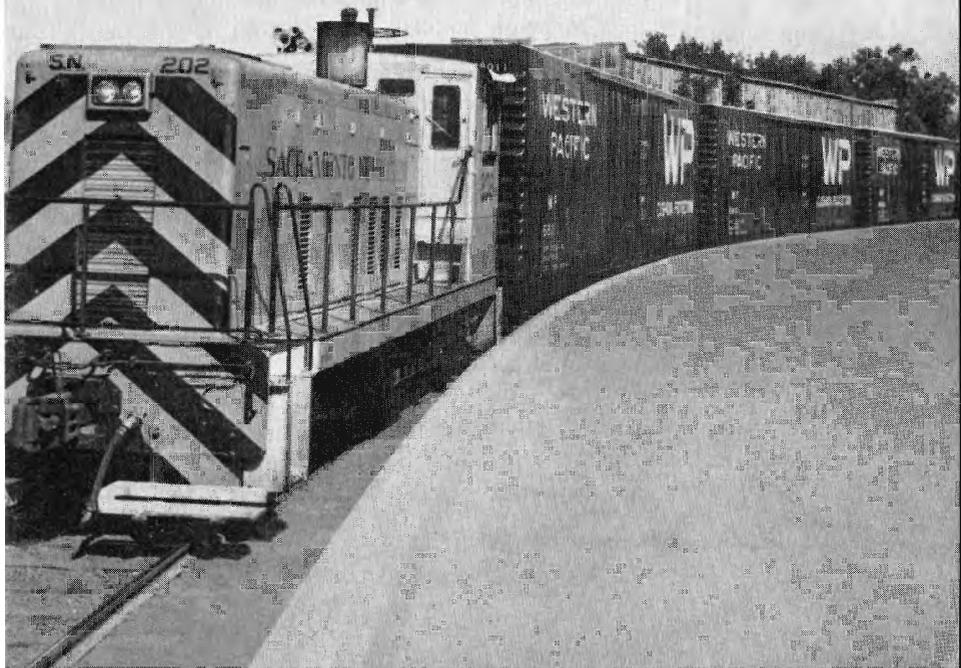


WESTERN PACIFIC
Mileposts

NOVEMBER-DECEMBER, 1966



Merry Christmas

To All
Western Pacific System
Employees

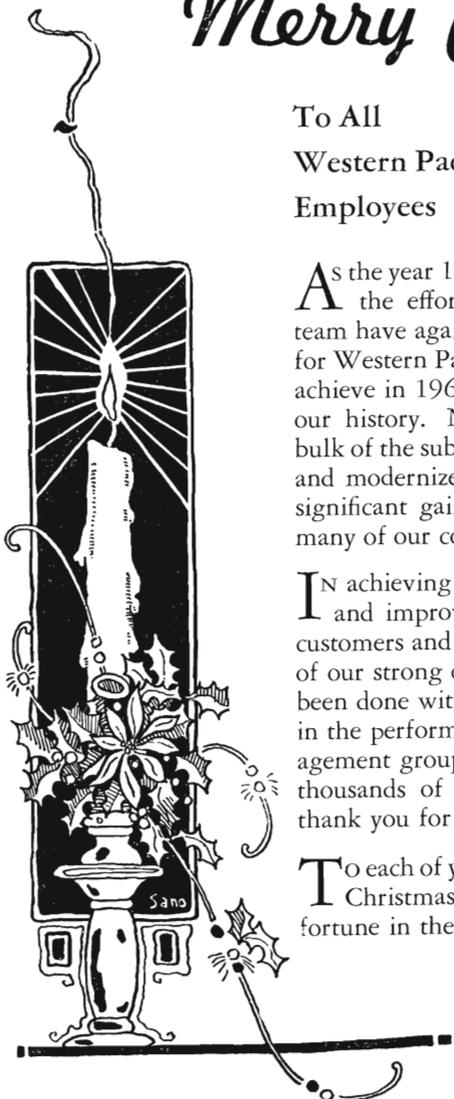
As the year 1966 draws to a close it is clear that the efforts of our outstanding employee team have again brought about a year of success for Western Pacific. It now appears that we will achieve in 1966 the highest freight revenues in our history. Net income, which provides the bulk of the substantial funds we need to improve and modernize our physical plant, will show a significant gain over 1965 despite inflation in many of our costs.

In achieving these good results we maintained and improved the quality of service to our customers and met and overcame the challenges of our strong competition. This could not have been done without the efforts each of you made in the performance of your own job. Our management group, the Board of Directors and the thousands of our shareholders appreciate and thank you for that.

To each of you and your families, a very Merry Christmas and a wish for happiness and good fortune in the New Year.

Most sincerely,

M. M. Christy



Mileposts

WESTERN PACIFIC

Volume XVIII, No. 6

NOVEMBER-DECEMBER, 1966

*Milepost No. 172

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. 172: Approaching East Arboga, one-half mile east in farming community.



Member
Association
of Railroad
Editors

MANIFEST

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SN Engine Pulls Cut of New Cars From Woodland Shipper (See story Pages 5-7).....	Front Cover
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**THANKS FOR YOUR HELP
IN CAREFUL HANDLING!**
What helps the Railroads Helps You!

Employees go over the top in United Bay Area Crusade

Dan Irwin, freight claim agent, and chairman of this year's United Bay Area Crusade drive reports that Western Pacific employees who work in the San Francisco bay area exceeded the goal established by U.B.A.C.

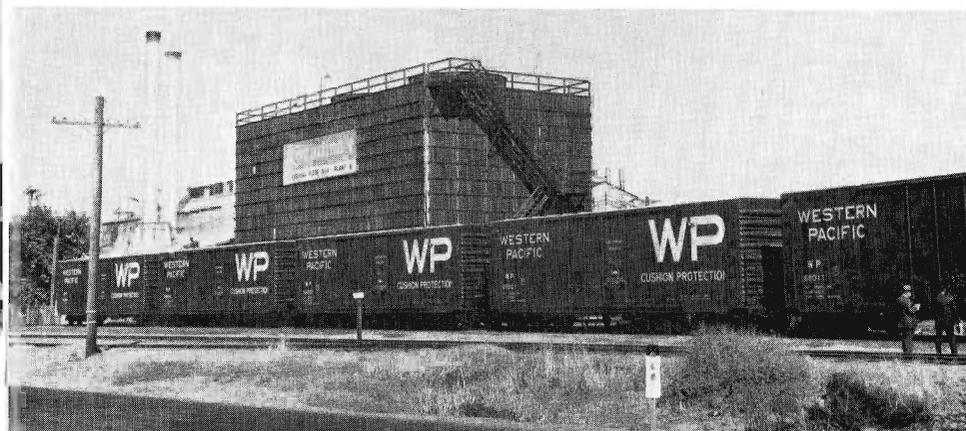
"It is with complete satisfaction that we can state that the established goal of \$17,680 has been exceeded," said Dan, "even though reports from all departments have not been received at this time.

"The success of this campaign can only be attributed to the untiring efforts exerted by the various campaign chairmen and the generous contributions made by the employees.

"These fine efforts by our employees indicate their interest in helping those less fortunate."

In conclusion Dan extends sincere thanks and appreciation to all of those who helped to put this year's Crusade Drive over the top!

MILEPOSTS



*WP rushes cars from
an assembly line to
help ease a car shortage*

The easily identified cars wait alongside SN's main line at Woodland for movement to Contadina Company's loading platform.

DURING the heavy canning season in Northern California, the demand for lading protective device box cars usually exceeds the supply of this type of special equipment. This demand is a result of the canning industries' desire to get their products on the shelves of the retailer as quickly as is possible. One thing a packer does not want is a shortage of suitable freight cars when they are ready to load for shipment.

In the past four years, Western Pacific has spent approximately \$28 million on new modern freight equipment in an endeavor to have the necessary cars available for all of our shippers.

Therefore, it was no coincidence that Western Pacific had 225 new lading

protective device box cars on the assembly line at Pacific Car & Foundry's plant at Renton, Washington during the peak of the most recent canning season.

The rush was on in September, and James E. Baker, WP's manager sales-special equipment arranged to have the cars delivered to WP at various locations from where they could be quickly moved to a number of shippers' loading docks in Northern California.

For pictures of the new cars and to illustrate this story, MILEPOSTS visited the Contadina Packing Company (division of Carnation Company), located

(Continued on Page 7)

NOVEMBER-DECEMBER, 1966

5

Jim Baker points to mechanical designation "Plate C," identifying car as having an interior height of 10'9". This nearly one-foot greater height than that of the standard "Plate B" car is the result of a trend toward heavier unitized loading. Others in picture, from left, are Contadina's Plant Manager Helmuth Kiehn, SN's Agent Ben R. Graves, Contadina's Warehouse Manager Joseph Rose.



WP rushes cars . . .

