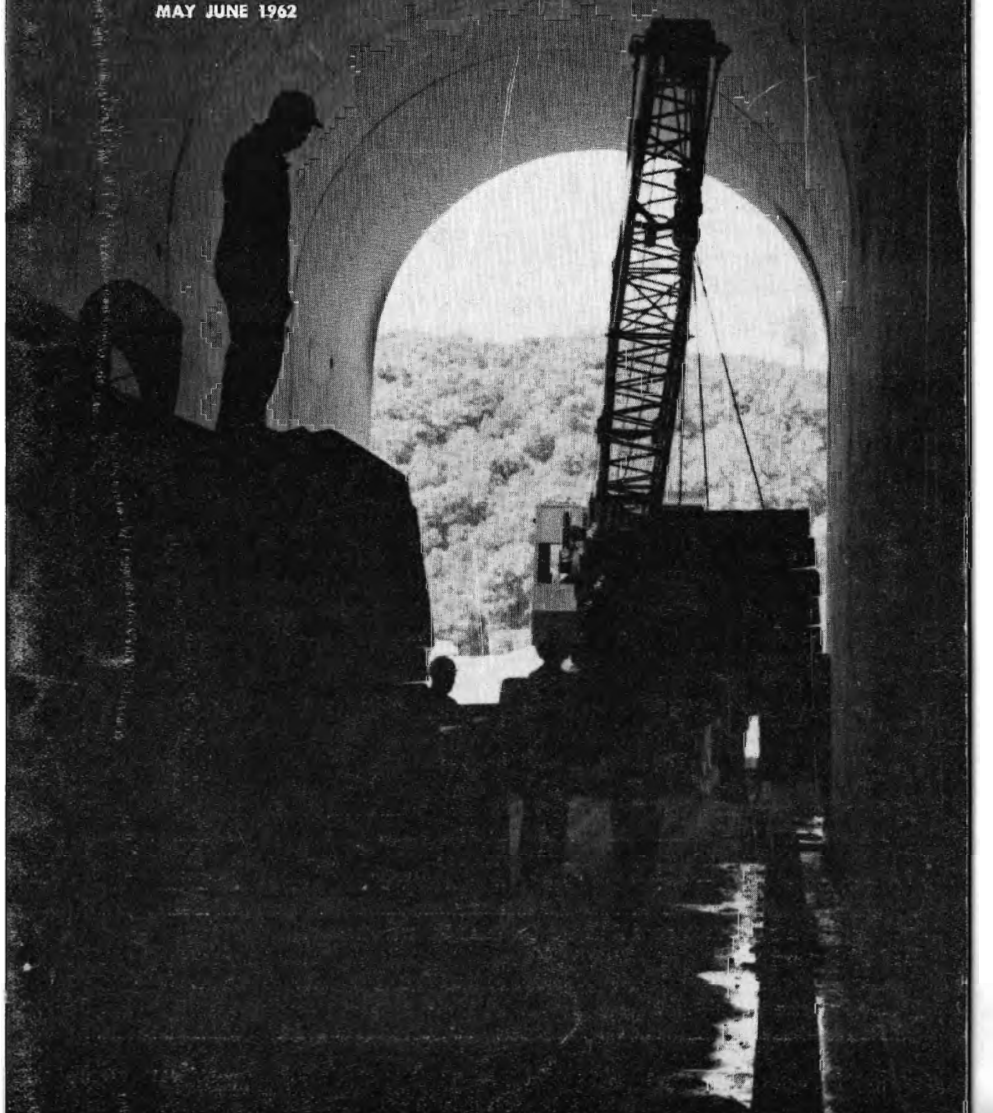


WESTERN PACIFIC
Mileposts

MAY JUNE 1962



Mileposts

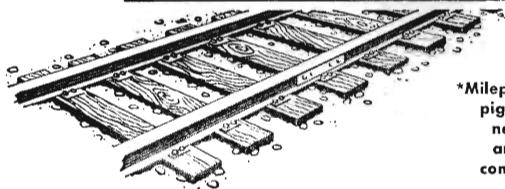
WESTERN PACIFIC

Volume XIV, No. 3

MAY-JUNE, 1962

*Milepost No. 145

Department of Public Relations
WESTERN PACIFIC RAILROAD
 SACRAMENTO NORTHERN RY.
 TIDEWATER SOUTHERN RY.
 526 Mission Street
 San Francisco 5, California
 Lee "Flash" Sherwood, Editor



*Milepost No. 145: WP's piggyback hauling of new cars on bi-level and tri-level trailers continues to increase.

