

WESTERN PACIFIC  
*Mileposts*

SEPTEMBER-OCTOBER 1965



# Mileposts

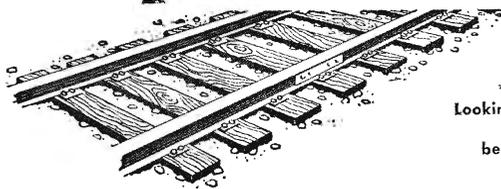
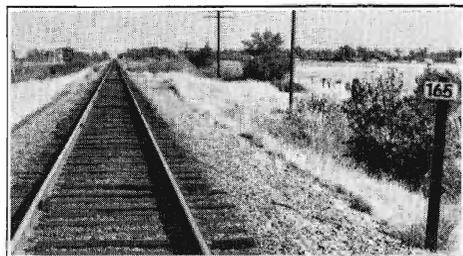
WESTERN PACIFIC

Volume XVII, No. 5

SEPTEMBER-OCTOBER, 1965

\*Milepost No. 165

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. 165:  
 Looking east in farming  
 country midway  
 between Trowbridge  
 and East Arboja.

## MANIFEST

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## California Zephyr remains in service

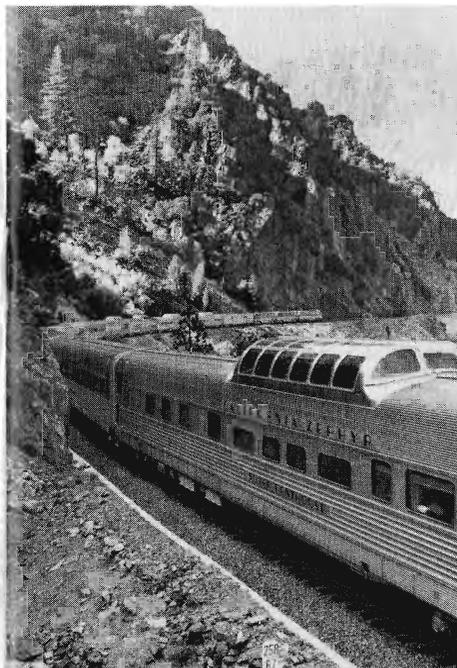
WESTERN PACIFIC, Rio Grande, and Burlington railroads, in a press release issued jointly across the country on September 27, said they had agreed upon a plan to keep the vista-dome *California Zephyr* streamliner operating.

The train loses money on a portion of its 2,500-mile run, and consideration was given to discontinuing it, but the three lines who own and operate the train said they will keep the famous

streamliner running if a new program for increasing revenues and reducing costs proves successful.

To lessen seasonal declines in patronage, an intensified sales program is being launched to attract more passengers during winter months. A 30-day round trip reduced fare to Chicago, Omaha and Kansas City is in effect until November 20 and will be reinstated from January 1 to April 31, 1966. There is presently a 17-day round trip coach fare reduced to \$36 between Salt Lake City and Oakland. Family Plan fares offer savings to travelers departing Monday through Thursday year around. Special efforts are being made to secure organized tour parties destined for California and Hawaii.

Best way to see scenic Feather River Canyon.



Expenses of operating the stainless steel luxury train can be reduced without lowering standards of service the railroad said. The three lines also are hopeful that the Post Office Department will use the train for mail carriage through to the Pacific Coast. Historic mail transportation patterns are rapidly being changed with the advent of the department's new sectional center concept. Mail is being taken from some trains, while others receive new or increased mail traffic.

"In the final analysis," the railroads said, "whether or not the *California Zephyr* is permitted to carry mail will probably determine the longevity of its operation."

The streamliner traverses spectacular mountain scenery of Colorado and California between Chicago and Oakland-San Francisco, operating on the only schedule in the United States tailored for sightseeing. A train hostess and dinner-by-reservation are two service highlights.

## San Francisco Zoo runs a California Zephyr, too!

If you think kids these days associate travel with just space ships, jets, and rockets to the moon, a visit to the San Francisco Zoo will change your mind. There's a miniature *California Zephyr* out there which does a land-office business and brings in revenue to support other Zoo activities.

The Zoo is located at Sloat Boulevard and The Great Highway. Once inside, just follow the railroad tracks painted on the walks for a short distance and you'll soon be at the end of a long line of youngsters (some pretty elderly ones, too!) waiting to purchase tickets.

Unlike its namesake, the Zoo's *California Zephyr* is steam powered, and with the throttle open it can really go around the one - third - mile 22 - inch gauge track. The train is operating much better these days since its road-bed was recently put in first-class condition under the excellent supervision of Bruce McCurdy and Erich Thomsen of WP's engineering department. The entire track was rebuilt, resurfaced with new ballast, better aligned, and made stronger with new joint bolts, spikes and other fastenings. Even the five-bent timber trestle was shimmed to reduce super elevation.

The little engine has a delightful whistle which, when the wind blows in from the nearby ocean, can be heard by weekend gardeners in neighborhood yards, but its "toot" must be as popular with the neighbors as it is with

President Christy cuts ribbon held by C. K. Faye (left) and Jack Hart, secretary-treasurer of the San Francisco Zoological Society (right).

the passengers, as the Zoo has never received a complaint.

The engine, a Cagney, dates back to the early 1900's and was purchased by the Zoo many years ago from a former amusement park near San Mateo.

To publicize the train following track renovations, WP's President Myron M. Christy and Assistant Vice President Freight Sales Charles K. Faye (a Zoo director) cut a ribbon prior to the train's first run on September 7 for the benefit of news photographers.

Western Pacific and the *California Zephyr* are publicized, too, by a WP emblem on each side of the little engine and by *California Zephyr* posters on the fence around the station.



President Christy (standing, right) opened first Industrial Conference session in WP board room.

## WP host to world-wide VIP's

Top ranking executives from some of the world's most important industries met in Western Pacific's board room on September 14-16. All were in the Bay Area to participate in an International Industrial Conference sponsored by Stanford Research Institute and the National Industrial Conference Board.

Purpose for the meetings was to "assess the problems and opportunities facing industrial leadership as a result of swift and constant change in world affairs." Subjects explored included "World Population Explosion," "World Currency Problems," "Identifying and Developing Managers," and "Obstacles to Private Investment." Discussed also

were such fields as science and technology; relationships between industry and government; and relationships between industrially advanced and newly developing countries; and other matters of world-wide significance.

During the three-day meetings WP's President M. M. Christy, retired President F. B. Whitman, and Vice President-Finance R. E. Larson were hosts to notables such as Henry Ford II, Ford Motor Co.; Carl E. Allen, General Motors Corp.; Gene Tunney (of boxing fame, that's right!), McCandless Corp. Others less notable in this country, but equally well-known in their own countries, came from Belgium, Ireland, United Kingdom, Mexico, France, South Africa, Norway, Sweden, India, Japan, and other nations.

## Personnel Changes

### Dr. Max E. Childress

Max E. Childress, M.D., became chief surgeon for Western Pacific Railroad on October 1, succeeding Dr. Glenn F. Cushman.

Dr. Childress was born at San Jose on October 14, 1913. He attended Polytechnic High School in San Francisco and then received four years of pre-medical education at College of Pacific in Stockton. He spent the following four years receiving medical education at McGill University in Montreal, Canada, and interned for one year at Gorgas Hospital in the Panama Canal Zone.

The new chief surgeon was a commander with the U.S. Navy during World War II, serving for four and one-half years in the South Pacific. He joined the Western Pacific medical

department staff on October 1, 1959, as consultant in chest surgery.

Dr. Childress is currently an assistant clinical professor of surgery at the University of California Medical School, and is a member of the American College of Surgeons, chest surgery section.

"My only hobby is taking good care of Western Pacific railroaders."

The doctor and his wife, the former Jane Kingdon of Oroville, live in San Francisco. Kirby, 16, attends Lincoln High School in San Francisco and may, or may not, follow his father in the medical profession. Diana, 23, is attending graduate school at the University of Oregon, majoring in genetics.

### Frank A. Fieser

A deadline bulletin in the last issue of MILEPOSTS announced the appointment of Frank A. Fieser (pronounced Fee-sir) as manager of accounting, effective August 1.

Frank is not completely new to Western Pacific as he has been associated with the railroad for the past 22 months as General Electric's project manager in implementation of Western Pacific's "real time" management information system (see July-August MILEPOSTS). In making the announcement of Frank's appointment, Vice President-Finance R. E. Larson said:



"His varied 14 years' experience make him a most welcome and tremendous asset to our management team." This experience includes, at the controllership level, accounting, financing, budgeting, business measurements, use and programming of large-scale electronic data processing equipment, integrated systems development and implementation, and supervisory responsibility. Firms with which Frank was employed before coming to WP were: Richard E. Harper, CPA, Raymond A. Pembroke, CPA, and Secoma Distributing Company, all of Seattle; General Electric Co. Chemical Processing Department of Richland, Wash.; GE's computer department, Phoenix, Ariz.; and GE's computer department at San Francisco.

Frank was born at Shelton, Wash., on January 18, 1927. From June 1944 until July 1947 he served as radio officer in both Atlantic and Pacific areas as lieutenant, U.S. Maritime Service. He graduated in the top 10 percent of his class from Seattle University in 1951 with a B.C.S. in accounting. He received further education in professional business management during 1957 with General Electric Co. and emerged at the top of his class in a GE business training course in 1961. He went to Arizona State University during 1962 and 1963 to complete course work for credits for a M.S.-accounting.