(Continued from Page 5)

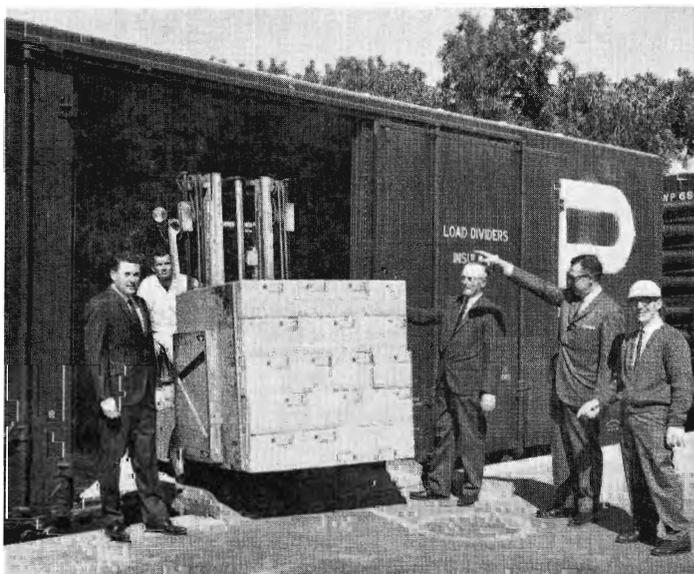
on the Sacramento Northern Railway at Woodland.

The new LPD (lading protective device) insulated cushion cars are 50 feet long and have a 70-ton, 5,065-cubic foot capacity. The cars are equipped with bulkhead load dividers, and adjustable side fillers which are used to reduce inside car width by expansion against the load to prevent side shifting of the load. The cars also have 15-

foot double plug doors which better enable loaded lift trucks to more easily maneuver into and in the cars during loading.

As some of the specifications were recommended by the Grocery Manufacturers' Association, the cars are better known in the food industry as the "GMA."

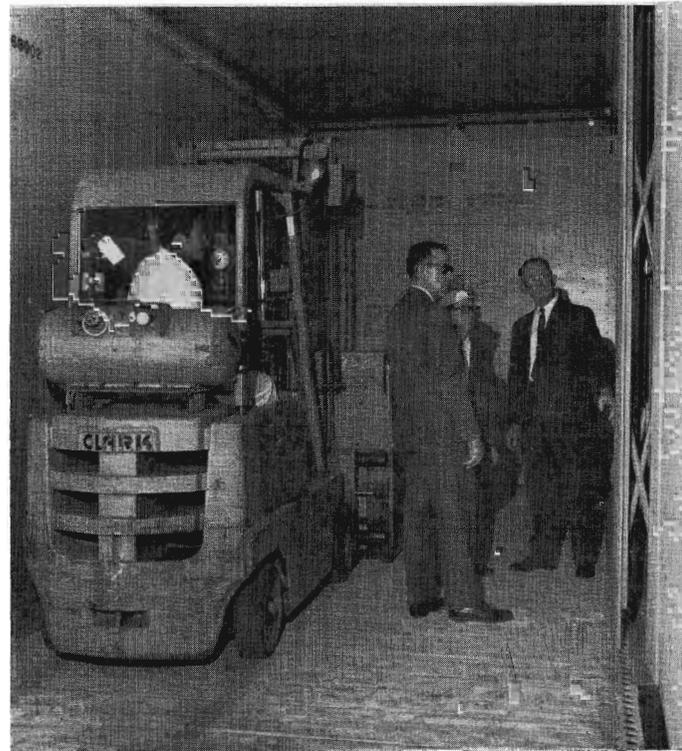
The pictures accompanying this article better illustrates the features of these special purpose cars which were built at a cost of approximately \$20,000 each.

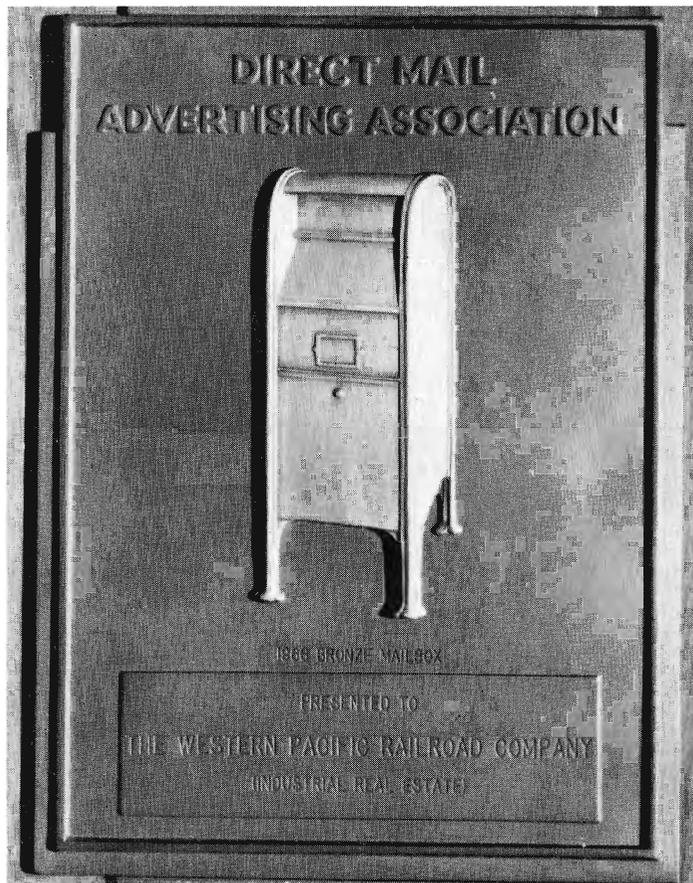


The large 15-foot double plug doors permit easier entry into car and movability inside car by fork lift truck. Operator of truck is Ed Dowell, Contadina Packing Co. employee.

Interior car view shows adjustable side filler (extreme right) which, when expanded, helps to prevent load from shifting horizontally when load does not entirely fill width of car.

Another side filler is located on opposite side at other end of car. Movable bulkhead load divider at end of car (rear in picture) can be moved forward and swiveled to either side prior to loading and then placed against load to prevent movement of load during transit.





WP Wins advertising award

NATIONAL acclaim in the advertising world came to Western Pacific on November 2 when the railroad was named winner of the Direct Mail Advertising Association's "Bronze Mail Box Award." This is the first time any railroad has won such recognition.

Entries in the competition came from

(Continued on Page 9)

WP wins advertising award

(Continued from Page 8)

hundreds of world-wide industries, including such well-known firms as E. I. DuPont de Nemours & Co. (first place winner), M. C. Chartres & Co., Ltd. of Canada (second place winner), Aluminum Company of America, General Electric, General Motors to name a few of the more prominent companies.

WP's third place award was accepted at the DMAA annual meeting held in New Orleans by Bernard E. Pedersen, director of advertising and public relations.

WP's campaign, prepared by Giulie, Smith & Beal Inc., of Sunnysvale, consisted of six mailing pieces sent to some 500 industrial site selectors around the country. The theme—"Get the Message"—proceeded to sell Western Pacific's industrial properties.

The first mailer was a drawing of a fat pigeon with an aluminum capsule attached to a leg, inside which was a ticket to a free helicopter tour of our

3,481 acres within 93 miles of the Golden Gate.

No. 2 was a pony express rider with a leather saddle bag. The message read "turn in your steed at the next relay station for the helicopter tour."

No. 3 was a telegrapher's key as a tie tack, on which "WP" appeared in code as did the accompanying message about the "heli" tour.

No. 4, fortune cookies from San Francisco's Stockton Street, messaged attention to WP's property in Stockton.

A "slumped" bottle with a "HELP!" message, figuratively was set afloat near the foot of Montgomery Street in San Francisco and floated ashore at Milpitas in full view of WP's industrial tract.

Mailer No. 6, still to be mailed, was a survey of respondents to obtain their reactions to the entire campaign.

The entire campaign has been most successful in putting emphasis on WP's industrial program and has resulted in considerable publicity with nationwide recognition.

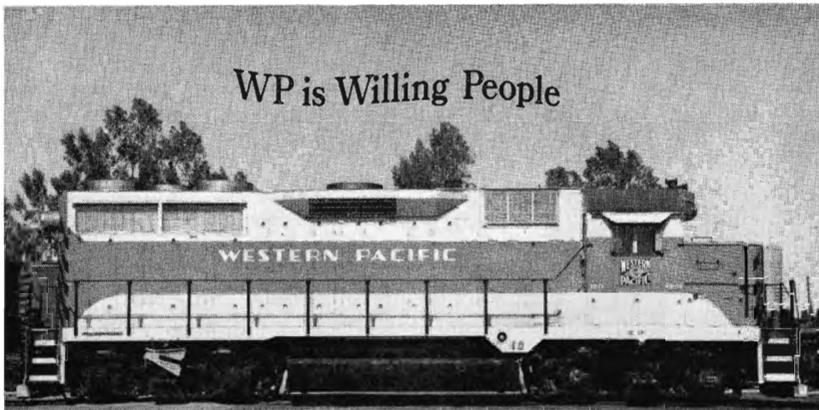
1967 Improvement Program

In November President Christy announced a \$7 million capital improvement program for 1967, including \$3-million for new freight equipment, which will include covered hopper cars, specialized flat cars, special box cars, auto parts cars, and heavy duty diesel locomotives.

"These 1967 equipment purchases are part of a four-year \$28 million program designed to meet the indus-

trial growth of our service territory and to provide our shippers with the latest types of high capacity and specialized freight cars," said Christy.

Approximately \$4 million will be spent in roadway and plant improvements, including a system-wide bridge strengthening program to meet the demands imposed by higher capacity freight cars.



DESERVING of MILEPOSTS' recognition this issue as one of WP's Willing People is the Marketing Division's Assistant Chief-Sales and Service, Gilbert T. Hayhurst, a WP employee since October 28, 1958.

