist with the Armed Forces, later transferred to the Air Force as

a navigator with the 9th Air Force in Europe, and was a navigator with the Air Transport Command when the war ended in Europe. He came to Western Pacific as a draftsman at Sacramento in 1946, was appointed shop engineer in 1949, which position he held at the time of his present appointment.



Marketing

Effective October 1, George McDearmid was appointed assistant freight pricing manager, and Harold F. Hamilton succeeded George as assistant to freight pricing manager.

George was first employed by Western Pacific in 1937 and since that time



George McDearmid and Harold F. Hamilton

has advanced through a variety of positions in the pricing department, most recently as assistant to freight pricing manager.

Hamilton, more popularly known as "Bill," first worked for the railroad as a yard clerk at Winnemucca on

(Continued on Page 13)

Personnel Changes . . .

(Continued from Page 12)

June 13, 1947. His father, J. A. Hamilton is presently yardmaster there. "Bill" entered the marketing division in February, 1951, and since that time has been assigned to various positions in the sales and pricing sections. His wife, the former Ellen Young of Salt Lake City, is a former Western Pacific employee.

Gilbert T. Hayhurst became sales representative in the San Francisco district sales manager's office on November 1. After three years with the U. S. Air Force at various locations, he became a Western Pacific stenographer-clerk in the district sales manager's office at Fresno in 1958. In 1961 he went to Los Angeles as a clerk and two years later became chief clerk in the Oakland district sales manager's office. He was most recently chief clerk in the San Francisco district sales manager's office.

Peter Norgaard succeeded Gil Hayhurst as chief clerk at San Francisco on November 1.

Pete came to Western Pacific on February 3, 1964 as junior file clerk in the accounting department following education received at Pacific University in Forest Grove, Oregon. He entered the passenger department on April 14, 1964 as a reservation information-typist clerk and later worked in the San Francisco ticket office and on the wire desk. In May, 1964 he became cashier and ticket clerk in the Oakland city passenger office, and returned to San Francisco on September 10, 1965 as transcontinental docket clerk. His father, L. C. Norgaard,

a San Francisco naval architect, designed Western Pacific's self-propelled diesel train ferry "Las Plumas."

Jim Pearce leaves WP

James F. Pearce resigned as office manager in the railroad's engineering department October 31 to accept a position as vice president, engineering, for the Mark Lummus Co., Inc., Richmond, California.

Jim first worked for WP during school vacations while attending the

University of Santa Clara, and became a full time draftsman at San Francisco in 1946. He later was rodman at Elko, industrial draftsman at San Francisco, instrument man, associate engineer and assistant to division engineer at Sacramento. He returned to San Francisco in 1956 as engineer of track layout and became office engineer in 1957.



His home is at 1715-40th Avenue in San Francisco, where he lives with his wife, Pat, and their two daughters, Carolee, 19, and Charleen, 15.

Employer: "Here's the official letter on your raise, John, and I hope you're satisfied with it."
John: "Thank you very much boss. It's really unexpected. Oh, by the way, here's the tape recording from our last Christmas party."

* * *

The nagging wife bought her husband two neckties for Christmas. The next day the husband appeared at the breakfast table wearing one.

"Oh!", screamed the wife, "so you don't like the other tie I gave you?"

Dr. Ruth Fleming Wins national office

FOR a gal who would rather go fishing in her spare time, Dr. Ruth Fleming has assumed another duty to her already busy schedule. During November, while in Chicago to attend an American Medical Women's Association meeting (the oldest organization of women physicians), she was inducted as secretary. She also took part in the AMWA's 50th anniversary with four days of discussion on "The Next 50 Years in Medicine."

The secretary-elect of the National group has lived in San Francisco since 1939 where she interned at Children's Hospital and was a resident at both Children's and St. Joseph's hospitals after her graduation from the University of Arkansas and Washington University School of Medicine in St. Louis.

In addition to her duties as chief surgeon of the Western Pacific Railroad Employees medical department, the stately brunette is also on the staff of two hospitals and an associate staff member of two others.

Although she has had special training in breast surgery, her chief surgeon's post at Western Pacific provides her with great variety in her work, as well as considerable travel.

"When I have any free time, I like to be lazy," Ruth confesses, which quite often means trading her white coat for dungarees and heading for a day of deep sea fishing. Her all-time catch was a 46-pound salmon, but this season has not been good she reports. "I was out just before I left for Chicago and got just one small fish."



—San Francisco Examiner photo.

"I give my fish to friends—who usually ask me over to dinner!" Claiming not to be a very good cook, she has been experimenting with a new cookbook in her Twin Peaks apartment and admits that results have been encouraging. "Not so," say her office nurses how are invited to dinner about once a month. "You should try her dumplings, or her broccoli souffle!"

In addition to her enthusiasm for fishing, the popular surgeon is an avid sports fan — baseball, football, you name it.

Shippers and Kids think Larry's great!

Community activities are nothing new to Laurence R. Ramsey, a Sacramento Northern veteran of nearly 42 years service. For a good many years Larry has been highballing local lodge and organization affairs, and is considered by the citizens of Chico, Calif. to be a real go-getter. His eagerness to participate in his home town activities no doubt rubs off from the enthusiasm he gives to his position as cashier, bill clerk and warehouseman for the railroad, which has earned for him a high respect among shippers in the Chico area.

The kids love Larry as "Co-Co the Clown"



Agent C. E. Brown and Larry, right, make a fine team in taking care of shippers in Chico area.

At the beginning, his latest community participation mostly concerned children which earned Larry the affectionate name of "Co-Co the Clown." The youngsters love his colorful clown makeup and there's always a crowd around waiting to accept the balloons he blows up into animals and hats. His impression on the kids has parlayed on to their parents with the result that for the past two years his "Co-Co the Clown" appearances have entertained many adults as well. In addition to entertaining at lodge functions, Larry has also appeared at the common market sale at the Silver Dollar Fair Grounds for the Rainbo Baking Co., a good customer of the SN. He has also appeared with Gatti-Charles Circus in Chico and in Oroville, accepts engagements for birthday parties and picnics, and during the coming holidays he will appear for the F. W. Woolworth Company.

Who has more fun than kids? Ask "Co-Co the Clown"!