Frank holds memberships in the American Institute of Certified Public Accountants, American Institute of Management, Arizona State Society and California Society of CPA's, and the Pacific Railway Club.

He married the former Audrey Peterson in Seattle on September 8, 1951, who presently live in San Rafael with

their two children, Carlene, 12, and Frank, 10. Frank's hobbies are baseball, hunting, and raising Golden Retrievers.

### L. D. Michelson

Leland D. Michelson, general manager for Western Pacific, was elected vice president and general manager of the Sacramento Northern Railway and the Tidewater Southern Railway Company effective July 26.

His office for handling affairs of the two Western Pacific subsidiaries is in Sacramento.

### Store Department

H. J. Madison, manager of stores at Sacramento, announced the following promotions made in that department effective September 1:

J. W. Miller was promoted to the position of storekeeper, Oakland, replacing R. E. Danielson, retired.

J. R. Drovold was promoted to position of storekeeper, Stockton, replacing W. J. Funk who has been granted a leave of absence.

### ORT has new name

The Order of Railroad Telegraphers recently changed its name to the Transportation - Communication Employees Union (TCU).

Telegraph systems are playing a smaller role on today's modern railroads. Faster means of communication—telephone and radio for example—are needed for faster and more efficient train service.

E. J. Carey of Sacramento is TCU's general chairman representing Western Pacific employees.



Kathleen Murphy, secretary to chief surgeon, has been busy writing "Thank You" letters for Dr. Childress (left) and Dr. Cushman (right).

## Goodwill Personified

It was my pleasure to recently ride the *California Zephyr* roundtrip between Chicago and San Francisco. The trip was all that your advertising said it would be, with even an added "plus."

Although both ways I always found the personnel of the trains all that could ever be expected, the purpose of this letter is this: Sometime after leaving San Francisco, I believe well within the first day, they changed waiters in the Cable Car room and thereafter I was served by a man whose nameplate said, "Mr. Hill." I had never met this man before but I spent a great deal of time over various cups of coffee studying the efficiency and pleasantness this man expressed toward all.

For example—and just to give an idea of how this man extended himself to be friendly and, of course, which made the trip more pleasant for me—as I am a confessed coffee drinker he soon learned to recognize me and found that, on my return trip, I was traveling alone. One time as I was leaving the car after a cup of coffee he said, with a big smile: "I want to see you back in another hour." I assured him that I would be. However, it was about two hours before I went back; he saw me coming in, looked at his watch, smiled again, and said, "I thought I said I wanted to see you back in an hour and it has been almost two." I admit it did that "something" for me as I had a friend on the train.

Although I admit that this one incident was exceptional, it pointed out this man's ability to understand individual human nature and the extent he was willing to go to make his passengers' trip pleasant. I am glad I will not receive a bill from this man for the



# Dear Editor:

lesson he taught me on how to be nice—it would exceed the round-trip fare I paid from Detroit to San Francisco—via the *California Zephyr*.

Homer K. Biddinger  
Attorney At Law  
Detroit, Michigan

(EDITOR'S NOTE: Louis Hill is waiter-in-charge in the *California Zephyr's* Cable Car buffet-dome car. He has been with Western Pacific since August 12, 1938.

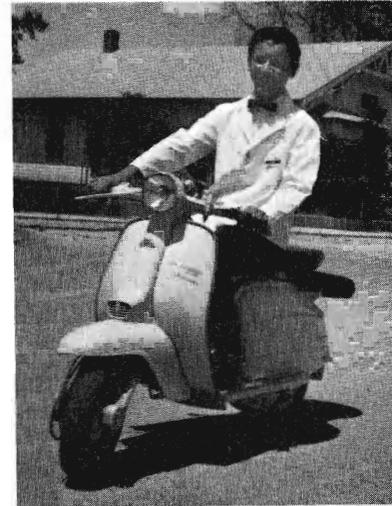
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## Gold Medal Winner

Herbert Ayala, son of Foreman and Mrs. Rafael Ayala, was given the Gold Medal Award for Academic Achievements at the eighth grade graduation exercises of Winnemucca Grammar School in June.

This was an outstanding achievement, because Herbert came to this country from Mexico only four years and four months prior to graduation. He entered the fourth grade at that time and the first thing he had to learn was the English language. In December, 1964, he was promoted to the eighth grade. This was unusual, but the principal felt that Herbert could do the work. In June he graduated with a grade point average of 97.064.

Rafael, the boy's father, came to this country seven and one-half years ago



Herbert's real proud of his motor scooter, too.

and was separated from his family for almost three years while he established a home for them at Winnemucca. Rafael worked first for WP as section laborer at Pulga. In July, 1959, he joined the welding department as a grinder helper. Since then he has worked as a welder helper and as foreman of rail grinding gang No. 2.

Paul W. Reinking  
Assistant Welding Supervisor  
Winnemucca, Nevada.

## Most Grateful

To the scores of our friends on the railroad who sent cards, spiritual bouquets, and memorials in honor of Frank, THANK YOU! Your tributes helped to make this difficult time more bearable.

Kathleen M. Murphy  
Secretary to Chief Surgeon  
San Francisco

\* \* \*

## Now a Denverite

I will appreciate it if you will see that I receive MILEPOSTS at our new home address in Denver, any time after August 20.

Thanks very much, and express my best wishes and best of luck to all my friends at Western Pacific.

Clifford E. Warner  
131 Kramera Street  
Denver, Colorado

\* \* \*

## Heartfelt Appreciation

Will you please print the following in MILEPOSTS? The list of friends is too long for me to thank individually at this time, and more keep coming.

I want to express my heartfelt appreciation for the many memorial donations, cards, the beautiful floral tributes and the thoughtful and helpful acts of kindness given me in the memory of my beloved husband, Alfred S. Charlesworth, who passed away July 14.

I am most grateful to all of our friends from San Francisco to Salt Lake City, who remembered me, in my sorrow. God bless you all.

Mrs. Elverna Charlesworth  
P. O. Box 222  
Winnemucca, Nevada.

# MILEPOSTS



# IN GOLD

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

### 45-YEAR PINS

Patro DeGregorio.....	Painter.....	Sacramento Shops
Arthur W. Taylor.....	Conductor.....	Western Division

### 40-YEAR PINS

Herbert A. Berg.....	Locomotive Engineer.....	Western Division
Joseph N. Dudley.....	Carman.....	Oroville
Roy Lomas.....	Locomotive Engineer.....	Eastern Division
Carlos W. Mangum.....	District Sales Manager.....	Oakland
William Miller.....	Locomotive Engineer.....	Western Division
Fred E. Peters.....	Clerk-Cashier.....	Sacramento

### 35-YEAR PINS

Gordon J. Addis.....	Locomotive Engineer.....	Western Division
John R. Bancroft.....	Locomotive Engineer.....	Western Division
Charles M. Dustin.....	Conductor.....	Western Division
Ivan V. Finley.....	Locomotive Engineer.....	Western Division
Vernon A. Foster.....	Locomotive Engineer.....	Western Division
Hans J. Larsen.....	Conductor.....	Eastern Division
Byron C. McConnell.....	Section Foreman.....	Blairsden
Joseph B. Price.....	Conductor and MILEPOST Correspondent.....	Eastern Division
Edward C. Richardson.....	Sales Representative.....	Kansas City, Mo.
Chauncey N. Snyder.....	Locomotive Engineer.....	Western Division
Timothy N. Sullivan.....	Assistant Accountant.....	Sacramento
George T. Whitlock.....	Locomotive Engineer.....	Western Division

### 30-YEAR PINS

Daniel G. Brew.....	Telegrapher.....	Garfield, Utah
Ralph E. Burck.....	Conductor.....	Western Division
Louis DelMoro.....	Assistant Timekeeper.....	Sacramento Shops
Cecil C. Duck.....	Agent.....	Winnemucca
Clyde E. Fisher.....	Conductor.....	Western Division
James R. Green.....	Machinist.....	Sacramento Shops
William L. Hatfield.....	Cashier-Clerk.....	San Jose
Robert A. Henderson.....	Trainmaster.....	San Jose-Milpitas
Harold A. Holsclaw.....	Conductor.....	Western Division
Willard L. LeBeouf, Sr.....	Conductor.....	Western Division
Odes E. Lyles.....	Locomotive Engineer.....	Western Division
Elwin L. McCann.....	Chief Special Agent-Claim Agent.....	Oroville
Thomas Plesko.....	Chief Clerk-Marketing.....	Seattle
Frank P. Semenza.....	Yard-Car Clerk.....	San Francisco
Robert L. Small.....	Locomotive Engineer.....	Western Division
Lloyd B. Spencer.....	Conductor.....	Western Division
Frederick W. Stogsdill.....	Conductor.....	Western Division
Marion Velasich.....	Machinist.....	Sacramento Shops
Harold E. Yount.....	Conductor.....	Western Division