Gil first worked for the railroad as a ticket clerk in the district sales manager's office in Fresno. His first promotion came in 1961 when he was transferred to the Los Angeles sales office as a stenographer-clerk. In September, 1963, Gil moved to Oakland as chief clerk-sales, only to move just four months later to San Francisco with the same title. With that experience behind him, he "went on the street" in October, 1965 as a sales representative at San Francisco, which position he held until April, 1966 and which preceded his present position in sales and service.

In addition to Gil's excellent service during his eight years with Western Pacific, MILEPOSTS believes that he is especially deserving of Willing People recognition because during the entire time he has been a Western Pacific

employee, Gil has attended night school at available colleges in Fresno, Los Angeles and San Francisco. Attending night school five nights a week for eight years while holding down a full time position is an accomplishment for most any one, especially so



Gil, left, receives award from Gordon Ridley, educational chairman, Pacific Traffic Association.

for a young husband with a wife and five lively children.

Attesting to Gil's ability both on the job and in school is the fact that he is the recipient of four Scholarships, two awarded to him by the San Francisco Traffic Club and two awards made by the Pacific Traffic Association. His latest scholarship award, the second one from P.T.A., was received on September 13. The award was accompanied by a letter from Executive Secretary Harry I. Stark, WP's senior sales representative at San Francisco, which read in part as follows: "All of the members of Pacific Traffic Association's board of directors join in commending you on winning this award. We couldn't have been happier if we had won this award ourselves—every one of us."

Gil was born in Merced, California on November 24, 1935. He attended schools in Kansas, Colorado, Washington and California and graduated from Selma (Calif.) Union High School and Reedley (Calif.) College. He entered the Air Force in 1955, took basic training at Parks Air Force Base (now Camp Parks), and later attended Air Force schools at Cheyenne, Wyoming and at Indianapolis, Indiana before spending 18 months at Ashiya Air Force Base, Japan as a legal clerk in the office of the Staff Judge Advocate. Upon return to the States Gil spent a year at the Air Proving Ground Command Headquarters, Eglin, Florida in the finance and management analysis sections.

Gil is an avid sports fan, especially football, swimming, and basketball, having lettered in high school football and swimming. Also while in high school and later in junior college, he



In front of Gil and Doris are David, 6½; Mark, 2½; and Lance, 5½. Behind their father and mother are Mike, 8, and Dottie, 10.

was a drummer for a local dance band group.

Gil married the former Doris Segroe of Reedley on April 10, 1955. Their five children are Dorithy, 10½, Michael, 8, David, 7, Lance Gilbert, 6, and Mark, just three years.

Gil expects to receive his BBA degree in June from Golden Gate College, San Francisco, where he is majoring in transportation.

What plans he has for continuing his education after June he didn't relate to MILEPOSTS. Suffice to say no further education is necessary to entitle Gil to recognition as one of Western Pacific's Willing People!

* * *

(This is one of a continuing series of stories about Western Pacific employees who deserve recognition as Willing People for special achievements attained at work or away from work. MILEPOSTS welcomes these stories from all employees who qualify.)

Thomas R. Green was appointed assistant manager of labor relations on November 1 to succeed Dan Irwin, now freight claim agent.

Tom is a former Western Pacific employee, having worked at Portola as a brakeman-conductor from August 11, 1950, until May 1, 1960. He left WP to become assistant transportation operations supervisor for the State of California's Public Utilities Commission. Since July 1, 1964, he held the title of associate transportation operations supervisor.

Tom was born at Oakland on August 15, 1929. He attended St. Ignatius High School and the University of San Francisco in San Francisco, and Placer College in Auburn, California. He majored in economics and earned a B.A. degree.



He married the former Martha Droidvold of Grass Valley, California, in August 1950 and they have three children, Coleen M., 15, Thomas R., Jr., 6, and Charles J., one year old. They live at 68 Brentwood Avenue in San Francisco.

Only an occasional golfer, he manages to keep his score around 90.

* * *

William P. Gurgurich, Jr., on November 1 was appointed sales representative-special equipment at New York City.

A native of Aliquippa, Pa., Bill spent three years in the Army before being employed with an industrial firm in the Pittsburgh, Pa., area. He began

PERSONNEL CHANGES

his railroad career with the Nickel Plate Railroad in 1963, and was employed as chief clerk for Western Pacific's sales office in Pittsburgh on September 16, 1964.

He is a graduate of the Traffic Management Courses 1 and 2 sponsored by the Pittsburgh T&TA Association. While attending night school, Bill met his wife, Sandra, and they have a son, Paul, one year old. They live in Queens Village, Jamaica, New York.

He continues his interest in all sports as a spectator and in some sports as a participant.

* * *

Kevin M. Janiak was appointed sales representative - special equipment at Chicago on November 1.

He entered the transportation field as a rate clerk for Montgomery Ward Company and joined Western Pacific's Chicago sales office as export rate clerk in April, 1965.

Kevin, a native of Chicago, graduated from the College of Advanced Traffic, and is presently studying courses for a degree in marketing.

Kevin and his wife, Christine, live in Chicago.



Paul A. Gordenev succeeded Bill Gurgurich as chief clerk for WP's sales office in Pittsburgh, Pennsylvania.

Paul was first employed by WP as a ticket clerk at San Francisco in April, 1964. During that year he also worked

as a clerk in the accounting and treasury departments. He returned to the marketing division early this year and worked as a clerk at both San Francisco and Fremont before going to Pittsburgh on November 1.

A native of San Francisco, Paul was born on July 13, 1939, and attended Abraham Lincoln High School and City College of San Francisco, majoring in radio and television and salesmanship. He also managed a folk singing group from San Francisco State College.

He was president of the Northern California Railroad Club, San Francisco, for three years, and just prior to his move east was tour director and publicity manager for the Bay Area Electric Railroad Association. He is also a member of the Railway and Locomotive Historical Society. Paul has given much of his spare time toward the development of the B.A.E.R.A.'s fine museum at Rio Vista Jct.

His hobbies are travel, music, and refurbishing old railroad cars.

* * *

John Harkness was recently appointed sales representative at Salt

Lake City, moving up from position as clerk in both the freight and passenger departments.

Prior to his Western Pacific employment, John held various positions with bus and truck lines operating in the Intermountain area.



He served four years in the Air Force during World War II and about 17 months during the Korean conflict.

John was born on January 25, 1920, in Magna, Utah, and graduated from high school in Salt Lake City. He has a wide circle of friends in the transportation industry as well as in other fields.

John and his wife, Dorothy, live in Salt Lake City, and have a son, William.

For relaxation and what he calls "real enjoyment," John and his son head for the back streams in Wyoming for some lively trout fishing.

I.C.C. extends date for Zephyr discontinuance

At the request of the Interstate Commerce Commission, Western Pacific advised the Commission that the railroad is willing to agree to a reasonable extension of the schedule date for discontinuance of the *California Zephyr* over its line.

The trains will continue to be operated for one month beyond January 14, 1967 pending service of a Report and Order on or before February 14, 1967.

Good old days?

Thanks for including the story on my albino bluejay in the July-August issue of MILEPOSTS.

I have a white engineman's time slip dated August 27, 1910, Spring Garden tunnel, 12 hours, 100 miles, 6:30 P.M. to 6:30 A.M., engine #97. J. W. Bradbury was engineer (\$4.25 per hundred) and the fireman was J. A. Guffra (\$2.75 per hundred). I also have time records for engineer, fireman and conductor from 1910 to 1917. The rates of pay were sure different in those days, and the records also had some fancy hand writing.

G. W. Woods
927 South Grant Street
Stockton, California

* * *

California Zephyr

In the parlance of a yard crew, I've switched out a few words and tied them up into a short verse. You may want them to use in advertising and for promoting the present excursion fares on the *Zephyr*.

Western Pacific

From the Wasatch Mountain range
To the shores of the Golden Gate
There runs a modern railroad
Whose trains are seldom late.
The pride of the fleet
Is a train that is sleek
It's the one they talk about
The *Zephyr*, by name
And it won its fame
On the Feather River Route.

Thanking you for past favors and with kindest personal regards.

L. C. Parkinson
Retired Engineer
834 West Vine Street
Stockton California



Dear Editor:

New reader

A friend recently showed me some copies of MILEPOSTS, a publication I found most interesting. Would it be possible to have my name added to your mailing list? This would save me from running down my friend to see subsequent issues.

Paul Schuett
R. D. 3, Box 80
Lodi, Calif. 95240

* * *

Not forgotten

You may wish to run in MILEPOSTS this letter I received from Thomas Fox, 1596 South 13th East, Salt Lake City, Utah 84105:

"You may have forgotten me, Bob, but I am department commander for the Spanish War Veterans of Utah, and my wife and I are planning a trip to Lansing, Mich., to attend the National Convention in October. Can your office provide me with a permit to purchase a one-half fare ticket, Chicago to Lansing?"

"I retired on January 11, 1948. My wife and I will be married 60 years on June 3, 1967. I was a conductor on old 39 and 40, and I remember when you left Salt Lake and rode with me on old

39. I am now 83, my wife 80, and we are in very good health. If I ever get to San Francisco I will drop in the WP building and see you. I used to have a lot of old friends but you know, Bob, when we get old they all forget each other. Tell Lee Sherwood, MILEPOSTS editor, I said hello, and perhaps he can say hello to the old bunch for me.