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President Kennedy clears the track

Transportation message accepted favorably by rails, public and press

IN a 10,000-word message on April 4, President John F. Kennedy gave the Congress of the United States a green light by recommending prompt consideration of legislation to establish and implement a national transportation policy that will provide "equal competitive opportunity" for all forms of transportation.

As a reason for his recommendations, the President said: "An efficient and dynamic transportation system is vital to our domestic economic growth, productivity and progress. Affecting the cost of every commodity we con-

sume or export, it is equally vital to our ability to compete abroad. It influences both the cost and the flexibility of our defense preparedness, and both the business and recreational opportunities of our citizens."

The President cleared the track for the nation's lawmakers by urging them to "assure the availability of the fast, safe and economical transportation services needed in a growing and changing economy. The basic objective is . . . to move people and goods, without waste or discrimination, in response to private and public demands at the lowest cost consistent with health, convenience, national security, and other broad public objectives."

The President referred to the pressing problems which are burdening our national transportation system as "a chaotic patchwork of inconsistent and often obsolete legislation and regulation . . . evolved from a history of specific problems of specific industries at specific times.

"Current Federal policies must be reshaped in the most fundamental and far-reaching fashion . . . some parts of the transportation system are restrained unnecessarily; other are promoted or taxed unevenly and inconsistently." As examples, the President said: "Some carriers are required to provide, at a loss, services for which



HOUSTON (TEXAS) PRESS
 April 11, 1962

(Continued on Page 4)

President Kennedy . . .

(Continued from Page 3)

there is little demand. Some carriers are required to charge rates which are high in relation to cost in order to shelter competing carriers. Some carriers are prevented from making full use of their capacity by restrictions on freedom to solicit business or adjust rates."

In an attempt to clean up a mass of bad laws and regulations which have long since outlived their usefulness, the President explained that "no simple Federal solution can end the problems of any particular company or mode of transportation. On the con-

Commenting on President Kennedy's transportation message to Congress, Daniel P. Loomis, president of the Association of American Railroads, said:

"President Kennedy's message proposes thoughtful and intelligent measures for solution of many of the nation's critical transportation problems. The recommendations, if adopted, will bring order to a large degree in the transportation field, and will go a long way in helping develop a sound overall transportation system.

"The constructive and positive leadership shown by this Administration in dealing realistically with transportation policy will further the nation's economy and security. We hope Congress will move promptly in the public interest to implement the President's proposals."

trary, I am convinced that less Federal regulation and subsidization is in the long run a prime prerequisite of a healthy inter-city transportation network."

To help make this possible, he recommended "greater reliance on the forces of competition and less reliance on the restraints of regulation," which he said, "can and must be achieved primarily by continued reliance on unsubsidized privately owned facilities, operating under the incentives of private profit and the checks of competition to the maximum extent practicable."

(Continued on Page 5)

After reviewing President Kennedy's transportation message to Congress, President F. B. Whitman had this to say:

"Many of the actions proposed, if enacted into law, will be of material help to Western Pacific and railroads generally in strengthening opportunities to increase traffic which in turn tends to enhance job security.

"It is to the interest of all of us that we do everything possible to contact our Congressional representatives (both House and Senate) by mail or in person to encourage them to vote favorably on the bills which will be introduced to make the proposals effective.

"If you wish to contact your Congressional representatives and need assistance as to how this can best be done, MILEPOSTS will be glad to furnish information."

President Kennedy . . .

(Continued from Page 4)

WHILE recognizing that a revision of the magnitude required is a task to which Congress may wish to devote considerable time and effort, President Kennedy emphasized that, because of their urgency and importance, Congress should begin consideration at the earliest practicable date on certain of his recommendations. Among these are:

Extend to railroads and trucks permission to cut rates, without government approval, on bulk commodities, as now applicable only to water carriers.

Permit railroads and water carriers to cut rates, without Government approval, on agricultural and fishery products as allowed to motor carriers and freight forwarders.