MILEPOSTS



IN GOLD

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

40-YEAR PIN		
Frederick F. Davis.....	Locomotive Engineer.....	Portola
35-YEAR PIN		
Frank Goncalves, Jr.....	Machinist.....	Sacramento
30-YEAR PINS		
Louis A. Farrington.....	Chef.....	Dining Car Dept.
Kenneth D. Lewis.....	Secretary-Clerk, President's Office.....	San Francisco
Bill J. Lindley.....	Locomotive Engineer.....	Portola
John J. Martin.....	Roadmaster.....	Portola
Bernard C. O'Keefe.....	Agent.....	San Francisco-Oakland
25-YEAR PINS		
William D. Eyre.....	Road Foreman of Engines.....	Stockton
Robert W. Harlan.....	Asst. Director of Real Estate.....	San Francisco
Joseph Hayes.....	Marine Fireman.....	San Francisco
Ernest I. Phelan.....	Locomotive Engineer.....	Portola
20-YEAR PINS		
Allen J. Albright.....	Interline Recheck Clerk.....	San Francisco
Harold M. Barry.....	Carman.....	Elko
Percy R. Bechtel.....	Carman.....	Sacramento
Walter V. Blecher.....	Clerk.....	San Jose
Roland C. Boothroyd.....	Manifest Clerk.....	San Francisco
George Caldwell.....	Waiter.....	Dining Car Dept.
Damaso G. Cartagena.....	Clerk.....	Oakland
Monica E. Chambers.....	Appor. Estimated Earnings Clerk.....	San Francisco
Jack W. Corbin.....	Machinist Helper.....	Oroville
Claude L. Edwards.....	Roundhouse Clerk.....	Keddie
John G. Edwards.....	Sales Representative.....	New York City
John G. Etchebehere.....	Asst. Auditor of Disbursements.....	San Francisco
Marvin W. Fields.....	Signal Maintainer.....	Golconda, Nev.
June Fleishman.....	Government Clerk.....	San Francisco
Jefferson L. Gibson.....	Carman.....	Sacramento
William E. Ginter.....	Sales Representative.....	San Francisco
Calvin F. House.....	Clerk.....	San Francisco
Morris Jester.....	Third Cook.....	Dining Car Dept.
Joseph J. Jiral.....	Carman.....	Sacramento
John W. Kendall.....	Gen'l. Supervisor of Lines, Communications Dept.....	San Francisco
Harold Klein.....	Senior Sales Representative.....	New York City
Otto T. Klemp.....	Brakeman.....	Stockton
Ernest Maes.....	Carman.....	Sacramento
Robert F. Murray.....	Clerk.....	Portola
Irene A. Olsen.....	Stenographer-Clerk, Freight Claims.....	San Francisco
Benjamin F. Palmer.....	Carman.....	Oroville
Paul A. Parks.....	Carman.....	Portola
Luster Peters.....	Carman.....	Oroville
Coleman Pettit.....	Switchman.....	Wendover
Jesse R. Pittman.....	Brakeman.....	Clio
George Pollock.....	Fireman.....	Stockton
Clayton F. Rankin.....	Brakeman.....	Salt Lake City
Arthur I. Reichenbach, Jr.....	Agent.....	Oroville
Maclobio C. Salaz.....	Yard Clerk.....	Elko
David R. Schmidt.....	Carman.....	Sacramento
Freeman J. Stephens.....	Brakeman.....	Elko
Marvin E. Venable.....	Fireman.....	Winnemucca
G. Williams.....	Chef.....	Dining Car Dept.
Harvey A. Wiltsey.....	Painter.....	Oroville
Catherine Wong.....	Asst. Chief Clerk-Manifest.....	San Francisco

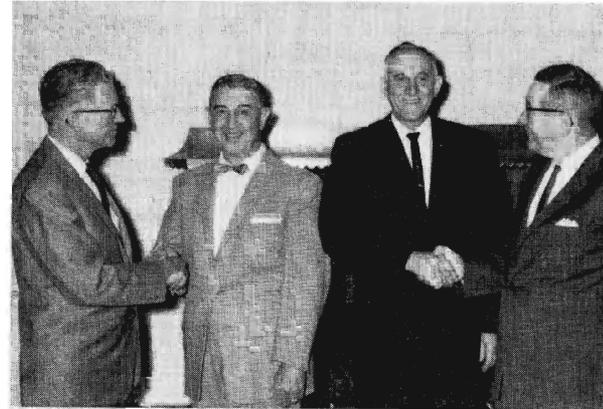
(Continued at top of next page)

15-YEAR PINS

Pedro Aguilera.....	Section Laborer.....	Oroville
Amy E. Allison.....	Clerk.....	Sacramento
Robert Canciola.....	Laborer.....	Stockton
Walter A. Curry.....	Machinist.....	Oroville
Donald Ellington.....	Interline Recheck Clerk.....	San Francisco
Charles E. Fisher.....	Carman.....	Stockton
Robert F. Golden.....	Secretary-Clerk, President's Office.....	San Francisco
John W. Hardy.....	Brakeman.....	Western Division
Guy P. Lewis.....	TCS Maintainer.....	Stockton
Eugene N. Marler.....	Electrician.....	Oroville
Raymond P. Perkins.....	Carman.....	Sacramento
Glenn E. Sayne.....	Carman.....	Oakland

10-YEAR PINS

D. V. Blagg.....	Brakeman.....	Stockton
Frank P. Brogdon.....	Head Buyer, P&S Dept.....	San Francisco
C. M. Deck.....	Brakeman.....	Stockton
J. J. Del Valle.....	Laborer.....	James
Wilson Glasses.....	Laborer.....	Extra Gang 75
Donald E. Harding.....	Machinist.....	Portola
M. W. Keele.....	Switchman.....	Stockton
Jane Margon.....	Stenographer-Clerk, Industrial Department.....	San Francisco
Albert A. Mezzanares.....	Machinist.....	Sacramento
Lester N. Peterson.....	Brakeman.....	Elko
William L. Rankin.....	Brakeman.....	Winnemucca
Gerald D. Shepherd.....	Switchman.....	Wendover



Sacramento Northern's Superintendent Harold Mulford, left, and Agent J. W. Davis, right, present 40-year service pins to Train Desk and Yard Clerk Wilford A. Blue and Chief Clerk and Cashier George E. Sylva at Yuba City. Photo by Special Agent & Claim Agent Radcliff.

New Location for S.F. RRB office

Ferris V. Henderson, chief, retirement and unemployment bureau, announces that the Railroad Retirement Board's San Francisco office has moved from the 16th floor to the 12th floor at 450 Golden Gate Avenue.

Don't let an accident spoil your holidays!

The old fashioned girl used to tuck her money inside her bodice. The modern girl prefers to keep it where it won't be seen.

* * *

A man who owned a hand-operated rotisserie was barbecuing a chicken in his backyard when a beatnik walked by. "I don't want to bug you, dad," said the character, "but your music has stopped and your monkey's on fire."