### 25-YEAR PINS

Clarence M. Bancroft.....	Locomotive Engineer.....	Western Division
James T. Burrows.....	Conductor.....	Western Division
Edward H. Field.....	Store Helper.....	Sacramento Store
James T. Gamble.....	Conductor.....	Eastern Division
Robert C. Heitkamp.....	Conductor.....	Eastern Division
Marvin L. Huff.....	Locomotive Engineer.....	Western Division
Harry E. Hurst.....	Locomotive Engineer.....	Eastern Division
Wayman Kelley.....	Machinist.....	Oroville
Milton L. McNally.....	Switching Foreman.....	Eastern Division
Reno C. Picchi.....	Section Stockman.....	Sacramento Store
Anthony W. Quill.....	Mgr. Data Processing Center.....	San Francisco
Jack A. Reed.....	Conductor.....	Western Division
Harvey E. Saxton.....	Locomotive Engineer.....	Eastern Division
Virgil H. Simpson.....	Conductor.....	Western Division
William E. Taylor.....	Conductor.....	Western Division

### 20-YEAR PINS

Frank Augait.....	Electrician.....	Oakland
Bert G. Brown.....	Yardmaster.....	Stockton
Lizzie Brown.....	Coach Cleaner.....	Oakland
Jose M. Cabezal.....	Marine Fireman.....	San Francisco
Frank J. Casey.....	Locomotive Engineer.....	Western Division
Ricco J. Cervetti.....	Clerk.....	Sacramento
John W. Charles.....	Chef.....	Dining Car Dept.
Galen A. Cloud.....	Brakeman.....	Eastern Division
Alton E. Dabbs.....	Stock Record Clerk (Mileposts correspondent).....	Sacramento Store
William P. Hawk.....	Machinist Helper.....	Oroville
Charles E. Humphreys.....	Night Diesel Foreman.....	Oroville
Alberta Jones.....	Coach Cleaner.....	Oakland
Charles S. Kennady.....	Relief Diesel Foreman.....	Oroville
George A. Marshall.....	Carman.....	Portola
Clarence O. Muskopf.....	Electrician.....	Oakland
William F. Paden.....	Freight Claim Agent.....	San Francisco
Earl Perkins.....	Carman.....	Portola
William S. Quarrey.....	Carman.....	Stockton
Richard Randall.....	Chair Car Porter.....	Dining Car Dept.
Albert M. Richards.....	Train Desk Clerk.....	Sacramento
Warren D. Scott.....	Roundhouse Foreman.....	Keddie
Edward L. Seeger.....	Sheet Metal Worker.....	Oroville
John Silverberg.....	Chair Car Porter.....	Dining Car Dept.
Raymond G. Spataro.....	Carman Helper.....	Sacramento
Noland I. Stanton.....	Machinist.....	Oroville
Claude A. Tripp.....	Brakeman.....	Western Division
Carman M. Vannucci.....	Brakeman.....	Western Division
Sidney W. Williams.....	Conductor.....	Western Division
Herbert A. Womick.....	Conductor.....	Western Division

### 15-YEAR PINS

Guy Aguirre.....	Locomotive Engineer.....	Eastern Division
Walter Anderson.....	Conductor.....	Western Division
Martin Anzaldo.....	Laborer.....	Oakland
Joseph E. Arruti.....	Brakeman.....	Eastern Division
Frank W. Brower.....	Conductor.....	Western Division
Robert J. Clement.....	Carman.....	Stockton
Clyde H. Collins.....	Brakeman.....	Western Division
Kenneth C. Dougherty.....	Brakeman.....	Eastern Division
Frank L. Duncan, Jr.....	Conductor.....	Western Division
George D. Emerick.....	Carman.....	Elko
Edward A. Farris.....	Carman.....	Portola
Paul E. Forkgen.....	Senior Sales Representative.....	San Jose
Archie D. Gibson.....	Carman.....	Stockton
Calvin L. Hawkins.....	Locomotive Engineer.....	Eastern Division
Phillip B. Hazlett.....	Assistant Agent.....	San Jose
Charles T. Heckers.....	Fireman.....	Western Division
Robert G. Jordan.....	Switchman.....	Western Division
Arthur I. Langlois.....	Brakeman.....	Western Division
Roy O. Langston.....	Switchman.....	Western Division
Buddy McGairty.....	Store Helper.....	Sacramento Store
George E. McGee.....	Assistant Extra Gang Foreman.....	Western Division
Robert W. Merrill.....	Grading Gang Foreman.....	Western Division
Mario J. Ragasa, Jr.....	Fireman.....	Western Division
Robert C. Roush.....	Electrician.....	Oakland
Richard O. Sellers.....	Carman.....	Oakland
Andy P. Springer.....	Machinist.....	Sacramento
Vincent J. Valiarino, Jr.....	Fireman.....	Western Division
Antonette B. White.....	Telegrapher.....	Stockton
Lewis W. Wilcox.....	Carman.....	Stockton

### 10-YEAR PINS

Joseph L. Berry.....	Traveling Carpenter.....	Eastern Division
A. J. Bochaty.....	Secretary-Clerk (Engineering).....	San Francisco
M. R. Cox.....	Division Accountant.....	San Francisco
Peggy Delury.....	Voucher Clerk #2.....	San Francisco
Rito Diaz.....	Welder Helper.....	Eastern Division
D. D. Ewoldt.....	Switchman.....	Western Division
W. F. Flammang.....	Welder.....	Western Division
L. R. Hamlin.....	Switchman.....	Western Division
H. I. Hilton.....	Switchman.....	Stockton
George Holferty.....	Brakeman.....	Eastern Division

(Continued on Page 12)

## Mileposts in Gold . . . (Continued from Page 11)

W. R. Ihler.....	Brakeman.....	Western Division
H. O. Ingebretsen.....	Marine Deckhand.....	Western Division
A. S. Morales.....	Laborer.....	Western Division
J. A. Nielsen.....	Switchman.....	Western Division
L. H. Parker.....	Brakeman.....	Western Division
J. J. Pitts, Jr.....	Brakeman.....	Western Division
George P. Poe.....	Switchman.....	Western Division
Karl B. Schelthies.....	Road Foreman of Engines.....	Eastern Division
Yann A. Shelton.....	Switchman.....	Eastern Division
Ronald G. Slack.....	Krane Kar Operator.....	Sacramento Store
Edward R. South.....	Brakeman.....	Eastern Division
Robert L. Spencer.....	Brakeman.....	Eastern Division
Peter H. Van Gorp.....	Manager Market Analysis.....	San Francisco
B. G. Wheaton.....	Brakeman.....	Western Division

### Burlington's new president

Louis W. Menk will take over the presidency of the Chicago, Burlington & Quincy Railroad on October 1, succeeding Harry C. Murphy who stayed on as president past his scheduled July 1 retirement.

Menk began his railroad career as a telegrapher for the St. Louis-San Francisco Railway Company in 1940 at the age of 21. He moved up through the Frisco operating department to become vice president-operation in 1960 and president and director in 1962 at the age of 44. Two years later he became chairman and president.

Menk's successor will be Jack E. Gilliland, vice president, traffic-industrial development for the road since 1958.



Leland D. Michelson, vice president and general manager of the Sacramento Northern, presented a 40-year Sacramento Northern Service Pin to Superintendent Harold J. Mulford (right) on September 22. C. C. Cox, special agent and claim agent was there to take the picture.

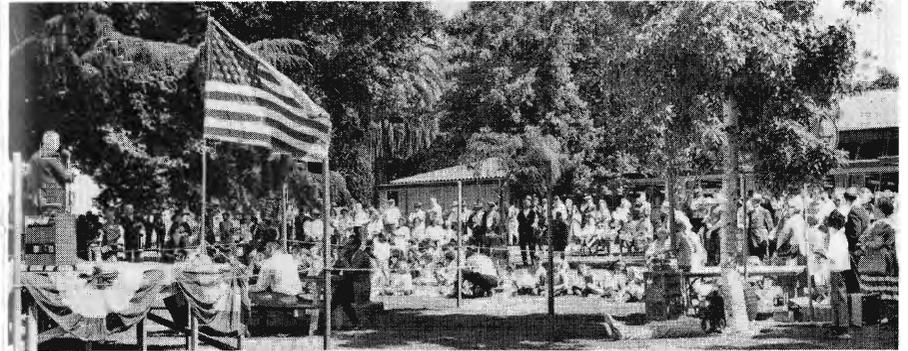
### Railroad Christmas cards

Once again, artist John Rogers has turned out a railroad Christmas card beautifully reproduced in color by American Artists Group.

"Since New Jersey has all the old fashioned charm necessary for a Christmas subject," said Mr. Rogers, "I sketched the Black River & Western, which runs Saturdays and Sundays from Flemington to Ringo.

The single fold cards, 7½" x 6", show a steam train passing through the countryside, with a narrow gold border. A Christmas message appears on the underfold.

American Artists has arranged a box mailing service. The cards may be purchased by sending \$6.50 to John Rogers, Box 201, Elmon, New York 11003, for a box of 25 cards.

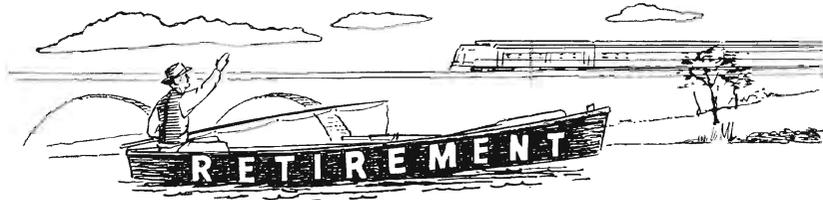


### Hayward Centennial

Arrival of the first train at Hayward one hundred years ago was commemorated by Hayward Area Historical Society on August 24. An appropriate program held in Hayward Library Plaza (picture above) included musical entertainment, square dancing, railroad marker dedication, and pageant dramatizing the first train's arrival. Speakers were Mayor Daniel E. Cooper, Allen Strutz, Chamber of

Commerce president and past president of the Society, the Society's President Walter Flierl, and Brian Thompson, Railway & Locomotive Historical Society. Lucius Beebe's former car "Gold Coast" (picture below) was on exhibit by R&LHS, present owner, through courtesy of Chairman Fred A. Stindt, R&LHS Pacific Coast Chapter. Carl Mangum, D.S.M., and Agent B. C. O'Keefe represented W.P.