Limit the control of intercity passenger rates to the establishment of maximum rates only to prevent discriminatory trade practices or rate wars.

Assure all carriers the right to ship vehicles or containers on carriers other than their own at the same rates applicable to non-carrier shippers.

Repeal the Interstate Commerce Act provision which now prevents a railroad from hauling cargo it owns.

Direct regulatory agencies to sanction experimental freight rates, modifications and variations in existing systems of classification and documentation, and new kinds of combinations of service.

Repeal the 10% transportation tax to improve competitive position of intercity rail and bus transportation which generally are not publicly supported, and to clear the way for equi-

table system of user charges for aviation.

Continue the 2-cents-per-gallon tax on gasoline for commercial airlines and extend the tax rate to all jet fuels; include a 5% tax on airline tickets and air freight waybills; impose a 3-cents-per-gallon gasoline tax on recreational flying and company planes.

Extend user charges to inland waterways by applying a 2-cents-per-gallon tax on all fuels.

Amend the Internal Revenue Code to increase from 5 to 7 years the period during which transportation systems can apply prior year losses to reduce current income for tax purposes.

Make domestic trunk air carriers ineligible for operating subsidies in the future as proposed by the Civil Aeronautics Board.

Terminate subsidies to helicopter services and extend this principle to other domestic airlines.

Require all Government agencies to use authorized commercial facilities for all their needs of transportation.

Give Post Office Department greater flexibility in arranging for transportation of mail by motor vehicle common carriers.

Transfer to Department of Commerce from Interstate Commerce the railroad and aviation loan guarantee authorities.

Create and inter-agency group to formulate general administrative policies on mergers in each segment of the transportation industry, and assist the Department of Justice in developing a Government position on each merger application.

Public policy declaration by Congress that through routes and joint rates be vigorously encouraged.

This Railroader helps to control freight damage and keep business on the rails

(Third in a series of articles on loss and damage prevention)

MILEPOSTS visited San Jose during April for an interview with Agent Kenneth K. Dunton and his crew. When it comes to taking good care of customers' shipments, these railroaders were found to be a dedicated crew working as a smooth and well-organized team.

Ken Dunton is a fellow anyone would like, and that's a general feeling among customers of WP in the San Jose area. They know Ken and his crew are doing everything possible to take good care of their shipments,

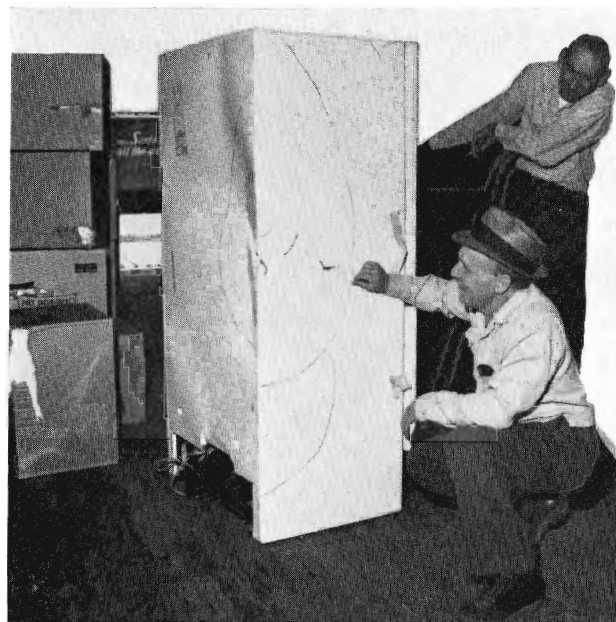
backed up by a respectable record. Sure, they've had their problems, and they know they can't just stand on past laurels. They know that it's the next load of products in which a shipper is most interested, and that if that shipment is received in a damaged condition it's going to be a tough job to keep him as a customer. They fully realize, too, that losing a customer here and there adds up to a lot of lost business for the company, less demand for their services, with a possible reduction in force and pay. They're not about to let that happen if there is any way it can be prevented.

In San Jose, Ken Dunton is "Mr. Western Pacific." He's out there on the front line, selling and providing Western Pacific services to people with freight to ship or be received. And he's one of the very best sources for the railroad to learn what it can do better to meet its customers' needs.