"Thank you, Bob, for any favors and I am glad to know you are still with the old WP railroad."

Robert E. Gonsalves
Passenger Sales Manager
San Francisco

* * *

Rode troop trains

Once in a while a neighbor, J. A. MacFarlane, retired from WP, gives me his copy of MILEPOSTS. I would be very glad if you could add my name to your mailing list. I'm an old O.R.T. man (Northern Pacific, Tacoma Division) and son of a DL&W engineer (1888-1932). When I retired from the old Army Air Corps I settled in Oroville and knew many WP men there as C.D. Director for Butte County. During the early forties I took quite a few troop trains through the Feather River Canyon. The WP did a grand

job during Wars I and II and Korean conflict.

Lt. Col. L. L. Wardell, Ret'd.
2133 Bohannon Drive
Santa Clara, Calif. 95050.

* * *

WP stories wanted

I am writing a history of the Western Pacific and would appreciate hearing from individuals who have interesting stories to tell, or who possess published materials relating to the Western Pacific.

Virgil C. Staff
1700 Sonoma Avenue
Berkeley, Calif. 94707

* * *

Can you help?

If you no longer have use for them, the Editor can make good use of the following MILEPOSTS issues to replenish depleted files:

1949—November
1950—March, August, September, October
1951—May, July
1952—May, December
1954—January, April
1955—February, June, October
1956—February, March, September
1957—August
1958—August
1959—March
1960—August
1961—All issues
1962—March-April, May-June, July-August, November-December
1963—July-August
1965—January-February, July-August
1966—January-February

WHY your medical costs increased

You recently received a letter from the Medical Department announcing an increase in dues. Business Manager S. F. Dorius has provided MILEPOSTS with some additional information explaining the need for the increased costs.

Like other inflationary trends in our economy, the costs of providing medical services have gone up substantially each year at a rate far out of proportion to the rest of our economy. 1966 will show the highest rate of increased costs ever experienced in the history of your Medical Department.

The pattern of annual increases in hospital rates in recent years has run between five and ten per cent. This year, due largely to the increase in rates being granted the registered nurses, hospital rates will go up an estimated twenty per cent and, in individual cases, as high as forty per cent.

Another factor is the rate of payments to our staff doctors. The last adjustment in our schedule of doctor fees was made in 1962. A revised

schedule has been issued by the State Division of Industrial Accidents to be effective October 1, 1966. Since this fee schedule is the basis by which our doctors are paid, the new rate applies to all professional services provided our members on and after October 1. The result is an increase of fifty per cent in our costs for professional services.

The rates for almost all other services purchased or provided by your Medical Department are continuing to follow a proportionate pattern of increase.

The combination of these factors, all beyond control of the Medical Department, have necessitated the recent adjustment in your monthly dues rate. Most of our members recognize that the higher the cost of medical service, the greater the need for adequate protection against these costs.

It will continue to be the purpose of your Medical Department to provide the most comprehensive, highest quality care available.

(See enclosed Annual Report)

Retirement Tax Changes

Effective January 1, 1967, the rate applicable to Railroad Retirement Tax withheld from employees' earnings for service rendered after January 1, 1967, will be 8.65% on that part of the individual's gross earnings that do not exceed \$550 in any one month. This percentage will generate a maximum deduction of \$47.58 per month. Of the 8.65% Railroad Retirement Tax to be paid by employees, ½ of 1% is for

Health Insurance Benefits (Medicare) and ¼ of 1% to finance the 7% increase in Railroad Retirement Pensions covered by the 1966 amendments to the Railroad Retirement Tax Act.

"Inasmuch as payroll deductions for Retirement Tax are computed by electronic data processing procedures," said Frank A. Fieser, manager-accounting, "we do not intend to supply Tax Table Charts."

Western Pacific Employees Medical Department ANNUAL REPORT Fiscal Year 1965

JOHN F. FORBES & COMPANY

CERTIFIED PUBLIC ACCOUNTANTS

MEMBER OF THE
AMERICAN GROUP OF C. P. A. FIRMS
WITH OFFICES IN PRINCIPAL CITIES

CROCKER BUILDING
SAN FRANCISCO 94104

REPORT OF CERTIFIED PUBLIC ACCOUNTANTS

Board of Directors

Western Pacific Employees Medical Department:

We have examined the balance sheet of Western Pacific Employees Medical Department (A Nonprofit Association) at January 31, 1966, and the related statement of operations and net worth for the year then ended. Our examination was made in accordance with generally accepted auditing standards, and accordingly included such tests of the accounting records and such other auditing procedures as we considered necessary in the circumstances.

In our opinion, the statements referred to above present fairly the financial position of Western Pacific Employees Medical Department at January 31, 1966, and the results of its operations for the year then ended, in conformity with generally accepted accounting principles applied on a basis consistent with that of the preceding year.

John F. Forbes & Company

San Francisco, California

April 20, 1966

WESTERN PACIFIC EMPLOYEES MEDICAL DEPARTMENT
(A Nonprofit Association)

BALANCE SHEET, JANUARY 31, 1966

A S S E T S

CASH	\$138,932	
DUES RECEIVABLE	45,798	
ACCOUNTS RECEIVABLE, PORTOLA HOSPITAL	\$14,515	
Less allowance for doubtful accounts	<u>10,200</u>	4,315
INSTALLMENT NOTES RECEIVABLE WITH DEEDS OF TRUST		2,781
OFFICE EQUIPMENT - NET OF ACCUMULATED DEPRECIATION ..		1,086
FIXED ASSETS HELD FOR MEDICAL DEPARTMENT		
AT EASTERN PLUMAS COMMUNITY HOSPITAL.....	9,691	
NOTE RECEIVABLE - EASTERN PLUMAS COMMUNITY HOSPITAL..	<u>10,000</u>	
(see note)	19,691	
Less allowance for possible loss	<u>19,691</u>	
		<u>\$192,912</u>

LI A B I L I T I E S A N D N E T W O R T H

ACCOUNTS PAYABLE	\$ 76,356
PREPAID DUES	59,433
NET WORTH	<u>57,123</u>
	<u>\$192,912</u>

NOTE: As of January 31, 1966, The Medical Department was committed to advance an additional \$5,000 to Eastern Plumas Community Hospital.

STATEMENT OF OPERATIONS AND NET WORTH,
YEAR ENDED JANUARY 31, 1966

INCOME:	
Dues	\$660,108
On-duty injury refunds	4,640
Recoveries from insurance companies	4,678
Miscellaneous income	<u>4,384</u>
	<u>673,810</u>
EXPENSES:	
Medical-surgical	214,586
Private hospital care	356,854
Out-Patient drugs, x-ray, laboratory, etc	71,446
General and administrative	55,781
Contribution to Eastern Plumas Community Hospital.	5,000
Provision for doubtful accounts - Portola Hospital	<u>2,812</u>
	<u>706,479</u>
NET OPERATING (LOSS) FOR THE YEAR	(32,669)
NET WORTH, JANUARY 31, 1965	\$109,483
Less provision for possible loss	<u>19,691</u>
	<u>89,792</u>
NET WORTH, JANUARY 31, 1966	<u>\$ 57,123</u>

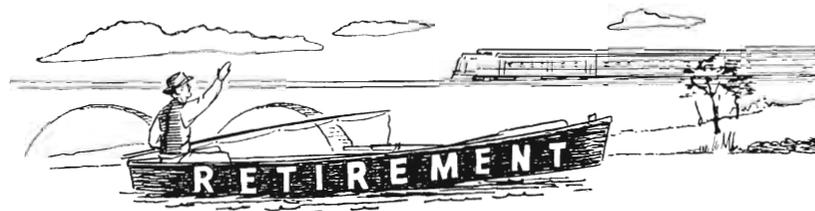
COMPARATIVE STATEMENT OF MEDICAL SERVICE BENEFITS EXTENDED TO MEMBERS

	1965	1964	Increase or (Decrease)
Average number of employee members	3,353	3,458	(105)
" " pensioner "	<u>684</u>	<u>689</u>	<u>(5)</u>
TOTAL	4,037	4,147	(110)
Number of injury, medical or surgical cases treated	6,026	5,946	80
Number of cases hospitalized:			
At private hospitals	517	585	(68)
At portola Hospital	<u>141</u>	<u>123</u>	<u>18</u>
TOTAL	658	708	(50)
Days of hospital care provided			
At private hospitals	6,158	5,913	245
At Portola Hospital	<u>1,871</u>	<u>1,958</u>	<u>(87)</u>
TOTAL	8,029	7,871	158
Days of T.B. sanitarium care	182	409	(227)
No. of home & office visits by staff doctors	16,792	17,725	(933)
No. of hospital visits by staff doctors	<u>8,551</u>	<u>8,114</u>	<u>437</u>
TOTAL services by Staff Doctors	25,343	25,839	(496)
<u>OPTICAL BENEFITS</u>			
No. of orders under partial optical device benefit	223	246	(23)
Retail value of such orders	\$7,785	\$8,363	(\$578)
Total savings to members	\$3,105	\$3,264	(\$159)
Total cost to Medical Department	\$ 540	\$ 616	(\$ 76)
<u>PENSIONER BENEFITS</u>			
Dues income from pensioners	\$111,889	\$100,391	\$11,498
Total cost of benefits for pensioners	\$269,204	\$219,641	\$49,563
Ratio of benefits per \$1.00 of dues	\$ 2.41	\$ 2.19	\$.22
Additional dues cost per active member per year to subsidize pensioner benefits	\$ 46.92	\$ 34.48	\$12.44
PARTIAL REIMBURSEMENT FOR NON-STAFF CARE UNDER RULE 11			
Total reimbursed	\$25,634	\$15,534	\$10,100