* * *

In football, good ball handling can win an important game. In railroading, good car handling can win an important customer!

Depends on Mileposts

Once again I need your help. I haven't received the last MILEPOSTS and would like very much to have it.

I wrote you in September asking that you publish my letter of deepest thanks to the many friends who were so very good to me when I lost my dear husband.

Thank you for printing the letter, as I have had several letters from some who had not heard the sad news until they read it in the magazine. So, you see, we depend on MILEPOSTS for news of the railroad family.

Although I am no longer an active part of Western Pacific, I do have many friends from Salt Lake City to San Francisco that I would like to read about and keep in touch with. My husband and I lived in an outfit car and we and our crew moved often between Salt Lake City and San Francisco and on the fourth subdivision, Keddie to Bieber. I know every tree, rock and sagebrush. I did some complaining about some of the inconvenience, but...

Since my great loss I've been staying at my brother's home and find that city living is not always convenient and there are problems and pressures. My husband liked his work and his fellowman. Our life was an adventure and we were happy. So many memories.

If it is possible, I will greatly appreciate receiving MILEPOSTS.

Mrs. A. S. Charlesworth
180 Ponderosa Lane
Walnut Creek, Calif.

* * *

In Appreciation

I would like to take this opportunity to thank all of the nice people for their



Dear Editor:

thoughtfulness and kindness following the recent loss of my husband, Day Yard Clerk Valentino Martin.

Mrs. Valentino Martin
Winnemucca, Nevada

* * *

H. E. Coulter

The San Jose News on November 6 reported the death of Howard E. Coulter, 90, in a local hospital. He is survived by his wife, Edna E., and two nieces.

Coulter was one of our old passenger conductors way long years ago and had been retired for some time.

How are you doing these days? I am feeling better and getting around some. Take care.

Philip F. Prentiss

(Editor's note: Phil enclosed his business card as Public Relations Director for the Milpitas Chamber of Commerce.)

* * *

Likes to keep in touch

I have been frightfully neglectful of thanking you for continuing to send me issues of MILEPOSTS, as it is so very nice to receive these newsy magazines which keep those of us who are no longer with the company up to date on current activities.

Since my resignation in November of 1961 we have enlarged our family by two lively children, Richard, two years old this Christmas, and Nancy, born in March of this year. The four of us are now in Westwood Village, due to Arthur's promotion in his corporation, and are busy house shopping for our permanent home in this general vicinity. Although the idea at first seemed quite ghastly to leave our beloved Bay Area, we have truly learned to enjoy the lovely climate in this area and are engaging in many of the cultural and musical offerings, and find our new friends down here very sincere in welcoming us to this part of California.

Will you kindly change our address, and please continue to send me MILEPOSTS—I will really appreciate it!

Mrs. Arthur (June) Breuer
10777 Richland Avenue
Westwood Village
West Los Angeles, Calif. 90064

* * *

Visitors Welcome

Will you please send MILEPOSTS to my new address after November 20. We are moving to Leisure World in Laguna Hills where we have purchased a home. We hope we will like it as well or better than we did in Oakland.

We also wish to extend an invitation to all who are down that way to come and see us, and we do expect to make an occasional trip to the Bay Area.

William D. Good
456-B Avenida Sevilla
Leisure World
Laguna Hills, Calif.

* * *

Likes modern trend

I very much appreciate the MILEPOSTS as it contains so many articles of old friends and acquaintances, especially do I enjoy hearing of Leland Michelson and Carl Mangum.

Your Company is to be congratulated on its ability to keep up with the modern trend of railroad progress.

Will appreciate your changing my address.

H. A. Fravel
136 West Second Street
Reno, Nevada 98501

* * *

Hot ziggidy dog!

How could you do this to us old timers this late in life? I refer to page 23 of your September-October issue. Up to the time I reached page 23 I was content and happy with life as it is but then, hot ziggidy dog, I could read no further the pages to follow . . . you might reprint page 24 to the back cover in a future issue so that all of us could digest it without any kind of personal interference.

Enclosed is copy of "ON TIME," issued by our association of old time retirees who formerly were engaged in claim and prevention work. We have some 125 members representing practically every railroad in Canada and

(Continued on Page 20)

Dear Editor: . . .

(Continued from Page 19)

the States. Looking for something to do other than gardening, the job of secretary-treasurer became mine from the time this organization was created some five years ago. Since our briefcases have lost their paper contents and the expense account has ceased to help make meals richer and more fattening, frequent conventions died a bornin' and we concluded that the fine friendship which prevailed for more than 50 years among claim men should continue and through the means of this newsletter the fine relationship continues.

May I compliment you and your aids in the editing and printing of MILEPOSTS. I am on mailing list for some half dozen railroad family periodicals but the Western Pacific effort is tops. Wish it were restored to a monthly basis. Kind personal regards.

Roland L. Gohmert
271 Retama Place
San Antonio, Texas 78209

* * *

In Memoriam

A few lines for your next issue. My wife, Grace, passed away in her sleep Sunday morning, November 21 after an illness of about three years. She had been in the hospital a month a year ago, and in surgery on December 9, 1964 for removal of a malignant tumor from which she never recovered.

We both were anxious to have visited and seen all our old friends, but her illness kept us from doing so. So, hello to all my friends on the WP.

William F. Sieckman
405 South Mansion
Sullivan, Missouri 63080



Christmas Seals protect all homes.

Help protect your home against tuberculosis and other respiratory diseases. Answer your Christmas Seal letter today!



Christmas Seal was devised in Denmark in 1903 by a Copenhagen postal clerk. It was used to raise funds towards building a hospital for tubercular children. In 1907 the first Christmas stamp, sponsored by the Red Cross, was successfully introduced in the U. S. A.

* * *

The first Christmas tree used in America was in 1847 by an immigrant from Germany where the custom had existed since early in the 17th century.

Discounted tickets for Lucky Open Golf Tourney

Western Pacific employees may obtain special discount prices for the 1966 \$50,000 Lucky International Open Invitational Golf Tournament, to be held at San Francisco's Harding Park Golf Course, January 24-30.

Daily ticket admissions for the seven days (two practice days, Pro-Am tourney, and the four-day pro tourney) would cost \$23, but a Season Ticket good for the seven full days selling for \$10 is available to WP employees for \$9.

A \$25 coupon book of 10 tickets, each good any one day of the tournament, is available for \$22.50, and you may order as many special coupons as you wish for \$2.25 each. Thus, several people may enjoy the tournament with coupons from one book.

The Lucky International brings to Harding Park the cream of professional golfers. Past Lucky winners were Gary Player, 1961; Gene Littler, 1962; Jackie Burke, 1963; Chi Chi Rodriguez, 1964; and San Francisco's own former City champion and now professional, George Archer, who won last year in a playoff with Australia's southpaw, Bob Charles.