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

*Douglas S. Brown*, locomotive engineer, Portola, 46 years 11 months.

*Howard Carlisle*, machinist helper, Sacramento, 34 years 6 months.

*Chester C. Clevenger*, engine watchman, San Jose, 31 years 11 months.

*William Chess*, engine foreman, Oakland, 27 years 10 months.

*Ralph E. Danielson*, storekeeper, Oakland, 45 years 4 months.

*Ernest S. Davis*, clerk, Stockton, 44 years.

*Clarence L. Elliott*, section foreman, Salt Lake City, 35 years 8 months.

*Alphonse A. Green*, business car porter, Oakland, 32 years.

*Frank H. Grimes*, yard clerk, Sacramento, 47 years 7 months.

*George L. Merchant*, car cleaner, Pleasanton, 36 years 1 month.

*David R. Sarbach*, superintendent of shops, Sacramento, 24 years 7 months.

*Harry M. Schafer*, locomotive engineer, Sacramento, 29 years.

*Owen W. Terry*, assistant engineer, San Francisco, 18 years.

*Vern Van Natter*, conductor, Stockton, 29 years 1 month.

*Herbert A. Womick*, conductor, Portola, 24 years 4 months.

## Dr. Glenn F. Cushman retires

NEARLY 200 people were present at the Palace Hotel on September 24 to pay tribute to Dr. Glenn F. Cushman, a long-time friend, who retired to private life on September 30. No doubt some in the audience could not have been present were it not for medical care received from "Doc" Cushman as a result of knowledge he had attained since he first interned at St. Luke's Hospital in 1925.

Born in Glenn County, Calif., on September 28, 1900, the doctor graduated in June 1925 from the University of Oregon's Medical School, a member

of Phi Beta Pi—Beta Nu Chapter. He completed three years of pre-med at the University of California before joining Western Pacific's medical department in June 1929. He attained the rank of Commander while serving four years with the U.S. Navy in the South Pacific, and returned to WP in 1946. Upon the retirement of Dr. Alson R. Kilgore on April 30, 1950, Dr. Cushman became chief surgeon of the medical department, a position he held until April 15, 1963, when he resigned to devote his time to the duties of chief surgeon for the railroad.



"There'll be no surgical instruments in this bag when we leave for the South Pacific," Dr. Cushman told Master of Ceremonies Michelson.

For many years the talented medico was assistant chief surgeon of the Santa Fe Railroad, industrial surgeon for the Golden Gate Bridge Co., and local surgeon for Associated Oil Co. while continuing his duties with WP. He was made chief of surgery and chief of staff at St. Joseph's Hospital in 1952, serving until 1958.

In 1940, and again in 1947, he was president of the San Francisco Public Health League. In 1942 he was a member of the board of directors of the County Medical Society, and a member of the Committee on Industrial Health in 1949.

The popular doctor is a past president of the Western Association of Railway Surgeons and a member of the Association of American Railroads for whom he has served on many com-

Dr. and Mrs. Glenn F. Cushman.



mittees. He is a Fellow in the American College of Surgeons, and a member of the San Francisco Surgical Society's honor society, and holds other memberships in the American Medical Association, California Medical Association, and the San Francisco Medical Society.

Dr. and Mrs. Cushman have three children, Mrs. Bonnie Hubbard, Mrs. Kay Bloom, and Glenn. Bonnie has one boy and three girls, and Kay has one son and two daughters. Glenn is pursuing his studies at college, majoring in chemistry. Ed Hubbard and George Bloom are both nuclear physicists with the Atomic Research Laboratories.

Unlike many who do not practice what they preach, the "Doc" and his wife, Eula, respect his good advice that walking is an excellent contributor to good health. Traveling for them has for the most part consisted of walking tours through the state. They are among the relatively few who have covered the entire John Muir Trail.

A little more rugged vacation took place this past summer when they floated down the mighty Colorado River on a raft adventure. Perhaps the fact that the good doctor fell into the bilge of the raft persuaded him to try a larger ship next time, for they will soon sail on the *Mariposa* for a visit to the South Pacific. One of their anticipations is a walk along the famous Milford Track in New Zealand. It is considered by many to be one of the most beautiful walking trips of the world. This will be followed sometime next spring by a leisurely trip around the world. The only "practice" Dr. Cushman has in mind for the future is taking good care of his garden, his hobby for many years.

**I**t's a long haul from being a freight house trucker to becoming the president and a director of a Class I railroad. But a summer job as a locomotive fireman on the Fort Worth & Denver City in the Texas Panhandle, prompted a young Harvard graduate to believe that "the railroad game offered intensely interesting contacts with men of high character as well as a reasonable chance of moderate financial success."

That was in 1919, just after Frederic B. Whitman had earned his A.B. degree at Harvard University. The Harvard crew captain had already been encouraged to consider railroading as the result of a college course he took from Harvard's distinguished Nathaniel Ropes, Professor of Political Economy, the late William Z. Ripley. With his summer's experience of stoking locomotive fire boxes behind him, young Whitman returned to the Harvard Graduate School of Business Administration to acquire further knowledge in the field of the theory of transportation. He graduated in June, 1921, with the degree of M.B.A. cum laude.

Then 22 years old, Whitman, who was born at Cambridge, Mass. on September 1, 1898, went to work for the Chicago Burlington & Quincy Railroad as a freight house trucker in Chicago, beginning what turned out to be a 27-year tour of duty with that road. During a strike which occurred before his first year was up, Whitman volunteered to help in the mechanical department and soon found himself cleaning refuse from local passenger coaches running out of Burlington, Iowa. Transferred to the roundhouse, he was then assigned to cleaning fires out of the fire boxes of locomotives as they came in off the road. Later, he

## Frederic B. Whitman

became an assistant car repair foreman. By the end of four years he had worked as a brakeman, switchman, clerk, track-gang foreman, and yardmaster.

Promotion came fast to the willing



Stoking fireboxes began his railroad career.

worker. He got his first supervisory job at the end of four years with an appointment as assistant trainmaster. Promoted to trainmaster a year later, in the next nine years he worked on various Burlington divisions in Wisconsin, Illinois and Missouri. He was made a division superintendent in 1939 after two years as assistant superintendent and two years as assistant to the general manager at Omaha. During World War II he was division superintendent at McCook, Neb., and then rose to positions of assistant general superintendent and later general



First "Operation Nosebag" in May, 1950, gave "the boss" an opportunity to meet all Western Pacific employees along the entire railroad.

superintendent at Lincoln, Nebraska.

His diversified experience and talents brought his name into prominence among railroad people which resulted in his coming to California for the first time in the Fall of 1948 to confer with a committee of Western Pacific directors. Immediately thereafter he accepted an invitation to become executive vice president of the Western Pacific on October 1, 1948. He became president and a director less than one year later, on June 1, 1949, and continued in this position until his retirement from Western Pacific on June 30, 1965. He continues as

(Continued on Page 18)



President Whitman and Leonardo Tomasso, who drove last W P spike at Keddie, cut 40th anniversary cake in November 1949 celebration.



## Frederic B. Whitman . . .

(Continued from Page 17)

a director and consultant to the Company.

Not one to remain idle, the former president was invited to join the faculty of the Graduate School of Business at Stanford University and will give a course of lectures during the Fall quarter, 1965 on Transportation Policy for second-year graduate students.

He is also chairman and Federal Reserve agent of the Federal Reserve Bank of San Francisco, Twelfth District; a director and member of the executive committee of Fireman's Fund American Insurance Company; a trustee of Equitable Life Insurance

Company of Iowa; and a member of the National Industrial Conference Board. From 1954 to 1959 he was an Overseer of Harvard College and still serves as a member of the committee to visit the Department of Economics at that school. He is also a member of the Bohemian Club, San Francisco, and numerous other clubs and associations.

The first of the family to graduate from Harvard was Whitman's grandfather, Edmund Burke Whitman, who received his degree in 1838. Whitman's father, Edmund A. Whitman, graduated in 1881, received his masters degree in 1882, and his LL.B. in 1885. Both of Edmund's sons, Allen and Fred, went to Harvard, and Whitman's only son, Russell, attended Harvard

(Continued on Page 21)



Above: WP celebrated its Golden Anniversary at Sacramento on March 3, 1953. "The boss" and an entertainer sang "I've Been Workin' on the Railroad."