COMPARATIVE RECORD OF HOSPITALIZATION AND AVERAGE DAILY COST

1965 and 1964

AREA AND HOSPITALS (General Hospitals)	No. of Patient days		Total costs		Average cost per Patient Day	
	1965	1964	1965	1964	1965	1964
San Francisco Bay Area (sub-total)	3233	2847	\$166,581	\$160,516	\$51.53	\$56.38
St. Joseph's (S.F.)	1867	2163	106,407	118,890	56.99	54.96
Providence (Oakland)	283	307	14,847	14,795	52.46	48.19
Oakland (Oakland)	208	202	9,714	10,359	46.70	51.28
Southern Pacific (S.F.)	649	-	25,519	-	39.32	
All other (S.F., Alameda, Oakland, San Jose, Hayward)	226	175	10,094	16,472	44.66	94.12
Sacramento Valley (Sub-total)	2076	2083	\$91,868	\$91,342	\$44.25	\$43.85
St. Joseph (Stockton)	679	666	16,784	20,777	24.72	31.19
Dameron (Stockton)	83	26	3,592	1,554	43.28	59.76
Mercy (Sacramento)	139	203	6,309	8,549	45.39	42.11
Sutter (Sacramento)	476	354	27,094	17,752	56.23	50.14
Oroville-Community (Oroville)	242	316	12,023	13,702	49.68	43.36
Medical Center (Oroville)	317	411	19,874	24,426	62.69	59.43
All other	140	107	6,192	4,582	44.23	42.82
Sierra Mountains (Sub-total)	224	382	\$10,131	\$15,245	\$45.23	\$39.91
Plumas District (Quincy)	140	138	6,459	5,545	46.14	40.18
Washoe & St. Mary (Reno)	80	244	3,496	9,700	43.70	39.75
All other	4	-	176	-	44.00	-
Nevada-Utah (Sub-total)	625	601	\$25,398	\$21,228	\$40.64	\$35.32
Humboldt (Winnemucca)	103	132	3,278	3,841	31.83	29.10
Elko (Elko)	210	225	8,644	9,036	41.16	40.16
St. Mark (Salt Lake City)	215	187	7,015	6,199	32.63	33.15
All other	97	57	6,461	2,152	66.61	37.75
Total, Other than Portola & Ross	6158	5913	\$293,978	\$280,532	\$47.74	\$47.44
Portola Hospital (W.P. Patients)	1871	1958	53,169	66,356	28.42	33.88
GRAND TOTAL, GENERAL HOSPITALS	8029	7871	\$347,147	\$346,888	\$43.24	\$44.07
T.J. Smitarius Care (Ross General)	182	409	\$ 4,038	\$ 7,799	\$22.19	\$19.07
AREA			Average Cost Per Patient Day 1965	Average Cost per Patient day 1955	Increase	% of
Private Hospitals:	S. F. Bay Area		\$51.53	\$27.60	86.70	
	Sacramento Valley		44.25	26.87	64.68	
	Sierra Mountains		45.23	21.41	111.26	
	Nevada- Utah		40.64	18.14	124.04	
Total, other than Portola			47.74	25.57	86.70	
Portola Hospital (W.P. Patients Net Cost)			28.42	25.83	10.03	



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:

Walter Clark, dining car steward, Oakland, 29 years.

Albert L. Coady, Alameda Belt Line car clerk, Alameda, 22 years 10 months.

Mettie E. Gilbert, roundhouse laborer, Oroville, 22 years 3 months.

Alton E. Healey, yard industry clerk, San Francisco, 15 years.

Henry M. Houston, dining car waiter, Oakland, 16 years 5 months.

Charlie C. Hughes, brakeman, Portola, 25 years 1 month.

Joseph D. Locati, brakeman, Stockton, 22 years 5 months.

Louis R. Lopez, section laborer, Burmeister, 17 years 11 months.

Anna M. Mitchell, car cleaner, Oakland, 21 years 9 months.

George Riolo, carman, Sacramento, 20 years 10 months.

Robert H. Swecker, switchman, Portola, 19 years 2 months.

Eve M. Whitlock, nurse's aide, Portola Hospital, 14 years 8 months.

George T. Whitlock, locomotive engineer, Portola, 36 years.

Television has been called a MEDIUM because so little of it is neither RARE nor WELL DONE!

NOVEMBER-DECEMBER, 1966

Fight tuberculosis and other respiratory diseases



Use Christmas Seals on All Your Holiday Mail!

The high-powered executive, so the story goes, swung confidently into the climax of his ghost-written speech on the balance-of-payments problem. "Now let me tell you what we should do about it," he said to his attentive listeners as he turned to the last page of the text. But all that appeared there was a scrawled message reading: "All right, wise guy—you're on your own!"

MILEPOSTS



IN GOLD

MILEPOSTS congratulates the following railroaders who are eligible for Service Pin Awards during the months of November and December, 1966:

40-YEAR PIN
John W. Gavey.....Project Engineer-Signals.....Sacramento

35-YEAR PINS
Charles K. Faye.....Asst. Vice President-Sales.....San Francisco
Edward W. Jayne.....Conductor.....Portola
Earl W. Johnson.....Section Laborer.....Burmester, Utah
John F. McKenzie.....District Sales Manager.....St. Louis, Mo.
Herbert L. Nash.....Section and Extra Gang Foreman.....Stockton

30-YEAR PINS
Ralph Aiello.....Locomotive Engineer.....Salt Lake City
Clayton R. Ashland.....Clerk.....San Jose
Myron J. McDonald.....Yardmaster.....San Jose
Ray F. Niblock.....Captain and Master MV "Las Plumas".....Oakland
George D. Nye.....Machinist.....Sacramento
Herman F. Schultze.....Sheet Metal Worker.....Sacramento
Paul L. Schultze.....Pipefitter.....Sacramento

25-YEAR PINS
Thomas T. Bamford.....Blacksmith.....Sacramento
Joseph S. Bettencourt.....Clerk.....Sacramento
Joseph E. Bramse.....Locomotive Engineer.....Oakland
John F. Christie.....Extra Gang Foreman.....Division
Frank J. Coleman.....Diesel Foreman.....Elko
Edward T. Cuyler.....Chief Mechanical Officer.....Sacramento
Wendall C. Earley.....Water Service Maintainer.....Stockton
William A. Hoxsey.....Brakeman.....Winnemucca
Carl O. Hunter.....Carman.....Oakland
Fred W. Johnston.....Switchman.....Oakland
Nelson G. Jones.....Conductor.....Keddie
Samuel A. Mello.....Patrolman.....Sacramento
John R. Meinig.....Switchman.....Stockton
Benjamin F. Mingles.....Telegrapher.....San Jose
Mildred Naughton.....General Bookkeeper.....San Francisco
Allen E. O'Connell.....Fireman.....Oroville
Hyrum A. O'Rullian.....Chief Clerk-Mechanical.....Sacramento
William H. Otis.....Locomotive Engineer.....Keddie
Edward F. Reedy.....Brakeman.....Keddie
Gilford S. Rice.....Machinist.....Oroville
John P. Rice.....Fireman.....Stockton
Harold L. Siemens.....Locomotive Engineer.....Oakland
William D. Taber.....Locomotive Engineer.....Oakland
Arthur M. Teixeira.....Janitor-Mechanical.....Sacramento
Roger M. Verhaege.....Assistant Trainmaster.....Stockton
Melvin I. Whaler.....Train Desk-Diesel Clerk.....Keddie
Raymond R. Williams.....Fireman.....Stockton

20-YEAR PINS
Robert Allen.....Laborer-Mechanical.....Sacramento
Simon Bermudez.....Section Laborer.....San Francisco
Peter Bernardini.....Switchman.....Oakland
Jean M. Bruce.....Rate-Division Clerk (MILEPOSTS Correspondent).....San Francisco
Claude A. Crain.....Crane Kar Operator-Stores.....Sacramento
John D. Elkin.....Cashier.....Reno, Nev.
Harry E. Fay.....Switchman.....Stockton
John F. Graser.....General Clerk.....San Francisco
Eric C. Heckers.....Fireman.....Stockton

(Continued on next page)

Frank J. Hyatt.....General Scale Inspector.....System
Joseph R. LaMalfa.....Lead Draftsman-Mechanical.....Sacramento
Lawrence J. Levis.....Chief Clerk Passenger Accounts.....San Francisco
Stiles A. Martin.....Clerk.....Stockton
Patricia T. McDaniel.....Accountant.....San Francisco
John W. Mills, Jr.....Chief Clerk-Overcharge Claims.....San Francisco
Joaquin Munoz.....Track Laborer.....San Francisco
Charles A. Rhines.....General TCS Maintainer.....Elko
Raymond E. Schriefer.....Shop Engineer-Mechanical.....Sacramento
Daniel A. Yniguez.....Yardmaster.....South Sacramento

15-YEAR PINS
Edna L. Brown.....Accountant.....San Francisco
Jeryl R. Goff.....Conductor.....Stockton
Bobbie R. Lamka.....Conductor.....Portola
Homer L. Lemons.....Switchman.....San Francisco
Robert E. Sherwood.....Switchman.....Oroville
L. P. Wirthlin.....Fireman.....Winnemucca

10-YEAR PINS
N. N. Claw.....Extra Gang Laborer.....Extra Gang No. 76
O. J. Farmer.....Clerk.....Stockton
M. Huckaby.....Telegrapher.....Wendover
Donald J. Landgraf.....Chief Clerk-Marketing (Correspondent).....Chicago, Ill.
R. R. Larson.....Relief Clerk No. 2.....Portola
Esteban Martinez.....Laborer.....Extra Gang No. 22
M. H. Masters.....Stenographer-Clerk.....San Francisco
A. R. Mize.....Dispatcher.....Sacramento
R. E. Patterson.....Switchman.....Stockton



Three freight claim department employees received Service Pin Awards in November, presented by Lee Michelson, general manager (right). Shirley Guidotti, investigator, completed 20 years service on October 22, Robert R. Beebe, adjuster, completed 40 years on October 1, and Mary H. Masters, steno-clerk, completed 10 years service on November 19.