Ken and the railroad have learned a lot from each other, for he has been with WP at San Jose since June, 1923. During these 39 years he has learned his job from the bottom up, first as a warehouse trucker. He gained further experience as an industry clerk, train desk clerk, and just about every job in the San Jose freight house. He later became assistant agent and has been agent since July, 1955. He's not one for patting his own back, but MILEPOSTS



"Assistant Agent Paul Scott, here, and all of our crew make a real effort to control freight damage," said Agent Dunton seated at his desk.



"Some customer will be real unhappy when he learns this new refrigerator arrived in damaged condition caused by poor packing or careless handling," said Claim Inspector Walt Theobald, as he marks damages on unit just brought into San Jose freight shed by Warehouse Foreman-Clerk Bill Reid.

did learn that he is presently doing a fine job as president of the Milpitas Rotary Club. He is a past master of Campbell Masonic Lodge No. 362, and is a member of the San Jose Scottish Rite, the Eastern Star, and the Transportation Club of Santa Clara County. He reads anything he can get his hands on and would like to have more time for his woodworking hobby. Ken and his wife, Margaret, have raised two children; Barbara is a teacher at Monroe School in San Jose, and Don is majoring in biological science at San Jose State and will enter the Army's chemical corps in August.

Discussing the freight agent's role in connection with the loss and damage problem, Ken says: "Perhaps the most important step we have to take as

freight agents is to impress everybody involved that it takes teamwork—plenty of teamwork—to run a successful railroad, to keep claims from happening and, should one occur, to avoid a recurrence."

Paul Scott, assistant agent at San Jose, agrees wholeheartedly. "It may sound corny to talk about teamwork," said Paul, "but that's what it takes, and it applies to every part of the job. By helping each other through teamwork we have a good chance of beating this loss and damage problem."

One aspect of teamwork emphasized by Paul is accurate checking of such items as markings and packaging of every shipment that comes to WP's San Jose station. "That's the only way

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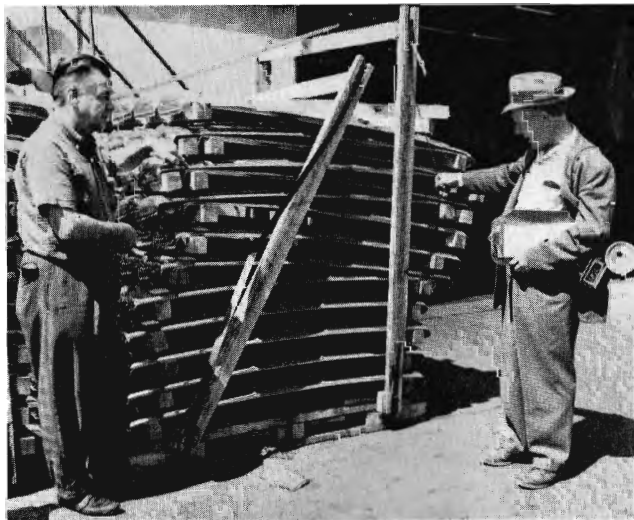
This railroader helps . . .

(Continued from Page 7)

that we can always be sure the information on the shipment itself is the same as shown on the bill of lading, and that all details of each shipment are in line with the freight classification rules we have to obey. We have to be extra careful with our paperwork and not make mistakes in carrying information from one form to another."

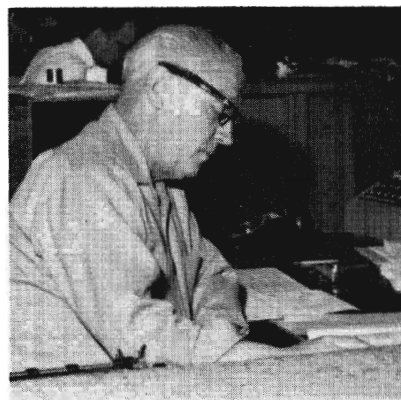
Rating and routing is another area in which careful checking helps both the shipper and the railroad. At San Jose, shippers usually specify the route they want their freight to take. Our rate clerk must make sure it's an authorized route. In those cases where no route is specified, it's up to the railroad's routing clerk to send the freight by the best and least costly route.