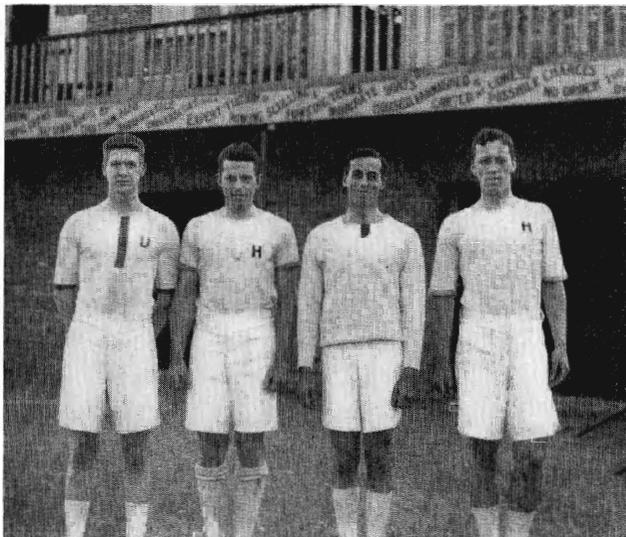


Twenty years after the "last gold spike" was driven at Bieber on November 10, 1931, WP President Whitman and GN President John Budd re-enacted the scene celebrating completion of the Keddie-Bieber line now known as the "Inside Gateway Line."



Above: During ceremonies at Fremont celebrating WP's 50 years of passenger service, Whitman posed in front of WP's 94 which pulled first passenger train, with old timers Engineers Charley Ellis and Billy Metzger, left and Fireman C. E. Putnam who worked on first passenger train into Oakland on August 22, 1910.

The President spent two hours on the witness stand during last days of hearings in WP-SP-SFe control case at Sheraton-Palace Hotel.



As captain and stroke for the four-oared crew of the Union Club of Boston Young Whitman (left) rowed in the renowned Henley Regatta in England in 1920.

Below, left: Picture taken while Whitman and party were climbing to the top of the Matterhorn in 1920.

Below: In 1939 he hooked this nice catch while on fishing trip near Sheridan, Wyoming.



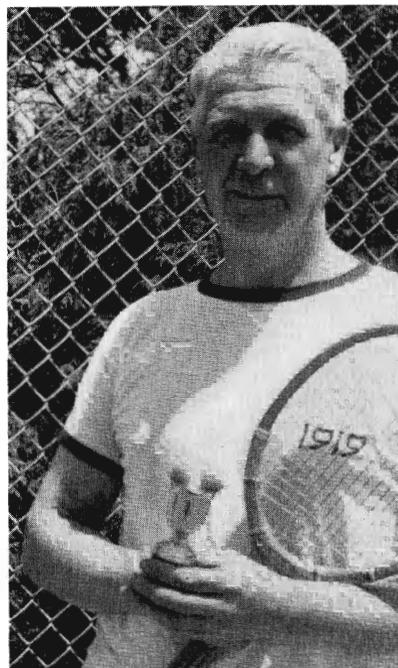
## Frederic B. Whitman . . .

(Continued from Page 19)

with the Class of 1952. Russell is now at Michigan State University studying for his Doctor's Degree in guidance counselling.

During World War 1, Whitman was a second lieutenant in the U. S. Army's field artillery.

In the summer of 1920 Fred Whitman went to England to row in the renowned Henley Regatta as captain and stroke of the four-oared crew of the Union Club of Boston. During the



With one of his trophies won while competing in several WP tennis tournaments held during the late 1950's. He still plays an excellent game but restricts himself to doubles matches.

following summer, just before he began his career with the Burlington, he and his brother made a trip abroad and climbed the Matterhorn.

On June 13, 1927, Whitman married Gertrude Bissell. In addition to their son, Russell, they have one daughter, Harriet, now Mrs. E. C. Thayer. Their grandchildren are Franklin B. Whitman, 13, Elizabeth Whitman, 11, Clara Gertrude Whitman, 6, Andrew Whitman, 4, Lisa Whitman Thayer, 4, and Nina Thayer, 2.

During Frederic B. Whitman's 17 years with Western Pacific, the railroad has experienced substantial progress intermingled with some trying times. "This progress could certainly never have been achieved," he emphasizes, "without the hard work and loyal efforts on the part of the entire Western Pacific family with whom it has been a pleasure to be associated."

The now independent railroad is much in debt to Frederic B. Whitman.

### Freight car cost doubles in 10 years

It would cost about \$7 billion to replace the Class I railroads' 500,000 older freight cars with modern equipment at present prices.

The average price paid per car is now \$14,000, compared with \$2,200 about 30 years ago and \$7,300 only ten years ago.

It is significant, however, that the average capacity of new freight cars is 76 tons, compared with 50 tons for those cars being retired.

Paying one of the nation's biggest industrial tax bills, American railroads in 1964 turned over to federal, state and local treasuries all operating revenues received for 32 days of the year—a whopping total of \$870 million!

## Railroad Retirement Program Amended

A set of important amendments to the Railroad Retirement Act and Railroad Retirement Tax Act was signed into law by President Johnson on September 29, 1965. These amendments are designed mainly to strengthen the financial condition of the railroad retirement system. In addition, they liberalize the payment of benefits to certain wives of retired railroad employees.

The amendments make the following specific changes:

1. Taxable and creditable earnings: The maximum amount of earnings taxable and creditable towards benefits is increased to \$550 monthly, effective January 1, 1966. Employees earning more than \$450 a month will pay somewhat higher retirement taxes, but their benefits will also be larger.

2. New tax rate schedule: The tax rate on railroad employers and employees alike has been cut by one percent for the remainder of 1965 but will rise in stages to 9.35 percent beginning in 1973. These rates are ex-

clusive of the hospital insurance tax rates established by the recently enacted "medicare" legislation.

3. Wives' annuities: Reductions will no longer be made in the monthly benefits payable to wives of retired railroad employees because of concurrent entitlement to social security or railroad retirement benefits. This change will benefit about 40,000 women whose husbands are now receiving annuities from the Railroad Retirement Board. Some wives who never filed applications for benefits because of the reduction provision may now begin to draw benefits if they file for them. Otherwise, the Board will make the adjustments in the wives' benefits automatically. **The beneficiaries are therefore asked not to write to the Board about them.**

4. Tips: Cash tips received by employees in work covered by the Railroad Retirement Act are now generally taxable and creditable as compensation when reported by employees to their employers.

Tax Rate Changes

Years	New	Medicare	Total	Monthly Maximum Tax
Oct.-Dec. 1965 .....	7.125	None	7.125	\$32.06 (\$450 base)
1966 .....	7.600	.35	7.950	43.73 (\$550 base)
1967 .....	7.900	.50	8.400	46.20 (\$550 base)
1968 .....	8.150	.50	8.650	47.57 (\$550 base)
1969-1972 .....	8.900	.50	9.400	51.70 (\$550 base)
1973-1975 .....	9.350	.55	9.900	54.45 (\$550 base)
1976-1979 .....	9.350	.60	9.950	54.73 (\$550 base)
1980-1986 .....	9.350	.70	10.050	55.28 (\$550 base)
1987 .....	9.350	.80	10.150	55.83 (\$550 base)

The U.S. Post Office Department costs the average family over \$80 a year. And that doesn't include the postage paid to use the service.

For every penny spent by the average businessman for paper, an additional 20 cents will be spent for handling, typing and filing.



*"I like to keep in  
PERFECT SHAPE!"*

*"I watch my diet, never neglect my exercise. You know, everybody appreciates Perfect Shape. Western Pacific shippers particularly. They go to a lot of trouble to turn out salable products. It's an awful disappointment if they don't arrive in as good shape as when they were sent.*

*"So won't you please handle every shipment with utmost care? Then shippers will continue to think well of Western Pacific and its railroaders—and so will I, your pal, Miss Careful Handling."*



# Caboosing

## SACRAMENTO STORE

Al Dabbs

(Editor's note: AL DABBS, stock record clerk, has succeeded JACK MILLER as correspondent for Sacramento Store following Jack's promotion to Oakland. Al has been with WP for 26 years, six years as supply man on steam locomotives for the mechanical department at Oroville, and the last 20 years at the general store in Sacramento. He lives with his wife, Hazel, and 14-year-old daughter, Linda, at 3750 Elvas Avenue, Sacramento. Linda is an accomplished accordionist, and the reason that Al hooks onto some pretty big salmon and striped bass from his small cruiser may be that music hath its charms.)

My first report for MILEPOSTS includes the unpleasant task of reporting the death of JAMES L. LEE, stock control clerk, on August 12. "Jim," or Lee as he was known to many, was with the store department for 40 years. His many friends are saddened and deeply feel the loss of our friend and co-worker for so many years.

BRUCE STILWELL has taken over the duties "Jim" held for so many years, and he has our good will and best wishes.

R. E. DANIELSON, storekeeper at Oakland for many years, retired on August 31. "Red" was with the department for 46 years and has well earned a good rest. We wish him many happy years of retirement and may God keep

the fish biting and the creek from rising.

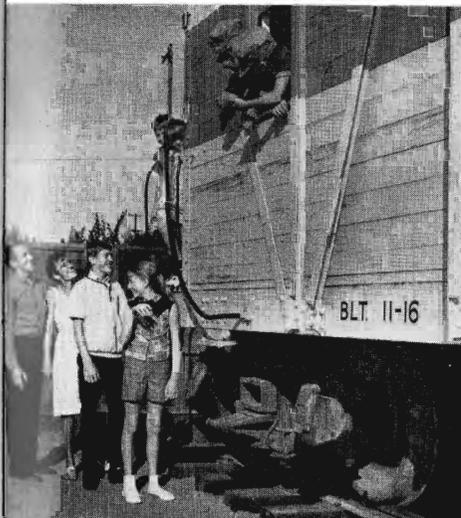
JACK MILLER has taken over "Red's" position as Oakland storekeeper, and we wish Jack the best of luck on his new assignment.