The astronaut was poised in his capsule, ready to be launched.

"How do you feel?" the reporter asked.
"How would you feel," the astronaut replied, "if you were sitting on top of 150,000 parts—each supplied by the lowest bidder?"

Sign in a travel agency: "Please Go Away."
* * *

"What makes you think Junior will be in politics some day?" asked mother. Father replied: "He says more things that sound well and mean nothing than any other boy I know."

We enjoyed your visit, Niels!

SINCE September 1 a 22-year-old student from Copenhagen, Denmark has been performing limited work assignments in nearly all departments of the railroad. Western Pacific considers itself fortunate to have had such a brilliant, adaptable and personable individual as Niels B. Andersen select this railroad as his choice of all U. S. industries to receive a broad educational background in this country's industrial operations.

Niels' traineeship at Western Pacific was arranged by the Association Internationale des Etudiants en Sciences, Economiques et Commerciales. AIESEC is a non-profit organization which arranges for the exchange of trainees between about 300 universities in 41 countries. The total number of trainees exchanged in 1966 exceeds 4,500.

One of the AIESEC program's greatest assets is in affording a student an opportunity to come more in close contact with the population in a foreign country than he could just traveling as a tourist.

Tourism was not overlooked, however. "Before I came to San Francisco I had quite a bit of travel behind me," Niels informed MILEPOSTS. "I went by plane from Copenhagen to Amsterdam; then from Rotterdam to New York by student ship. Prior to my departure I had bought a \$99 ticket which enabled me to travel by Greyhound in Canada and the United States, visiting such places as Montreal, Niagara Falls, Washington, D.C., Miami, New Orleans, the Grand Canyon, Yellowstone Park, and Los Angeles. I also managed to go by train to Mexico City during a

six weeks vacation! Upon completing my Western Pacific traineeship, I plan to go by *California Zephyr* to Chicago, then by bus to Atlanta, Ga., then to New York and home by Icelandic Airlines to enjoy a stopover in Reykjavik."



Niels was born and raised in Copenhagen. After completing high school he was drafted in the Danish Army for ten months, of which eight months were devoted to issuing a monthly magazine

for the soldiers on the base. Niels spent the next three years in the Copenhagen School of Economics and Business Administration from which he graduated last June.

His father and mother own a small factory making coats for women. They live in a residential area about six miles from the center of the city. Niels has one sister, age 20, who attends college nearby. Two years ago she was in California for about one month to participate, as Miss Denmark, in the Miss Universe Contest in Long Beach.



During Niels' three-month stay in the Bay Area he has lived with three University of California students. "This is a good thing in many respects," said Niels, "as I have never had an

(Continued on Page 21)



In Memoriam

In behalf of all employees of Western Pacific and its affiliated companies, MILEPOSTS extends sincerest sympathy to the loved ones of the following employees whose deaths have been reported:

Peter G. Casey, retired car inspector, Alameda, November 20.

Walter A. Crenshaw, retired sheet metal worker, November 1.

Fortunato R. Greco, locomotive engineer, Salt Lake City, November 24.

Milton A. Jacobs, retired Sacramento Northern locomotive engineer, Seattle, October 1966.

Herman E. Johanson, retired deckhand, Hayward, November 1.

Frank C. Lawell, retired yard clerk, Oakland, October 24.

Ralph E. McElroy, retired agent-telegrapher, October 4.

Marie L. Shipley, secretary to general sales manager, Chicago, November 15.

Dewey C. Staggs, retired brakeman, November 6.

Robert R. Taylor, retired marketing division consultant, October 28.

George Williams, dining car chef-cook, Oakland, November 20.

We enjoyed your visit...

(Continued from Page 20)

opportunity to become bored or lonesome. They have been very nice to help me with many arrangements, take me to parties, and in general make me participate in the normal student life in this country. Once each week I have played badminton in San Francisco's Chinatown, arranged for me by a Western Pacific employee.

"I have enjoyed every minute I have been with Western Pacific and I am, of course, very grateful to the management who accepted me as a trainee for this period. In addition, I should like to express my sincere thanks to all the employees who have worked with me in making my traineeship a

very pleasant as well as a very instructive experience. The experience I have gained will be of extremely great value to me when I get back to Denmark because I will be able to transfer numerous ideas and advanced business methods I have been exposed to in Western Pacific to my future employment. It is my reflection," added Niels, "that the WP employees have taken great pride in showing me and explaining to me their tasks and problems in a very informative way. This has given me a very good impression on how a modern railroad operates."

MILEPOSTS would like to add that Niels has afforded Western Pacific employees a very fine impression of a remarkably fine young friend from Denmark. He will be missed!



STOCKTON

Elaine Obenshain

Brakeman JOSEPH D. LOCATI retired on October 31 with 22 years of service. He began his railroad career in 1918 as a brakeman on the NWP, worked for the AT&SF, GN, NP, SP&S, SP and UP before his first employment with WP on August 8, 1944. He served with the 754th Railroad Battalion during World War II. His future plans for enjoying life include trips to Canada and Mexico and he has our best wishes.

A1/C Ronald G. Trow, son of Engineer and Mrs. J. G. TROW, and Elsiemie Foster were married on October 7 in Bitburg, Germany. Ron is stationed at the Bitburg Air Force Base and the newlyweds will live in Ehrang, Ger-



Mr. and Mrs. Ronald G. Trow

Caboosing

many. His grandparents, Mr. and Mrs. George Trow of Stockton, attended the wedding, his grandfather acting as witness. Sandy Trow plans to visit her brother and new sister-in-law after the first of the year.

Engineer E. C. HECKERS has accepted a position with the California Public Utilities Commission, with headquarters at Los Angeles. He entered service with Western Pacific on December 7, 1946, transferred to fireman on August 26, 1950 and was promoted to engineer in 1963.

Welcome to D. E. HARDING, who displaced ROSS MARINO as relief roundhouse foreman. Ross is now working vacation reliefs.

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

SACRAMENTO STORE

A. E. Dabbs

During the past year it has been my privilege to report events about the employees of the Sacramento Store Department, and I wish to thank every one for their cooperation and assistance.

Now I would like to report the most important event the World has ever known—the birth of Jesus, our Savior on December 25, and with this announcement I would like to wish each and every one a Very Merry Christmas and a Happy New Year!

LOS ANGELES

Joan Karlin

Chief Clerk DENNIS E. SMITHEBURN and his wife, Gloria, vacationed during the last two weeks of November. Both native San Franciscans, they first spent a few days at Lake Tahoe, then celebrated Dennis' birthday, November 23, and enjoyed Thanksgiving with their families and visited friends in the Bay Area. Dennis has been chief clerk here since the death of FRANK SELL, coming here from the manifest clerk's position in the Oakland sales office. He first worked for the railroad in the marketing division's file room at San Francisco on September 10, 1963. Dennis and Gloria were married soon after he came to Los Angeles in September, 1964.

With best wishes to all for a Merry Christmas and a bright and happy New Year!



WINNEMUCCA

Hank Mentaberry

As a "ham" radio operator, Yard Clerk ANDREAS NORGAARD has talked with friends in many foreign lands. Little did he realize, however, that through such friends in Denmark he would find a wife. When Andreas went to Denmark in 1961 to visit his father, some of the friends he had made by radio contact introduced him to a girl who lived next door to his father. They fell in love and he returned to Nevada with a bride.

Last August and September, Andreas and his wife, the former Karen Rasmussen, and their daughter, Suzanne, 4, left here on the *California Zephyr* for New York, then by plane to Copenhagen with touchdowns in Iceland and Norway, to revisit their relatives. Included in the many places they visited is the town of Nolef, with a population of only 250, but it has a very special meaning to Andreas and Karen. It was in the Nolef Church that Karen was baptized, confirmed and married, and where little Suzanne was baptized. Karen's father was baptized, confirmed, married and is buried in the churchyard, and Andreas' father, born in Nolef, spent most of his adult years in the United States, but retired to Denmark and is also buried in the churchyard at Nolef.