Popular Hollywood TV and film stars and famous sports stars will again compete with the leading pros in the \$5,000 Lucky Pro-Am tourney.

Tournament proceeds benefit the San Francisco, Columbia Park, and South San Francisco boys clubs. The discount tickets, which make fine Christmas gifts, are available from Lee Sherwood, editor.

Transportation Scholarship for women

Women's Traffic & Transportation Clubs have announced a sixth Fred A. Hooper Memorial Scholarship for women for the academic year 1966-67.

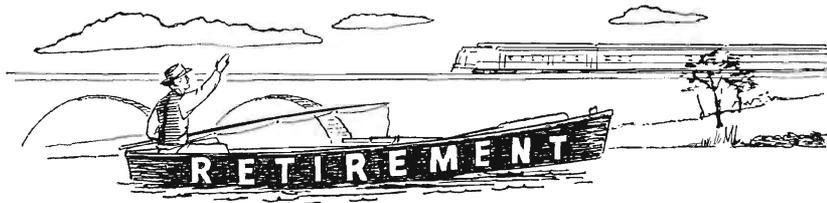
The objective is to encourage advanced undergraduate collegiate study by women in the field of transportation and traffic management.

The \$1,000 award, to be made in two or three equal installments, is based upon scholastic ability, need and potential. The recipient will be selected from among women applicants 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 these fields.

The first winner, presently in London, England, has an important position with Shell International Petroleum Co., Ltd. A more recent winner is presently with a railroad in Houston, Texas, and is preparing for work with Latin American countries in the import-export field. Both winners feel that without the scholarship assistance they would have been unable to reach the positions they now hold.

An application form may be obtained by sending a self-addressed stamped LARGE envelope to Miss Bess Jackson, 538 Glen View Avenue, Apartment 6, Oakland, California 94610.



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

Edith Bare, government clerk, San Francisco, 21 years 9 months.

William J. Brockman, track foreman, Portola, 31 years 4 months.

Salvatore T. Crocco, carman-welder, Sacramento, 20 years 9 months.

William R. Dawson, Tidewater Southern conductor, Stockton, 28 years 2 months.

Florence S. Duncan, PBX operator, Elko, 22 years.

Frank F. Lemon, locomotive engineer, Stockton, 37 years 10 months.

Joseph Mason, senior sales representative, New York City, 24 years 7 months.

James H. McClintock, locomotive engineer, Sacramento, 37 years 1 month.

Allen N. Moore, Sacramento Northern yardmaster, Sacramento, 18 years 2 months.

Paul G. Morris, locomotive engineer, Stockton, 23 years 2 months.

Roscoe Powers, B&B foreman, Sacramento, 20 years 3 months.

Manuel G. Ramirez, track laborer, Stockton, 15 years 8 months.

Henry F. Seavers, recheck clerk, San Francisco, 39 years 6 months.

Arthur F. Smith, locomotive engineer, Stockton, 38 years 1 month.

Arthur A. VanMeter, locomotive engineer, Stockton, 23 years.

Samuel L. Wagstaff, brakeman, Salt Lake City, 24 years 3 months.

RRB report on WP annuitants

About 1,600 retired employees whose last railroad service was with the Western Pacific, were receiving annuities from the Railroad Retirement Board at the end of 1964, according to A. A. Daitch, chief, information service. Their annuities averaged \$129. Some 500 of these employees had spouses who were also receiving \$52 monthly, on the average.

During 1964, 170 former WP employees were added to the Board's retirement rolls. Their annuities averaged \$137.

The Board pointed out that last year 37,900 employees of the Nation's railroads retired on annuities averaging \$150 a month. Of this number, 74 percent retired because of age, and 26 percent because of disability. At the end of the year, the Board was paying an average of \$138 a month to 425,000 retired employees; 175,000 of them had wives who were receiving annuities averaging \$55 a month.

Railroad Retirement Accounts, Receipts and Expenditures

The table accompanying this article shows the receipts and expenditures of the railroad retirement account for fiscal year 1964-65.

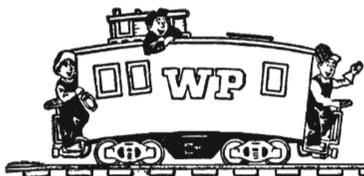
In studying the table it should be kept in mind that while the monthly flow of expenditures from the account is fairly even throughout the year, such is not the case with receipts. Taxes, still the major item of receipts, are credited to the account largely in the second and third months of each calendar quarter. Of the other important receipts, the financial interchange transfer and most of the interest earnings of the account are normally credited in June, last month of the fiscal year. For that reason, the balance in the account usually drops in most months, and does not show a

gain for the fiscal year until the last month.

While it is gratifying that the balance in the account continues to increase from year to year, according to the Board, it should also be remembered that this is part of the plan for financing the railroad retirement system. Under this plan, the balance in the account is built up in order for interest earned on this balance to supplement other income of the account. Therefore, the balance should not be looked upon as a surplus which could be used to increase benefit levels under the system. As a matter of fact, the benefit liabilities of the system for service already performed are actuarially greater than the balance in the fund.

Item	(Millions of Dollars)
Balance in account on July 1, 1964.....	\$4,073.6
Receipts, total	1,258.7
Tax contributions	630.4
Interest	155.2
Financial interchange transfers.....	459.3
Military service appropriation.....	13.8
Expenditures, total	1,128.1
Benefit payments, total.....	1,117.7
Employee annuities:	
Age	557.5
Disability	158.7
Wives' annuities	117.9
Aged widows' annuities.....	216.3
Widowed mothers' annuities.....	11.9
Children's annuities	29.1
Other annuities	2.1
Lump-sum death benefits.....	24.3
Administrative expenses	10.4
Balance in account on June 30, 1965.....	\$4,204.2

(Note: Detail may not add to totals shown because of rounding.)



Caboosing

NEW YORK CITY

Richard J. Tracy

Now that the lights are on again and we can see to type this news, we can report that Mrs. Willard Workman was somewhat upset when the house lights went out recently. But imagine the surprise of our Sales Manager WILLARD M. WORKMAN who, just after changing a fuse, looked out to see lights out all around the neighborhood, and then learning by radio they were out all over the Eastern Seaboard!

Willard recovered sufficiently, however, to have the pleasure of introducing to our shippers at a luncheon at the St. Regis Hotel our new president, MYRON M. CHRISTY.