W. J. FUNK, storekeeper at Stockton, has taken a year's leave of absence, and JON DROIVOLD, former fireman, has taken over the duties for the next year.

LAVON ROBISON has been assigned to storekeeper's clerk, formerly held by Jack, and she also has our best wishes for success.

## TIDEWATER SOUTHERN

Family life should not be dull for the family of Section Foreman LOYD H. FLINDERS who has a new swimming pool and a railroad in his back yard. Having the pool is self explanatory, but the "railroad" needs a little explanation. "Actually I have a former Tidewater caboose which was purchased as insurance against my neighbors," says Loyd. "My eldest son, Richard, is an enthusiastic musician, playing trumpet, piano and clarinet among other instruments. The caboose is an excellent isolated practice for Richard and his musical buddies. I'm still going to add paneling and an acoustic tile ceiling to make certain that the sound of the combos will be contained within its four walls. Also, such an arrangement doesn't interfere with my amateur ham radio operations."



End of the line

The *Modesto Bee* photo above shows the Loyd Flinders family inspecting their recently acquired caboose. With Loyd at the left, next in line are his wife, Carmen, son Richard and daughter, Victoria. Stephen and Elizabeth are on the rear steps and Dixon and Mike in the window.

According to District Sales Manager FRANK G. LINDEE, the caboose was purchased from Tidewater in 1959 by the United Lumber yards in Modesto and used as a coffee house for about five years. When Copeland Lumber Co. of Portland purchased the California holdings of the Winton Lumber Co. and changed United's name to Copeland, the caboose became surplus. Loyd's bid was accepted and laying tracks on a lot next door was no trick for the section foreman.

Loyd has been with TS and SN since 1948 and is the son of Section Foreman L. G. FLINDERS.

## KEDDIE

Elsie Hagen

Engineer and Mrs. IVOR GREGORY were entertained by their daughters, Mrs. Sandy Slaten, Penny and Terry Gregory, on their Silver Anniversary in August. Also present were Mrs. Gregory's parents, Mr. and Mrs. Hugh Van Hoorbeke of Stockton.

Train Desk Clerk PHILIP L. OELS, son of retired Operator and Mrs. Oels, and Beverly L. Ritter of Newcastle, Calif. were married recently and are living in Keddie.

Assistant Chief Clerk and Mrs. C. A. BATES and family from Sacramento spent the weekend here recently with Brakeman and Mrs. WILBUR STUBBLEFIELD. Wilbur became a brakeman recently, and his former position as train desk clerk has been filled by HOWARD SNYDER, a former fireman.

Other recent Sacramento visitors here were Section Foreman and Mrs. LAUREL FISHER and their son, David, who enjoyed a nice visit with their many friends in this vicinity.

Visitors from other locations included R. D. Kenney, a California Highway patrolman from Lancaster, and his brother, R. B. Kenney in military service, who stayed with their parents Yardmaster and Mrs. BARNEY KENNEY. Barney and his wife also had as a recent visitor, REINHOLD SCHMIDT, yardmaster at San Francisco, and general chairman for the Railroad Yardmasters of America.

Retired Roundhouse Foreman FRANK BENNYHOFF made a trip to Bieber to catch up on some fishing he had missed while maintaining his fine garden at his home in Quincy.

Now back on their respective jobs are Trainman LIONEL GILBERT after

hospitalization because of illness, and Conductor VIRGIL SIMPSON who suffered a back injury.

Retired Conductor FRED ALLRED, a resident of Keddie for a number of years and now living in Santa Clara, Calif. returned here for a visit with his old friends.

Congratulations to Davney Simpson, daughter of Conductor VIRGIL SIMPSON and Roadmaster's Clerk HERTHA SIMPSON, was installed as Worthy Advisor in the Rainbow for Girls club of Quincy.

Roundhouse Clerk CLAUDE EDWARDS was a visitor in San Francisco for a few days recently.

## STOCKTON

Elaine Obenshain

Pvt. Stephen K. Reese, U.S. Marine Corps, and son of Assistant Trainmaster-Agent and Mrs. H. K. REESE, graduated from the Marine Corps recruit depot on July 28. Following an additional four-week training period at Camp Pendleton, Stephen will report to Marine Supply Depot at Barstow for additional training at completion of his furlough which is being spent with his parents in Stockton.

Switchman and Mrs. K. E. NIEMEYER are the proud parents of a son, Kenneth E. II, born August 31. This 7-lb. 7¼-oz. young man joins a railroad family as his grandparents are Engineer and Mrs. H. D. ATKINSON, and two uncles, GERALD G. and DAVID E. ATKINSON are switchmen at Stockton. His three sisters, Darla, 7, Paula, 5, and Pamela, 2½, have not as yet indicated an interest in railroading.

Clerk ERNEST S. DAVIS retired on July 31, after serving the Company 44 years. Ernie started his career as crew caller on July 18, 1921. He had ex-



Mr. and Mrs. Ernest S. Davis.

perience as interchange clerk at SF-WP-SP interchange, train desk clerk at the old Flora Street yard and the present yard, and was demurrage clerk in the freight office at the time of his retirement. Among those wishing him a happy retirement included his wife, Rose, who had helped to keep party plans a secret, retired Cashier AILENE LEE and husband, Wilbur; retired Warehouse Trucker VIC MONTANELLI; and S. E. DINKEL and MRS. JUANITA JENSON, marketing department. A second surprise for Ernie was a gift of a 17-transistor, 4-band portable radio, and a beautifully decorated cake provided by Record Room Clerk ETHEL ROSSITER. The Davis' have one son, Leroy, a photo lab technician in the U.S. Army, who is in the process of being reassigned from Ft. Belvoir, Va.

Our deepest sympathy to the families of retired Engineer EARL HERDMAN and Mrs. Marjorie Caffrey, widow of retired Engineer EDWARD M. CAFFREY (her daughter is Barbara Plageman, wife of Dr. W. H. PLAGEMAN, on our staff at Stockton) who passed away

recently. Also to Clerk and Mrs. E. S. MOYES, whose mother, Mrs. Anna Kiefer died recently. Likewise, our sympathy to Sales Manager STANLEY E. DINKEL, whose wife, Dorothy, passed away on August 23.

Switchman R. G. CRANE, on military leave with the U.S. Army, is currently stationed at Vietnam.

Brakeman and Mrs. D. C. KIZER welcomed their first child, Sherri Ann, born September 4. Doug was formerly employed as a fireman.

Our deepest sympathy to Brakeman E. T. BILLS, in the tragic death of his brother, Delbert Howard. Delbert, who lived in Winnemucca, was a well known Indian leader in the tribes in Nevada and was murdered by a hitchhiker some time in July.

## WINNEMUCCA

Ruth G. Smith

Sydney Irene Peterson, the daughter of Engineer and Mrs. MARVIN E. VENABLE, and PFC John A. Racker, both of Winnemucca, were married in Fayetteville, N.C. on July 15. Our best wishes to the young couple for many years of happiness.

Miss Juanita Stonestreet, daughter of Conductor and Mrs. GEORGE W. STONESTREET, toured Europe this summer. She was with a group of 60 students from various states under the auspices of the Foreign Language League. They attended school near Paris, for six weeks, studying the French language. Miss Stonestreet returned home on July 24 and has now returned to Caldwell, Idaho where she attends the College of Idaho.

Conductor and Mrs. RAY SMITH became great grandparents for the first time when their granddaughter, Mrs.

Clarence Jones, and her husband became parents of a son, born July 29 in Elko.

Retired Conductor JOHN W. DEEMS died August 12 in Sacramento. He was born on March 14, 1883 and came to Winnemucca as an employee of Western Pacific, and lived here until he retired in 1948. His wife, the former Frances Edmunds of Winnemucca, died in 1956. "Jack" sold his house here last year and had been traveling since that time. He is survived by two sons, Col. Ralph Deems and Lt. Col. Harold Deems; a daughter, Mrs. Luis (Frances) Elizondo; two sisters, Mrs. M. A. Shepard and Mrs. R. M. Sanford; 10 grandchildren and one great-granddaughter.

## MECHANICAL DEPARTMENT

Clara R. Nichols

AAR Clerk G. S. HEANEY and his family vacationed in Oregon and visited his mother and father.

Blacksmith CLIFF BENNETT recently attended the Convention of Blacksmiths and Boilermakers in Kansas City. While there Cliff was elected Vice General Chairman of International Association of Blacksmiths. Our congratulations to Cliff!

DAVID R. SARBACH, superintendent of shops, retired September 30 with nearly 40 years of railroad service, the last 25 years with Western Pacific which included 15½ years as shop superintendent. Dave was honored by his many friends at a dinner held September 18 at the Dante Club in Sacramento. Our best wishes to him for many happy years of retirement and good health. (Pictures in next issue.)

Congratulations to R. E. SCHRIEFER, who has been appointed superintendent of shops.

Steno-Clerk **BLANCHE LOWER** spent a busy weekend recently getting her two boys ready for YMCA camp. They underwent Leadership Training, and were part of the Conservation Caravan sponsored by Pacific Gas & Electric Co. Donald, two years younger than his 17-year-old brother has achieved the rank of Eagle Scout.

A busy man after working hours is **JOE LA MALFA**, who is busy training his new miniature Doberman pinscher.

The Sacramento Area Western Pacific Blood Bank, chairmanned by Chief Clerk **HY O'RULLIAN**, received 55 pints of blood from shop and office employees recently. The cooperation of employees was most gratifying which brought them a message of thanks from the WP Medical Department.