Now home again, Andreas and Karen are looking forward to again visiting the delightful country of their heritage.

The Winnemucca gang extends best wishes for the Holiday Season to all fellow Western Pacific employees!

When a man flirts with a waitress, he may be playing for big steaks!

MECHANICAL DEPARTMENT

Clara R. Nichols

Our best wishes to CLIFFORD C. BENNETT who retired as blacksmith on September 30, ending a service with Western Pacific which began on April 19, 1935. During his years with the railroad Cliff has been very active in



Cliff, left, receives gift and best wishes on behalf of his co-workers from R. E. Schriefer.

employee affairs, having served as president of the Western Pacific Amusement Club and a member of the Shop's Safety Committee. He is also a past president of our Credit Union.

Shop Superintendent R. E. SCHRIEFER presented Cliff with a gift from the employees during his last day at work.

May your Christmas Holiday be a merry one, and may the New Year bring each and every one of you much happiness!

One of life's briefest moments is the time between reading the sign on the freeway and realizing you just missed the off-ramp.

OROVILLE

Helen R. Small

Switchman GARY L. POTES and Nona Anita Simkins were married in the Park Wedding Chapel in Reno on October 8. While Gary is presently working in Oroville Yard they plan to live in Portola.

On November 12 Claude M. Dryden, son of retired Conductor and Mrs. A. W. DRYDEN, was married to Judy Marie George in a double ring ceremony by Rev. Andrew Acquistapace in the Calvary Baptist Church. Both Claude and his bride are graduates of Oroville High School and Claude attended Yuba College for two years before entering the Navy. Judy is employed in Stockton. Following a honeymoon trip through the Redwoods, Claude leaves for duty in Viet Nam for 14 months.

Conductor ARDEN L. CARPENTER and his wife celebrated their 25th Wedding Anniversary on November 13 by receiving nearly 100 guests in their



The Carpenters cut 25th Wedding Anniversary cake.

home. They were married in Reno, Nev. on November 11, 1941 and lived in Quincy until 1942. After Arden returned from Armed Forces duty they moved to Oroville in 1954 and live at 1914 Campbell Avenue. Arden has been with WP for over 25 years and Mrs. Carpenter is employed by the Oroville Elementary School District. They have two sons, Rick and Jon.

Our heartiest congratulations to all those mentioned above!

Retired Conductor DEWEY C. STAGGS, 68, died in a San Francisco hospital on November 6. He is survived by his widow, Mrs. Mary L. Staggs, 1938 Rose Street, Oroville.

Engineer C. C. KENNEDY is home after a long stay in the hospital at San Francisco and for therapy at the Kaiser Foundation in Vallejo.

Our best wishes for a Merry Christmas and a Happy New Year to all MILEPOSTS' readers!

KEDDIE

Elsie Hagen

Pfc. Vance Terry, son of Engineer and Mrs. HARRY ALT returned to Fort Bragg, North Carolina after being home on Army leave for 20 days.

The Yellow Creek Inn at Belden will be torn down after being a popular resort for sportsmen for 30 years. The building is on PG&E property and the land is needed for an access route to the site of PG&E's Belden power house to be built after the first of next year. Carrie Rebman, owner of the Inn for many years, has moved to Quincy.

Our very deepest sympathy to the family and relatives of LEROY GRUBBS who died from an auto accident in Oroville in September. Especially, to his sister, Mrs. Betty Heckela of Keddie.

Keddie now has a new Postmistress,



Mrs. Elizabeth Waugh. Temporarily in the grocery store, the office has been moved into another building.

A daughter was born October 20 to PRESTON GLOVER, section gang employee, and his wife. She has been named Margene Lo and weighed 7 lbs. 13½ oz.

Trainman and Mrs. VERNE ROBLER are now living in Bieber, Verne working on the high line between here and Bieber.

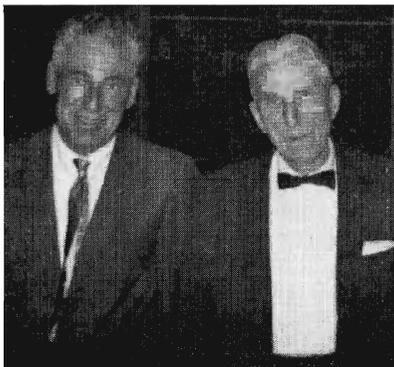
Quincy is growing all the time. We now have a new Wells Fargo Bank and will have next year a new Bank of America. Quincy is going on the dial phone system and the new Telephone Company building will be ready early in 1967.

The Quincy High School varsity football team won the championship playing against teams from Greenville, Loyalton, and Portola.

May true Peace and Happiness be with you all at Christmas and throughout the New Year is our wish to all of our MILEPOSTS' friends!

PORTOLA

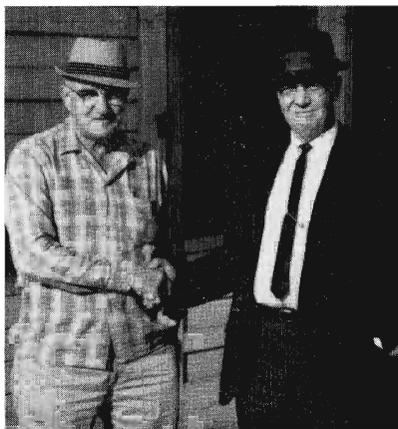
Eighty years of membership in the Brotherhood of Railroad Trainmen was represented on October 5 when WILLIAM WRIGHT THRAILKILL received his 50-year Membership Pin and his son, WILLIAM HOWARD THRAILKILL was awarded his 30-year Membership Pin.



BRT honors son and father

The presentation was made by Brotherhood President Robert Pruitt at a dinner honoring the Thrailkills. The elder Thrailkill ended his career with WP in January, 1950 after 40 years of service. He and his wife, Lida, will observe their 55th Wedding Anniversary next March. Also, on November 6, the elder Mr. Thrailkill was presented a 60-year Membership Pin from the B.L.F.&E. at a dinner given by the Portola Firemen's Auxiliary.

Retired Engineer BRUCE VANCE and his wife, LOUISE, were installed as Worthy Patron and Matron of Beckwith Star Chapter, Order of Eastern Star, on November 5. Louise was formerly roadmaster's clerk and PBX operator at Portola.



Bob Swecker, left, receives retirement wishes from Trainmaster W. W. Geil at Portola.

Switchman ROBERT H. SWECKER received congratulations from Trainmaster W. W. GEIL October 31 when Bob retired after completing more than 19 years of service.

November 21 was a nice snowy day here which reminds us to be sure and wish all WP railroaders a Happy Holiday Season. Merry Christmas every one!

WENDOVER-SALT LAKE CITY

Esther Witt, J. B. Price

The home of Cashier and Mrs. PRES-TON A. NUFFER was twice blessed during the month of October. Their daughter and son-in-law, Mr. and Mrs. Dale Skinner presented them with a grandson on October 3. The Nuffers departed on the *California Zephyr* on October 8 for a vacation in Biloxi, Miss. and arrived just in time to be presented with another grandson by their daughter and son-in-law, Mr. and Mrs. J. W. Oakes on October 11.

Sincerest sympathy is extended to Engineer ARTHUR E. BIGGS and family whose home was saddened on September 28 by the death of their loving wife and mother from hepatitis.

Retired Section Foreman CHARLES G. CLONTZ, formerly at Wendover but now residing in Salt Lake City, underwent surgery in St. Marks Hospital on November 3. Ill for some time, we sincerely wish for him good health soon.

Our deepest sympathy is extended to Track Supervisor and Mrs. MERLIN C. HIGLEY upon the death of Merlin's brother, Lloyd, from a heart attack on October 1.

Miss Sally Jo Lindsey became the bride of Arlan W. Woodward, son of Conductor and Mrs. ALFRED G. WOODWARD in rites performed in the Salt Lake LDS Temple on August 19. A wedding reception was held in the Tremonton 1st Ward Chapel following the ceremony. The newlyweds both attended Brigham Young University and are making their home in Los Angeles, where Arlan is working on his Ph.D at the University of Southern California. Congratulations from all of us and best wishes for many happy years of marriage for them.

Retired Engineer JOHN J. BROWN visited with Mechanical Foreman ROBERT COLVIN in October.

While on vacation, Switchman ELDEN H. WILLIAMS of Sacramento stopped by for a visit and to see our new depot.

A short visit was enjoyed by all of us when retired Conductor and Mrs. GUS A. SNOWBERGER stopped by after calling on other retired WP families in Salt Lake City. Gus hasn't aged a year since he retired from his appearance and remains active with his hobbies of which raising flowers is one.

Another retired employee visitor was JACK TAYLOR of Coos Bay, Ore. He reports they had a wonderful growing season there this year.

We are always glad to see our fellow workers and retirees and hope they stop by often!

Switchman and Mrs. EUGENE T. LAVEELE spent their vacation visiting relatives and friends in Nevada and California.

We wish speedy recoveries for Assistant Foreman KARL W. JOHNSON, and Laborers IBY B. BEAR and LOUIS R. LOPEZ, all from Burmester area who have been in and out of the hospital during the past six months. We have missed all of them.