JOSEPH MASON, senior sales representative, and world traveler, retired on October 1 after 24 years and 7 months service with Western Pacific. He had prior service with the Union Pacific in Boston. During his career Joe has traveled the entire eastern seaboard, but his WP "beat" in recent years has been Manhattan. His familiar face will be missed by many friends in and out of the railroad industry. The New York staff presented Joe with a gift at a luncheon in his honor.

HAL KLEIN, formerly of the San Francisco sales office, is our new senior sales representative, and has become a Connecticut Yankee, residing in Norwalk. He seems to take to the Canyons of Manhattan quite well, but

still does not really believe our Fall and Indian Summer is not the middle of winter. We've news for him—wait 'til the snow flies.

Sales Representative JACK EDWARDS is giving his new car a good workout covering his New York State territory. Jack's son, John, in his second year of service with the Air Force in Germany, is on detached duty with NATO.

JIM HANSEN, your former correspondent, writes that he is getting to like being a southern country gentle-



"He cleans up every year—bets him he can't name all his own reindeer."

man after having spent a few months representing WP in Shreveport, La. One thing for sure, Jim will find better flying weather there than he did here.

JOHN CASSIDY, our new chief clerk, reports that his Christmas shopping is nearly finished—in November already! Doesn't make him very popular with most of us who wait until December 24.

KAREN O'DONNELL, stenographer-clerk, attended the closing of the World's Fair and reported many bargains to be had. She still hasn't told us which building she purchased!

MIKE REZNIK, newest addition to our staff, is about to reach the point of no return. He plans to marry next May in spite of all the sage advice he has received from his co-workers.

ELKO

Theda Mueller

We're going to miss FLORENCE DUNCAN, PBX operator, who retired on October 22. "Scotty" had 22 years with the company almost to the day. She is very energetic and has made many plans for her retirement and is looking forward to a very busy future.

Telegrapher MARGARET THOMPSON's mother spent a few days in Elko the first part of November visiting with her family and friends. Mrs. Fowler makes her home in Auburn. Another visitor in the Thompson home was their son, BILL, who is presently working out of Stockton as a brakeman. He came home for a few days to try his luck at deer hunting which I understand was very successful.

Welcome to DAVE WESTERFIELD who recently hired out at Elko as a telegrapher. During his spare time he is breaking in as a dispatcher. Dave's wife and children accompanied him to Elko to make their home.

We're happy to have back with us again FRANCES FORD, stenographer in the chief dispatcher's office, after an absence of several months because of a back injury.

KEDDIE

Elsie Hagen

Our deepest sympathy to the family of THOMAS L. BARRY, retired telegrapher, who died on September 29 at Oroville. A resident of Keddie for many years, Tom had many friends in this area.

Pete Hanley, son of Agent and Mrs. PETER HANLEY, is now working in Texas, but was home for a couple of weeks vacation recently.

Engineer and Mrs. RALPH LUZZADDER are the proud grandparents of a baby boy, the son of Mr. and Mrs. John Luzzadder. John had worked for the railroad for a while, but is now teaching school in Red Bluff. The boy has been named Steven Ralph and he has a sister, Sheryl, age 5.

Yardmaster CHARLES "BARNEY" KENNY, his two sons and daughter-in-law, went duck hunting and the report was that they had a very successful trip. Barney is on vacation and while he was away H. C. HUGHES, JR., of Stockton, worked in his place. Barney's two sons came from Lancaster, Calif.

TOM JOHNSON died in Portola Hospital at the age of 78 after a lingering illness. He had been retired for more than 15 years and had been living in Quincy. He is survived by his wife, Hazel, and a daughter, Janet Crowe.

LIONEL "PAPPY" GILBERT died in Plumas District Hospital in Quincy at the age of 62 following a stay in the hospital. He had worked as a brakeman

and conductor for WP for 23 years and lived in Keddie for 20 of those years. His wife, Josephine, died in 1961, and they were both buried in West Point Cemetery in Calaveras County. He is survived by several step children.

Retired Engineer and Mrs. ERWIN A. "BENNY" BENZ just returned from a trip to Brighton and Alton, Ill., where they visited with his family and friends.

While on vacation HERTHA SIMPSON's position as roadmaster's clerk was filled by ARLENE BROWN of Portola.

Yardmaster JOE CLINTON is getting ready for his vacation to begin early in December. He will visit relatives and friends in the vicinity of Council Bluffs, Ia. and plans to be gone for about three weeks.

Train Desk Clerk RONALD WELAND has purchased a home near Keddie formerly owned by Dewey Airola and moved in his family after Mr. Airola moved to San Francisco.

SACRAMENTO STORE

Al Dabbs

We're pleased to announce that AL MADAN, chief clerk, is back on the job after extensive illness requiring surgery. Al spent several weeks at St. Joseph's Hospital in San Francisco, and over two months at Kaiser Hospital in Vallejo. Welcome back, Al!

Purchase Requisition Clerk HORACE LATONA is on vacation fishing for salmon in the Sacramento River. He caught one the first, one the second day, but on successive days he caught exactly what your correspondent usually hooks—a "zero."

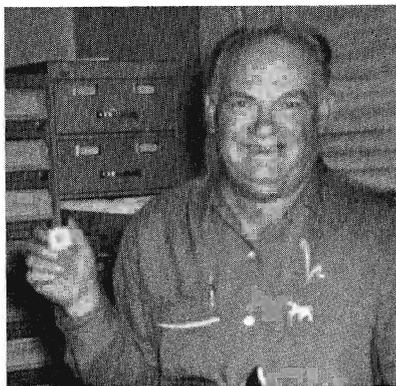
Horace did an excellent job pinch hitting as chief clerk during Al's illness and deserves a little leisure time.

How about tying a requisition to the hook, "Hoss"?

ED HAWKINS, section stockman, has returned to work after undergoing surgery at Sutter Hospital because of ulcers. We're glad you're back, Ed, and looking so well!

Congratulations to EVELYN RICHARDSON, personnel clerk - stenographer, who is now a proud grandmother. Her first grandchild, Debbie, arrived on September 16.

ELAINE ROUSE took over for Evelyn while she vacationed in Denver and in Oklahoma City visiting relatives and friends and sightseeing. One phase of Evelyn's trip was an enjoyable ride on the *California Zephyr* to Denver. But, anxious to see how much granddaughter Debbie had grown, she hurried home by plane.



Correspondent Al Dabbs recently received 20-year pin from H. J. Madison, manager of stores.

Probably the best salesman in the world during the pre-Christmas week is a puppy selling himself to a small boy.

* * *

A burdened taxpayer reports that the trouble with our foreign relations is that they're living beyond our means.