Secretary **JEAN HENDERSON** and her husband enjoyed a nice vacation spent in Yosemite National Park, and **PETER DEL MORO** took his family to Santa Cruz and the Monterey Peninsula for an enjoyable stay.

## WENDOVER-SALT LAKE CITY

*Esther Witt, J. B. Price*

**JOSE A. SANTOS** claimed Doreen Lee Higlin as his bride in a ceremony at the Wendover Community Building on July 10. The bride was given in marriage by her father, Alden Higlin, who came from Sun Valley, Calif. The bride's sister, Diane Lee, was bridesmaid, and Mrs. Bobby Jean Arviles was maid of honor. Noel Garrett was best man for the bridegroom. A reception followed immediately after the ceremony and the happy couple will live in Salt Lake City. Jose is employed on WP's Extra Gang 77.

Yard Clerk and Mrs. **PRESTON A. NUFFER** have announced the arrival of



Mr. and Mrs. Jose A. Santos.

a new granddaughter, Susan, at the home of S/Sgt. J. Willard and Patricia Oakes in Rome, Italy on August 8. The Oakes have another daughter, Rebecca.

**MRS. LIND HUTCHINSON**, a teacher in Wendover school, is also an artist in her own right. She entered an oil painting, which brought her a red ribbon in the Annual Art Festival held in the Frontier Lounge of the Commercial Hotel in Elko, and was the only winner for her wood cut.

After an absence of 13 years, we enjoyed a visit from retired Engineer **V. A. MARTIN**. He left the fourth district in 1952 for Portola where he remained until his retirement. We're happy to report he appears to be growing younger with his years of retirement.

**Donald E. Briggs** and his bride, Shirley Ann, both teachers in Nebraska, spent a week of their honey-

moon visiting with T&T Lineman **THOMAS SHEA** and Donald's aunt, Mrs. Shea.

Former Switchman and Mrs. **ROBERT E. ALLISON** and family of Reno stopped by for a chat. Bob left Wendover in the early fifties to work for the SP, out of Carlin and Sparks, thus enabling him to keep up with his WP friends at Elko. We thoroughly enjoyed Bob's visit and caught up on a lot of news.

Returning from the Ely rodeo on August 29, retired Engineer and Mrs. **JAMES G. ALBERTSON** stopped for a visit with T&T Lineman and Mrs. **THOMAS M. SHEA**.

Miss Virginia Ruth Penman, daughter of Engineer and Mrs. **PAUL A. PENMAN**, exchanged wedding vows with Carl Lee Bendixsen on June 17. A wedding breakfast and reception followed the ceremony. We wish them many happy years of marriage.

The Central Christian Church was the setting for the marriage of Miss Donna Lynn Jackson, and Richard G. Parker, son of Conductor and Mrs. **JOSEPH C. PARKER** on September 4. They enjoyed a wedding trip to Yellowstone National Park and Jackson Hole, Wyoming. May the best things in life be theirs.

**CAROLEE NAYLOR**, secretary to Sales Manager **CHARLES J. FISCHER** in Salt Lake City, became Mrs. Patrick Moor on September 11 in Elko. The newlyweds are living in Salt Lake City where "Pat" is doing post-graduate work at the University of Utah. Our best wishes!

**JOHN R. PARK** became district ticket agent in the WP depot in Salt Lake City following the death on July 21 of former DTA **A. W. RAY**. With John in the office are **ART THORNWALL**, **WILLIAM**

**B. O'REILLEY**, and **N. WAYNE PIERSON**, ticket clerks.

## OROVILLE

*Helen R. Small*

A recent issue of the *Sacramento Bee* reported the death of James Clark Akin, 86, the last resident of Isaiah, Butte County. He died in a local hospital where he was taken after the sheriff's search and rescue attachment carried him from his cabin last June 7. All other residents of the area left the canyon when land was being acquired for the Oroville dam reservoir. Akin refused to leave until the state paid him for his property and was negotiating at the time he became ill. Known as the "Hermit of Isaiah," Akin built a cabin when Isaiah came into being during construction of the Western Pacific in 1905. The name Isaiah, milepost 230.5 on the old line, was named by R. E. Roberts who was postmaster there in the early days.

**MRS. GRACIE (WILLIAMS) PHELPS** from Sacramento is with us at Oroville yard while Telegrapher **FRANK GORDER** is on vacation.

Switchman and Mrs. **D. M. LANGSTON** are spending their vacation touring Mexico.

While on vacation, Carman T. E. **CLIFTON** and family entertained their daughter (Mary), Mr. and Mrs. Frank Tolstick and two children who for the past three years have been stationed with the Air Force in Bolivia. After some time fishing locally and on the coast, the Tolsticks left for Frank's transfer to Norfolk, Va.

Retired Conductor **LEWIS "LEW" J. HAMBY** died in a local hospital on September 1. "Lew" was born in Kansas on April 25, 1887. Before his retire-

ment in 1958 he had been a 51-year employee of the railroads. He was a veteran of World War I and a member of the L.D.S. Church. He is survived by his widow, Clara Hamby; one daughter, Mrs. Linda Stouky of Verdi; two step-sons, Alvin J. Kaufman, Oroville, and John F. Kaufman, Portola.

Mrs. Eloise A. Tedd, wife of Clerk ALBERT B. TEDD died September 4 at the age of 47. She was a native of Comanche, Folsom County, and moved to Oroville when a small child. She is survived by her husband; one son, Arthur; one daughter, Mrs. Dale Snodgrass; three step-daughters, Mrs. Delores Konu, Mrs. Patricia Azure, and Mrs. Carolyn Pecor; and 11 grandchildren.

Gary Nolan, 17, a senior in high school and married, and son of Switchman and Mrs. R. T. NOLAN, is a member of the American Legion Post 95 base-



The Giants could have used Gary!

ball team and is an ace pitcher. He is 6'2½" tall and weighs 185 pounds. Gary began his interest in baseball at the age of seven in the Midget team competition. He was a regular no-hit performer in Little, Pony, and Babe Ruth leagues. He has compiled a three-year Legion mark of 12 wins against a single loss, and that loss came in a late inning relief stint. He tallied a 28-2 mark while pitching three years for Oroville High School. He is also a solid hitter, leading the Legion this year with a .359 average. Major League teams have been in contact with Gary, who has been pitching 23, 24 and more strikeouts a game. However, he will be ineligible to join professional ranks until the Fall draft of 1966. In the interim, he has his senior year at O.H.S. and one year with the Legion.

#### PORTOLA

Mrs. Dorothy Donnenwirth, widow of the late Engineer A. C. DONNENWIRTH, has been appointed to fill the vacancy on the Plumas County Board of Supervisors formerly held by her husband. She had served her husband as secretary during his role of supervisor which he had held for 27 years. Mrs. Donnenwirth is the mother of two and the grandmother of five and has lived in Portola since 1927.

A. C. "CLAIR" DONNENWIRTH died on July 22 at the Eastern Plumas Community Hospital. He retired from Western Pacific on March 3, 1964 after a service which began on September 23, 1922. In addition to his career with Western Pacific, Mr. Donnenwirth had an enviable record of public service. His offices and memberships included public school trustee; supervisor, County of Plumas 1st district; Plumas



This picture of the late Engineer A. C. Donnenwirth, taken in Portola, appeared on the cover of the February 1960 issue of MILEPOSTS.

County School District Reorganization of Justice and Municipal Courts; State of California Disaster Council; Commission for Reapportionment of the State Senate; President of the Northern California Supervisors Association; president of the County Supervisors Association of California; director of the State association for many years. At the time of his death he was California director of the National Association of Counties; chairman (past 10 years) of the Tax Committee of the California Supervisors Association; and California member since 1959 of the President's Advisory Commission on Inter-governmental Relations under appointment by Presidents Eisenhower (reported in February 1960 MILEPOSTS), Kennedy and Johnson.

Engineer DOUGLAS S. BROWN made his last run on August 30 and a large group of WP friends were at the station to greet him as he stepped down from the head end of the *California Zephyr*. His service with Western Pacific began on October 1, 1918. Doug and his wife, Margaret, have one son, William, and four grandchildren living in Aptos, Calif.

#### SAN FRANCISCO

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

A host of friends were saddened to learn of the death of Sales Representative FRANK S. MURPHY on August 2. Nearly two weeks prior to his death Frank received his 40-year Service Pin honoring his entire career spent with Western Pacific which began at the age of 16, as a crew caller while attending Oroville Union High School. After graduation the following year Frank bid on a baggage job at Oakland, later worked at numerous jobs from trucker to bill clerk, and in 1937 he transferred to the freight and passenger accounts office. He entered the traffic department's rate bureau in December, 1945 and was engaged in sales work since 1948. He was the son of the late EDWARD C. MURPHY who retired in September 1943 after 36 years as a WP conductor. His brother, EDWARD D. MURPHY, former scale inspector for the railroad, died last year. Frank became a member of the Railway Clerks Feather River Lodge No. 248 on August 29, 1928 and was chairman of the Lodge's board of trustees for many years. He is survived by his wife, KATHLEEN, secretary to the railroad's chief surgeon; two daughters, Sister Ann Maureen of the Sisters of the Holy Family, San Francisco, an employee of

WP's law department for a short time, and Mrs. Patricia Deering of San Francisco; and two grandsons, David, 4 years, and Joseph, 3 years.