Elizabeth Pettit, daughter of Switchman and Mrs. COLEMAN PETTIT, was a delegate from Wendover High School to the 5th Annual United States Senate Youth Program held at the State Capitol in Salt Lake on November



5. Elizabeth was chosen to represent her school on the basis of her score on a State given test to all student body office holders, and for her leadership ability and her scholastic achievements. She is the junior class president. During the all-day program they had the privilege of hearing speeches by Governor Rampton, Senator Bennett, Oscar McConkie, Jr., and Dr. Lowell L. Bennion. The U.S. Senate Youth Program was held in Utah for the purpose of the 64 delegates to compete against each other and to select two delegates to represent Utah in

Washington, D.C. in January 1967.

Funeral services for Mrs. Geraldine Shelton, wife of Yard Clerk DAVID W. SHELTON were held in Heber, Utah at the Third L.D.S. Ward Chapel on November 5. Mrs. Shelton died on November 2 after a long illness. Survivors include her husband, two sons, David Bret and Lane Watson, and a daughter, Vickie Lynn. Our sincerest sympathy is extended to this family.

Retired Fireman ROSS B. WALKER died on September 17 after several years of ill health. Funeral services were held in Hillsboro, Oregon, on September 21. We express our sympathy to his wife, Ollie, and family.

We hope that retired Signal Maintainer THEAS N. GARFIELD will be soon in good health after several months' illness.

Retired Boilermaker JAMES A. MONAHAN underwent surgery for a cataract in September. The operation was a success and Jim is now trying to adjust to his new vision and we hope he comes through with flying colors.

Engineer FORTUNATO R. GRECO died in a Salt Lake Hospital on November 23 following surgery. He will be sadly missed by all of us and we extend our heartfelt sympathy to all members of his family.

As the old year draws to a close and the new year is about to make its advent, we wish to take this opportunity to wish our Western Pacific Family both near and far "A Very Merry Christmas and the Happiest of New Years."

Prosperity is something you feel, fold, and mail to the Internal Revenue Service.

* * *

The problem of getting men to the moon is about to be solved. Getting them to and from work in our cities will take a little longer.

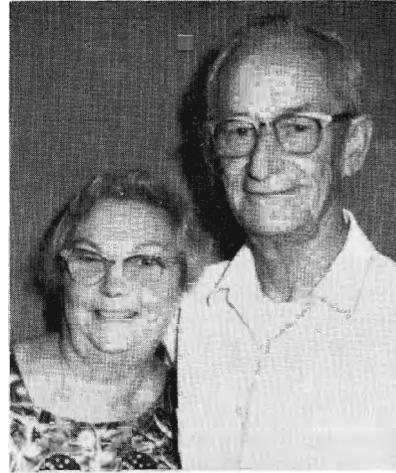
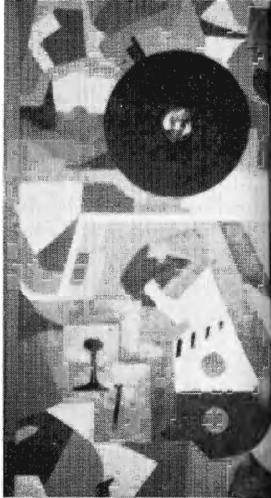
OAKLAND

John V. Leland

We were sorry to learn from MACE GORDON, dining car department crew dispatcher, that Chef-Cook GEORGE WILLIAMS died on November 20 at the age of 60. George came to Western Pacific as a chef on November 17, 1945. He is survived by his wife.

We have an artist in our midst in the name of FORD A. SHEPHERD, switchman. His latest effort he calls "Industrial Complex" depicting the entire Western Pacific system. It's painted on canvas and mounted on plywood. Colors are orange, green, red, brown, purple, yellow and others of various hues. The exhibit includes a piece of actual rail and a spike, chrome-plated, and a signal circle in black with a real green lens. It is lighted from behind with a flashing off-and-on battery circuit.

RUSSELL H. ROBINSON, superintendent for the Oakland Terminal Railway and the Alameda Belt Line reports the retirement of Car Clerk ALBERT L. COADY on October 31. During Al's 23 years with the railroad he held positions of demurrage clerk, switching clerk and car clerk. He had prior railroad service with the Canadian National in Montreal for 15 years, and nine years with Southern Pacific. He



Mr. and Mrs. Albert L. Coady

also spent five years with Rhodes & Jamieson, a building material firm. Al and his wife are moving to Folsom, California to reside at 166 Market Street. They have two daughters, Mrs. Geraldine Reusso of Fair Oaks and Mrs. Arlene Gibble of Fremont, and eight grandchildren. OT and ABL employees presented Al with a parting gift which included best wishes for a very happy retirement life.



NOVEMBER-DECEMBER, 1966



Chief Yard Clerk Edward L. Wuelfing received a 30-year Service Pin on September 30, presented by newly appointed Agent Ray Smalley.

The very best of Christmas and New Year wishes from your Oakland rails go to WP employees throughout the system!

ELKO

Henry Wallock

Brakeman T. W. HUTCHINS, Jack Skaggs and Ed Vasques have returned from the World Finals of the National Hot Rod association in Tulsa, Okla. where they entered their dragster "Lil' Red" in the hottest competition available. The car was raced for three days in October and turned 12.09 seconds for the quarter mile which contrasts with the record of 11.66 seconds. The second day the car turned 12.76 which qualified it for the finals the third day when it chalked up 12.54.

When Ray Smalley and Barney O'Keefe were recently promoted to positions as Agent-Oakland and Agent-San Francisco, respectively, a cake and coffee party was in order. Left-right in photo at left are Ray, Dennis Rickman, Barney cutting the cake, and behind Barney Andy Stene.

Retired Engineer JACK TAYLOR dropped in the diesel shop in October and looks just the same as he did when he retired. He purchased a new car while in Elko and is enjoying himself immensely.

Call Boy PETE "SKEETER" ANDERSON ran on the November ballot for a seat on the Elko County Game Management Board, and we extend to Pete our congratulations for being one of the three members elected.

GEORGE LEWIS, car foreman, enjoyed two weeks vacation in November spending a large portion of the time hunting pheasants in Nebraska. We understand the shooting was very good, but getting home again proved to be a problem!

LINO MICHELI was on vacation in October and November and bagged a deer for a nice showing.

Another successful hunter was Engineer AL WHEAT who bagged a good-sized elk in Idaho.

This correspondent would like to thank everyone in this area for the support they have given me in collecting news items for this column. Without their help it wouldn't be possible.

To every one who reads MILEPOSTS, Elko extends a sincere wish for a very Merry Christmas and a Happy and Prosperous New Year!

SAN FRANCISCO

George Bowers, Jean Bruce, Elizabeth Fagan
Lawrence Gerring, Betty Grisel, Carl Rath

Beginning next issue BETTY GRISEL, steno-clerk for OSCAR H. LARSON, chief clerk-transportation, will succeed FRANK TUFO as correspondent. Frank's duties in piggyback transportation have taken him to a location in another



"Chris, ask them to put you on commission!"

department. Betty joined Western Pacific on August 19 this year and previously worked for three years as a stenographer in the personnel department for the University of California Lawrence Radiation Laboratory at Livermore. Betty held the title of Maid of Castro Valley, 1962-63, and enjoys fishing, deer and duck hunting, and being a spectator at auto races. She has a daughter, Leah Denise, 2 years, by a previous marriage, and plans to be married to Jay Opperman of Castro Valley next February.

Sympathy is extended to WALTER C. BRUNBERG, vice president-marketing, in the death of his father, CARL G. BRUNBERG, on November 22. Mr. Brunberg, familiarly known as "Gus" was a former skipper on the Sacramento Northern's ferry "Ramon."

Congratulations to MARLENE BOGGS, general secretary-marketing, and husband, Ron, on the birth of a son, Sean, on December 6, scaling 6 lbs. 11 oz. Marlene has a daughter, Cindy, age 9 years.

During the past few months several clerks in the manager - revenue ac-

counting office, attended a rate and division school three evenings each week. Class teachers were JOHN SANDSTROM, chief clerk, division bureau, and JOHN MILLS, chief clerk, revising bureau. As a result of these classes, two women employees have successfully bid in the division bureau on positions formerly reigned over by men. Hard at work to become accomplished division clerks are SHIRLEY NEVES and JEAN BRUCE, who deserve due credit.

To honor the retirement of LEE CLASSEN, head clerk-miscellaneous accounts (reported in the last issue of MILEPOSTS) auditor of revenue employees gave Lee a dinner at the Montgomery House where his many friends extended their best wishes for a long and happy retirement, and presented Lee with a fine going-away present.

San Francisco employees extend to WP and subsidiary employees everywhere their very best wishes for a wonderful Merry Christmas and a New Year filled with happiness and prosperity!



Railroads' taxes equal \$1 for every crosstie

Imagine paying as many dollars in taxes as there are crossties on the railroads. This is exactly what the railroads do.

If you placed one dollar on every crosstie in the 372,000 miles of U.S. railroad track the total would add up to \$913 million. (Editor's note: And a lot of blisters on your feet!)

This figure is just \$1 million short of the annual corporate, property and employment taxes paid by railroads to federal, state and local governments.

* * *

Many a Christmas tie is in a clash by itself!

* * *

The Post Office Department found it too hard to teach their employees geography, so they decided it would be simpler to teach the whole population of the country a system of numbers.

* * *

The careful driver approached the railroad crossing and, doing as the sign instructed, he stopped, looked and listened. The only sound he heard was that of another car hitting him from the rear.



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