PORTOLA

Vicki Worth, daughter of Yardmaster and Mrs. JOHN D. WORK, was installed as Worthy Advisor of the Portola Assembly of Rainbow Girls on September 18 at Memorial Hall. Vicki's colors were orange and gold, her flower the Chrysanthemum, her emblem the deer, her theme "Eternal Truth" and her son, "Autumn Leaves."



Engineer ROBERT WILLIAMS' wife was also installed as Mother Advisor of the Portola Assembly.

This Assembly is composed mostly of daughters of our Portola railroaders, and they have adopted a Korean orphan, Choi Choon Hee, age 14, whose care and maintenance must be paid for by outside work. This is an active Assembly and we are all very proud of these girls.

Our sympathy is extended to the families of retired Conductor F. J. PARKER, retired Yardmaster M. F. MANNING, and Engineer-Fireman H. W. DAVIS, all of whom passed away recently.

Carole Ede, daughter of Conductor and Mrs. JOHN S. EDE, was married on August 28 to EDWARD J. WOOD, perishable freight department relief foreman.

On October 16 Vicki Sprowl, daughter of Carman and Mrs. H. E. SPROWL, was married to James McNeill, son of Conductor and Mrs. K. F. MCNEILL.

Both weddings were in the Portola Community Church.



Photo of Engineer Douglas S. Brown, left, and Fireman N. G. O'Neill was received too late for last issue which reported Brown's retirement

WINNEMUCCA

Ruth G. Smith

Winifred Eleanor Moore, widow of deceased Engineer JOSEPH E. MOORE, died September 25 in Humboldt General Hospital after suffering a heart attack. She survived her husband's death by only three months.

Robert A. Mauchette, Jr., and Cheryl Muir of Winnemucca, were married on October 6. Robert is the son of Brakeman and Mrs. ROBERT A. MAUCHETTE. The newlyweds are living in Long Beach, Calif. where the groom is stationed with the U.S. Navy.

Section Foreman EDWARD HOLMES of Gerlach died October 22 in Humboldt General Hospital. He had been employed by WP since 1937. He is survived by his widow, Carrie, a daughter, and three grandsons.

Engineer and Mrs. FRED ELWELL are

the grandparents of a second grandson born October 26, the son of Mr. and Mrs. Fred Elwell, Jr., at Hawthorne, Nev. The 8 lb. 9¾ oz. baby has been named Matthew Frederick.

James P. Crawford and Donni Drake of Winnemucca were married in Reno on October 30. The bride is the daughter of Brakeman and Mrs. PHIL DRAKE. The couple is living in Winnemucca.



Day Yard Clerk VALENTINO MARTIN died on October 31 at his home in Winnemucca following a heart attack. "Val" had been employed off and on by WP since 1930. He first worked as a section laborer, but left in 1935 to work in various mines as a blacksmith. In 1944 he worked for a short time as a round-house laborer, then transferred to the transportation department as a warehouseman in the freight office. He had been working at the yard office until the time of his death. He is survived by his widow, Lena, two sons, and a daughter.

OROVILLE

Helen R. Small

T/Sgt. Robert Glen Hagen, son of retired Carman and Mrs. NEIL HAGEN was married to Shirley Irene MacKinnon of San Francisco, daughter of Mr. and Mrs. Archie MacKinnon of Taunton, Mass. The wedding took place at Castle Air Force Base chapel at Merced. The bride is a graduate of Massachusetts General Hospital and Northwestern University, and is employed as an X-ray technician. Sgt. Hagen is a jet engine technician, and they are

making their home in Merced, Calif.

Retired Telegrapher THOMAS LEO BARRY died at his home on September 29. Tom was a native of Emmett, Mich., born August 7, 1887. He moved to Oroville from Quincy in 1955. He is survived by his widow, Mary E. Barry; five daughters, Mrs. Helen Hollenbeck of Oroville, Mrs. Claude Holloway of Colfax, Mrs. John Rice of Stockton, Mrs. Peter Mueller-Beilschmidt of Porterville, and Mrs. Bud Kitson of Alameda. Also surviving are 11 grandchildren and 21 great-grandchildren.

Carmen and Mrs. E. O. DART recently returned from a hunting trip into Idaho and Oregon. While hunting was disappointing, the trip in the Dart's portable home on wheels was most enjoyable they report.

We're happy that Agent A. I. REICHENBACH, JR. has recovered from illness which sent him to the Medical Center Hospital for a while and absence while recuperating. While he was away, the agency was handled by T. H. TEMPLETON.

WENDOVER-SALT LAKE CITY

Esther Witt, J. B. Price

A deer hunt that had a happy ending was the one that former Yard Clerk DONALD DEW took part in, as he was rescued from the west slope of Mt. Nebo on November 3 with the help of three men and a 300-foot rope.

Wallace K. Burningham, son of Brakeman and Mrs. WALLACE BURNINGHAM claimed Michelle Dale Starbuck as his bride on October 30. The newlyweds were feted to a reception at the Burningham home immediately following the ceremony. Congratulations to the happy couple!

We're glad to see Engineer S. L.

"LEE" WORTHINGTON back at work on the *California Zephyr* after a siege in the hospital with pneumonia.

Making a slow climb to full recovery is Engineer FRANK SMITH who was taken seriously ill at Wendover. Frank had transferred here from Winnemucca to work on the day switch engine. Fast thinking and quick action of co-workers may have helped to save his life. We miss you, Frank, and hope that you will soon be out of the hospital and back at work again.

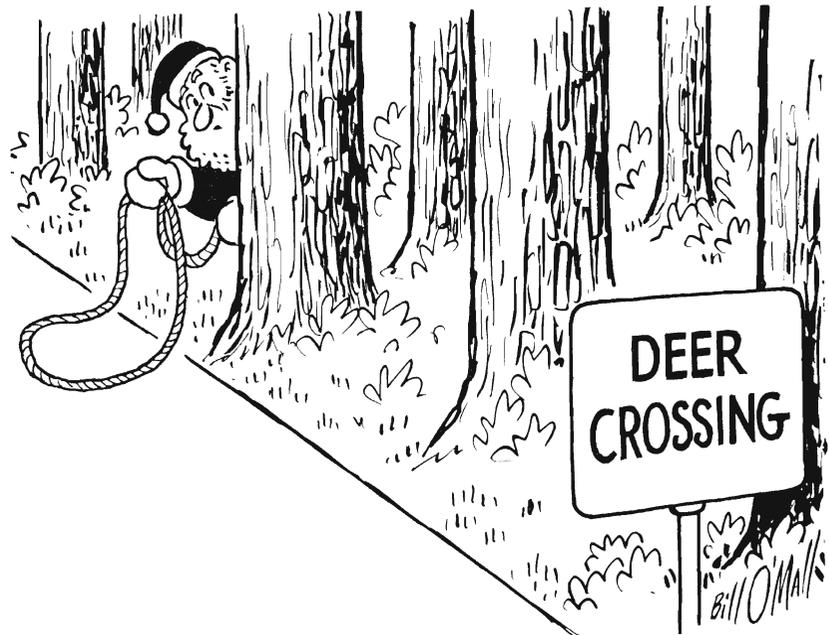
Our sincerest sympathy is extended to the family of retired Conductor FOSTER J. PARKER. Jack will be missed by one and all.