MAXINE LANDUYT, secretary of the Medical Department, reports that Steno-Clerk JUDY SCHENK received an engagement ring August 19 from RICHARD RAUSCHMEIER, junior engineer in WP's engineering department. The wedding is scheduled for October 23 at the Lakeside Presbyterian Church in San Francisco.

SPENCER LEWIS, retired assistant chief clerk of the transportation department, died on August 31. He had been retired for about three and one-half years.

From the Los Angeles Commercial News it was reported that Sales Representative KEITH A. BROGAN of our Los Angeles office was elected a director of the Delta Nu Alpha Transportation Fraternity in September for a two-year term.

NANCY AIELLO, marketing division statistician, left the first of September on a three-months' leave to visit Italy with her husband, Joe. In a postcard to Head Statistician HELEN DECKER and Statistician JOSEPHINE SPADARO, Nancy reports she was thrilled for the opportunity to meet her grandparents and that they are having a wonderful time visiting with her husband's relatives and seeing sights under beautiful weather conditions.

Another traveler from the marketing division is CAROL BREIDENSTEIN, mail clerk during summer vacation. Carol left on September 27 for Paris and will enroll in the University of Aix-en-Provence to study French literature, history of the language, phonetics of modern French, history of



French thought and philosophy, and history of French civilization. As time permits, Carol will travel to as many places as it is possible. While plans are still indefinite, after May she hopes

to travel in Europe through the summer and then return to enter the University of California.

Although several retired employees attended the retirement party on September 24 for Dr. GLENN F. CUSHMAN, it was particularly good to see two old timers, both of whom are now in their eighties—CHARLES F. CRAIG, former assistant to general manager, and EDWARD W. ENGLEBRIGHT, former assistant to the president. Craig retired in June, 1949 after 40 years with Western Pacific. Englebright retired in June 1951 with over 42 years of railroading, 22 years with WP.

While accompanying a tour party east on the *California Zephyr*, Passenger Sales Manager ROBERT E. GONSALVES became acquainted with John Charles Daly, Jr., "What's My Line" moderator. As a result, Daly invited the entire party to the show on September 19. "Bob" was elated when, in commenting on the particularly hot weather in New York at the time, Daly said he wished he were back on the wonderful *California Zephyr* just enjoying the comforts of the train and taking in the beautiful scenery seen in the Feather River Canyon and Colorado Rockies.

DON J. STEVENS, marketing division rate clerk, was elected president of The Forty-Niner's Toastmasters Club on September 10. As president, he

automatically became a member of both The Area Council and District Council. Don has been a Toastmaster for only a year and a half.

JOHN ROSSI, secretary to President M. M. CHRISTY, and his wife, CATHERINE, secretary to W. A. TUSSEY, assistant to general manager-labor relations, shipped out on the *President Wilson* on September 28 for a four-week vacation in Hawaii, Hong Kong and Tokyo. Their return trip will be made by ship to Honolulu and then by air to San Francisco.

Assistant Engineer OWEN W. TERRY retired on September 30 with 18 years of Western Pacific service. A native of Texas, Owen attended the New Mexico School of Mines during the depression years and was later inspector for the Federal Bureau of Mines in Minnesota. After several years of mining in Colorado, Arizona, New Mexico, Utah, Nevada and California, he turned to railroading and the Western Pacific. He was given a farewell luncheon by the engineering department on September 23 where he received tributes from Chief Engineer FRANK R. WOOLFORD, and Assistant Engineer CLIFF GERSTNER who was master of ceremonies.

## OAKLAND

John V. Leland

Old "Ace" did it again! Not satisfied with his hole-in-one at Alameda Muni last March, District Car Foreman DAVID "SCOTTY" LAIRD finished fourth in the Oakland City Golf Tournament during August, and just missed tying for second place. With his 12 handicap, he scored a 266, an average of 66.5 strokes a round.

Earlier this year, Roadmaster DAN



Above: Roadmaster and Mrs. Dan Laughlin during their trip to Europe and, below, son Dan, Jr.



J. LAUGHLIN and his wife, Mae, enjoyed a European tour. They were accompanied on part of their tour by their son, Dan, Jr., who is in military service in Frankfurt.

Our best wishes to ALPHONSE GREEN, business car porter, who retired on September 19 after a WP service which began on June 16, 1930. Al had

prior service with the SP and Pennsy. He will live in Oakland where Al and his wife, Vivian, own their home.

Congratulations to **CARL W. MANGUM**, district sales manager at Oakland, on celebrating his 40th anniversary with WP after a service which began in Salt Lake City on September 1, 1925. Since coming to Oakland in



January, 1939, Carl has been active in Civic affairs. He was elected in June to a three-year term as director of the Oakland Chamber of Commerce, is a past president of the Oakland Traffic Club, former industrial co-chairman of The Land Development Committee of Alameda County, vice president of the Travelers Aid Society, a director of the East Bay Activity Center, and member of the Athens and Athenian Nile clubs.

Carl and his wife, Miriam, are presently on a vacation trip to Europe. Their three children, all having attended the University of California, are Richard, of San Francisco, Robert, in Cameroun, Africa, with the Frontier Internship Program of the United Presbyterian Church, and Carolyn, wife of Lt. R. G. Wallin, U.S. Air Force, now living in Germany.

#### Hole-in-One

The first hole-in-one to be made on the 168-yard fifth hole at Ancil Hoffman Park golf course in Sacramento was credited September 26 to **ROBERT L. RUNGE**, district sales manager, Sacramento. Bob got his ace, his first, with a 7-iron shot.

#### Too many Elliotts

Our Elko correspondent, Theda Mueller, has been barraged with 'phone calls since returning from her vacation. The callers all had reference to the first paragraph of Theda's column in the last issue of MILEPOSTS concerning retired Division Engineer H. H. Elliott's tour of British Columbia and Alaska, accompanied by his wife, Engineer of Track and Mrs. Charles Elliott and Assistant Engineer and Mrs. Gardner Rogers and their children.

The Editor, not Theda, somehow included in error an extra Elliott in the report of the trip. To set the record straight, the Editor apologizes to bachelor "Bert" Elliott!

#### A MATCH CAN BE A DEADLY MISSILE



Remember:  
**ONLY YOU CAN PREVENT FOREST FIRES!**

It's never too late to be careful with fire when in the forests, even after the first Fall rain!

## 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:

*Birdsley L. Ames*, retired laborer, January 1965.

*Charles R. Bloomhuff*, retired switchman, June 1965.

*John W. Brewer*, retired traveling carpenter, August 7.

*Alfred S. Charlesworth*, welding foreman, July 14.

*Clifford J. Cottrell*, retired brakeman, June 1965.

*James E. Dack*, retired electrician helper, August 15.

*Curt Davis*, retired Sacramento Northern train dispatcher, June 29.

*Raymond W. Davis*, retired general clerk, June 1965.

*John W. Deems*, retired conductor, August 12.

*Horace C. Dixon*, retired blacksmith, January 1965.

*Alvin C. Donnenwirth*, locomotive engineer, July 23.

*Wayne L. Graham*, retired water service foreman, January 1965.

*Robert R. Hare*, retired machinist, May 1965.

*William H. Hart*, retired telephone operator, May 1965.

*Earl D. Herdman*, retired locomotive engineer, September 5.

*Lewis J. Hamby*, retired conductor, September 1.

*Thomas B. Hannigan*, retired machinist, August 1.

*David W. Jones*, extra gang foreman, August 5.

*James S. Leak*, retired carman, May 1965.

*James L. Lee*, stock control clerk, August 12.

*Spencer H. Lewis*, retired assistant chief clerk-transportation, August 31.

*William M. Lewis*, retired switchman, May 1965.

*Juan Mata*, retired section laborer, May 1965.

*George W. Milne*, retired laborer, date unknown.

*Robert D. Monahan*, brakeman, July 29.

*Theodore A. Morley*, retired signal maintainer, January 1965.

*Frank S. Murphy*, sales representative, August 2.

*David T. O'Connor*, retired switchman, June 1965.

*Frank J. O'Keefe*, retired cashier, June 1965.

*Robert J. Rogers*, retired trainmaster's clerk, January 1965.

*Karl W. Roush*, retired locomotive engineer, May 1965.

*Rufus L. Smith*, retired engineer foreman-switchman, May 1965.

*William A. Stone*, retired switchman, date unknown.

*Elmer L. Wade*, retired roundhouse laborer, January 1965.

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## RAILROAD LINES



President Johnson indicated he will send a message on transportation policies to the next session of Congress following thorough review by year-end by a National Transportation Council headed by Undersecretary of Commerce for Transportation Alan S. Boyd.

\* \* \*

Santa Fe adds sleeping car to its Kansas City-Dallas overnight trains with upper-lower berth accommodations for coach fare plus space charge, or roomettes-bedrooms at first-class fare plus space charge.

\* \* \*

Pennsylvania will build a 150-ton covered dry-bulk hopper car 70 feet long, 10½ feet wide, mounted on two 6-wheel trucks.

\* \* \*

With ICC approval, Chicago Great Western is discontinuing its last two passenger trains, overnight coaches 13 and 14, between Minneapolis-Omaha.

\* \* \*

By late this year Transco Inc. will have a new freight-car assembly plant in operation on a leased 22-acre site at San Bernardino, Calif.

\* \* \*

Colorado's Manitou & Pike's Peak railway, 75 years old this Fall, has some of the most modern diesel-electric cars in the industry.