How lucky can you get, we wondered, when retired Engineer JOHN

TAYLOR of Coos Bay, Ore. stopped by for a visit. Three trains arrived and departed while he was here, so Jack got a chance to visit with many of his former co-workers from Elko and Salt Lake that he otherwise would have missed. His news brought us up to date on a lot of the retired "rails" and we hope he will visit us again soon.

Progress on the new depot at Wendover is slow but sure. However, the old building has also changed its face as several of the additions have been removed to make way for the new. An ideal Fall has been a great help in the reconstruction.

When your mother and father are railroaders how can their children help but have railroad blood in their veins?



Trains have been a fascination to the five children of Switchman GERALD D. SHEPHERD and his wife, RHEA, former "beanery queen." Lynn attends school in Wells, while Wendy, Ra Nae and Randy (the twins) go to school in Wendover. Whenever little Wayne, the youngest, gets lonesome he makes a trip to the yard office for a visit with his many friends.



All dressed up for wedding of their aunt, Joy Hicks, are Wendy, Lynn, Ra Nae, Wayne and Randy, children of Switchman and Mrs. Gerald Shepherd

WP's Cashier HARVEY NAYLOR and Mrs. Lucy Naylor of Wendover, welcomed a new daughter-in-law into the family. Their son, Larry, and Mary Lee Shumway, daughter of Mr. and Mrs. Lee Shumway of Blanding, Utah, exchanged wedding vows in Las Vegas, Nev. on September 4. The new Mrs. Naylor is a student at Brigham Young University school of nursing and will graduate in June 1966 as a registered

nurse. Larry is a graduate of the University of Utah and holds a B.S. degree in the field of education. He has also filled a mission for the L.D.S. Church in the Great Lakes mission field. They are presently living in Grantsville, Utah.

The BLE Club of Salt Lake City held its 11th annual dinner party on November 16. The membership of 450, honored locomotive engineers who retired during the past year, and their wives. Guest speaker for the evening was Jean Westwood who spoke on Medicare and later answered questions from the audience. Honor guest of WP Division 846, Salt Lake, was ROLLA F. HOWELL, who was present for the dinner with Mrs. Howell. Engineer and Mrs. ROY MAINE from Elko Division 794 were also present, but unable to attend from Elko were Engineers JOHN J. BROWN, SETH L. MANCA, H. J. BAUMERT and C. L. HAWKINS. One of the highlights of the dinner was the attendance of 60-year member, GLENN MORTON, former passenger engineer.

New officers for the next three years are: President, H. C. Rugg; Vice President, V. L. Mechling; Secretary-Treasurer, T. C. Himstreet; and Alternate Secretary - Treasurer, O. H. Blackburn.

MECHANICAL DEPARTMENT

Clara R. Nichols

A recent visitor at Sacramento Shops was Roundhouse Clerk CLAUDE EDWARDS of Keddie, and we were delighted to have Claude with us.

The last Bay Area Rapid Transit laboratory car is nearing completion as we make this report and it should leave the Shops for Concord soon.

The outstanding event for Septem-



Ray Schriefer congratulates Dave Sarbach, right, on his retirement while Cliff Bennett, left, and Vernon Johnson, rear, wait to express their best wishes to both Ray and Dave.

ber was the lovely retirement dinner for DAVID R. SARBACH, superintendent of shops, held at the Dante Club on September 18. A host of his friends were present to honor Dave and see him accept a gift of a Shop Smith and accessories. We know Dave will enjoy a lot of his spare time turning out pieces of woodwork.

SAN FRANCISCO

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

HAROLD CONTOIS, assistant right-of-way engineer has been elected president of the Marin Toastmasters' Club 890 for the next six months. Harold has previously served as educational vice president and administrative vice president of Toastmasters' International and we're glad to see his progress is continuing.

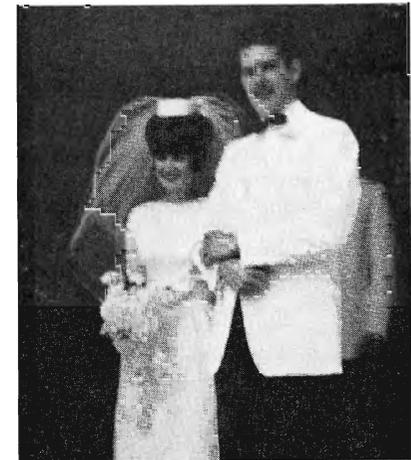
KATHY ENDRES, formerly of the marketing division, is now working as sec-

retary to R. J. CLELAND, director of passenger sales. Kathy replaced PATRICIA DEASY who resigned from the railroad in September.

JOHN PICKERING, rule 10 revising clerk, auditor of revenues department, just returned from a month long vacation in Japan. He had an opportunity to visit with friends in various parts of the country and spent part of his time studying Shi Gin, a form of classic Japanese poetry. His travels included visits to Tokyo, Kyoto, Osaka, the Southern Island of Kyushu and other cities. John's comment: "I had a very happy time."

Best wishes to HENRY SEAVERS, inter-line recheck clerk, and EDITH BARE, government clerk, who retired from the auditor of revenues department on October 29 with respective services of 39½ and 21½ years of service.

Congratulations to RAY ROWLEY, who recently transferred from the divisions bureau of the auditor of revenues department to the marketing



Mr. and Mrs. Ray Rowley

division, on his marriage on September 4 to Marie-Claire Jaurreche at St. Peter's Episcopal church in San Francisco.

T&T Operator ALMETA CROWDER who works the leased wires is on a leave of absence to care for her critically ill mother in a hospital at Omaha, Neb. Almeta's mother is past 70 and suffered a cerebral hemorrhage, and her father, a retired agent on the Colorado & Southern is also in very poor health.

CARL GERMANN, who retired as assistant chief clerk, engineering department, in December 1963, died on September 21. At one time Carl had probably one of the finest collections of historical transportation paraphernalia in the entire country.

When former elevator operator JOHN LIBBY learned that Operator LUIS HUMBERTO SOLANO would lose his job when our new automatic elevators begin operation, he told Luis that he would trade jobs with him as "a married man with a family needs permanent employment more than I." As a result Luis is now freight elevator operator at 130 Sutter Street building and John is back at WP temporarily. Other good samaritans now enter the picture — JOHN QUINN, engineering department accountant, FRANK TUFO, transportation department secretary, and GORDON INGLE, tax department chief clerk. Almost simultaneously John and Frank began a collection for Luis which finally resulted in Gordon's personally delivering \$85 in \$5 bills to Luis from his friends at general office. In addition, Gordon acted as sponsor so Luis could bring his teen-age son to this country and Gordon became the boy's foster father. The funds will help Luis continue studies at evening high school.



"He's stuck!"

Space doesn't permit reporting other than highlights of recent far-away travels by Mailroom Supervisor FRANK THOMPSON and his wife, Fran; JOHN



An outdoor straw hat store visited by the Frank Thompsons while in the Bahamas



Bob Golden, with a select group from his tour to Spain, watches a Flamenco performance in one of the gypsy caves in the Sacro Monte, Granada.

ROSSI, secretary to President M. M. Christy, and his wife, CATHY, personnel-labor relations department; and ROBERT F. GOLDEN, secretary-clerk, president's office. The Thompsons' travels took them to Mammoth Cave National Park, Ky., on to Miami, and then to the Bahamas for several days.

The Rossis went overseas to Japan with stopover in Honolulu, and Bob Golden visited Spain and Portugal. Except for some rainy weather experienced by the Thompsons, all the travelers report having enjoyed outstanding experiences.

On October 23 at Lakeside Presbyterian Church, San Francisco, JUDITH SCHENK, medical department secretary, became the bride of RICHARD RAUSCHMEIER, engineering department. Judy's sister, Darlia, was maid of honor, and CLIFF GERSTNER, engineering's office manager, was best man. BILL MARILUCH, BRUCE McCURDY and ERNEST PERRY, also engineers, seated the guests. After a honeymoon in Carmel and in Southern California, the newlyweds are living in Westlake.

ARTHUR M. ALLEN, marketing office manager, is keeping up with his two brothers. When daughter Gail Campbell announced the arrival of Art's first grandchild, Kathryn Marie, on November 24, the three brothers' children now consist of six daughters and three granddaughters. Gail, five feet one, incidentally, reports that Kath-

(Continued on Page 34)



Toasting the newlywed Rauschmeiers at their reception from left are Bill Mariluch, Cliff Gerstner, Bruce McCurdy, and Ernie Perry

Caboosing . . .

(Continued from Page 33)

ryn, 22 inches, tipped the scales at 8 lbs. 2 oz.

OAKLAND

John V. Leland

Marine Deckhand and Mrs. HAROLD O. INGEBRETSSEN became grandparents on November 19 with the arrival of a son, Joseph, at the home of their daughter, May Ann, and her husband Joseph Conte.

We were sorry to learn that DAVID LAIRD, district car foreman, was hospitalized the early part of November for a checkup and tests on his heart.

Telegrapher ARTHUR JOHNSON is seriously ill in Southern Pacific Hospital in Ward C, Bed 8, and would appreciate having visitors.

Congratulations to Captain RAY F. NIBLOCK on his appointment as Master of the MV *Las Plumas*, effective November 22.

Added charge for reserved coach seat

Effective January 1, 1966 any California Zephyr passenger occupying a reserved coach seat, including those riding on pass or reduced rate order, will pay an additional nominal charge.

The charge will apply between all Western Pacific stations, and on through transportation to or from stations on the Denver & Rio Grande Western, and Burlington, railroads.

This action will partially offset some of the train's increased costs in the railroad's efforts to keep the train in service.

Railroad Calendars

Golden West Books, P.O. Box 8136, San Marino, Calif. 91108, is publishing four railroad calendars for the year 1966.

One, Railroad Calendar of American Steam Locomotives, features on each monthly page an authentic old time lithograph of the past century. Collectors of Americana and steam train enthusiasts will cherish these fine prints of the iron horse from American type to the curious Shay-g geared locomotive.

A choice of two 11 x 17" spiral-bound wall calendars will bring year round enjoyment to enthusiasts of steam, or the interurban or trolley car. Both calendars feature monthly scenes of black-and-white photographs from entirely new collections.

The fourth, 1966 Railroad Photo Calendar, is designed in the form of an appointment book or weekly diary. Each page contains a full week's calendar, and opposite is a beautiful action scene of a steam train, interurban, or trolley car. The 7½ x 5½" diary is richly printed and bound in a striking cover, boxed ready for mailing or gift wrapping.

Cost for each of the first three calendars is \$1.50. The appointment book sells for \$2.00. California residents must add 4% sales tax. All are sent postpaid.

Golden West Books will send you an interesting pamphlet describing the calendars, new books, sound recordings, and wall prints upon request.



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:

Ortell J. Anderson, retired Sacramento Northern yardmaster, November 13.

Alexander G. Baker, retired carman, November 6.

Thomas L. Barry, retired telegrapher, September 30.

George C. Boates, retired locomotive engineer, October 7.

Hayden W. Davis, locomotive fireman, October 23.

Frank W. Fritz, switchman, September 28.

Carl L. Germann, retired assistant chief clerk-engineering, September 21.

Lionel C. Gilbert, brakeman, October 7.

Ray F. Hobbick, retired carman, September 23.

Edward W. Holmes, track foreman, October 22.

Tom Johnson, retired B&B foreman, October 19.

Liborio Macias, track laborer, August 29.

Murdock F. Manning, retired yardmaster, October 9.

Valentino Martin, yard clerk, October 31.

Foster J. Parker, retired conductor, October 15.

Jesse R. Pittman, brakeman, November 3.

Harold D. Rickman, retired clerk, October 31.

Henry H. Spry, retired conductor, November 28.

Urban C. Waldmann, retired switchman, October 26.

Samuel E. Williams, retired dining car chef, October 26.

John V. Wragg, retired travelling accountant, October 25.

Remember This

If you work for a man, in Heaven's name, work for him. If he pays you wages which supply your bread and butter, work for him; speak well of him; stand by him and stand by the institution he represents.

If put to a pinch, an ounce of loyalty is worth a pound of cleverness. If you must vilify, condemn and eternally disparage — resign your position, and when you are outside, damn to your heart's content, but as long as you are part of the institution do not condemn it. If you do that, you are loosening the tendrils that are holding you to the institution, and at the first high wind that comes along, you will be uprooted and blown away, and probably will never know the reason why.

—Elbert Hubbard

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