Nothing is overlooked when Ray Weirmack, Ford receiving inspector at Milpitas, and Walt Theobald inspect auto parts shipments. "Walt keeps this department fully informed on arrival condition of auto parts," said Freight Claim Agent Bill Paden. "His immediate corrective handling results in claim payment reduction, and fewer damaged parts to disturb our customer's production schedules."



AGENT Dunton takes special care to keep in close touch with shippers in the San Jose area, and often talks with them about shipping problems. Ken is their expert in at least two fields—lining up the correct equipment, and providing sound advice on how best to pack the freight for safe shipment. Through Western Pacific's freight claim department, as well as through the Association of American Railroads, Ken has access to specialists in these fields who can help to stop a damage claim before it can happen.

"When damage does happen," said Ken, "we remember the importance of a good inspection. It has often been said that 'prevention really begins at destination.' Complete facts about the damage, together with the cause, are mighty important so that we can take corrective measures to avoid a recurrence. Careful inspection, together



"It's a shame to see nice products banged up and broken just because someone didn't do his

with photographs when necessary, cannot be over-emphasized."

Ted Porria, one of Ken's claim inspectors, recalls a good example. "We received an auto in a shipment one day which obviously was badly in need of repairs before it had been shipped. Some body damage occurred during transit which inspection verified, but I wasn't about to agree with the individual that he was entitled to a new transmission for his car!"

Claim Inspector Gordon Van Horne told of another example involving a late model convertible received with a large slit in its top. During a close inspection Gordon located a knife carefully hidden in the car which undoubtedly had been used by someone in causing the damage. Several persons had handled the knife, including Gordon, which made finger-print identification impossible. It even occurred to Gordon that he might go to jail as a suspect!

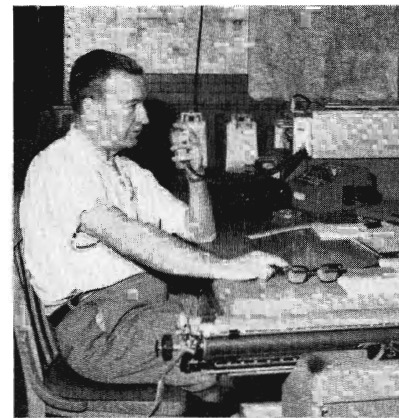
"It makes me burn," declared Ken, "when I think of the money wasted on



job the way it should be done," agree Claim Inspectors Gordon Van Horne, left, and Ted Porria.

damage claims. We lose out all around when we fail to take good care of a customer's shipments—lost money in claim payments, and more just in endangering future business because of past claims.

(Continued on Page 10)



Agent Dunton and his crew can keep in close touch with the office by calling Clayton Ashland, car & demurrage clerk, on the radio-telephone.

This railroader helps . . .

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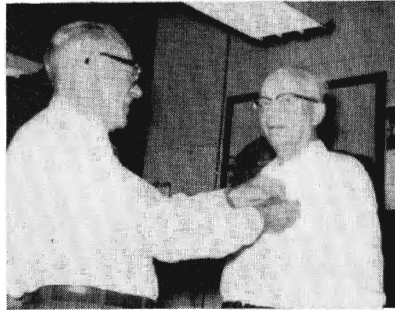
None of this brings the railroad any income and, in addition, none of this money can be used to pay our wages or bolster the security of our jobs."

While the problem of freight loss and damage is a serious one for Western Pacific, and for all railroads, there is also an encouraging sign. Railroad people have shown that they can reduce freight loss and damage by doing things the right way.

Agent Dunton suggests a checklist of seven points for everybody concerned with freight handling on Western Pacific and to help them in a personal battle against loss and damage. These points may be helpful to you:

1. Receiving. Be sure you get what you sign for.
2. Marks. Check shipments for proper marking; they must be plainly and durably marked. Be sure there is only one consignee, only one destination.
3. Caution Signs. Observe all "Handle With Care," "This End Up"; and other special handling signs.
4. Improper Packages. Call attention to poor packaging. Don't accept weak containers.
5. Loading. Build a load that will carry well.
6. Switching. Keep coupling speed down below 4 miles per hour.
7. Working Together. Every job dovetails with every other job. Every operation must click without a slip to do the perfect transportation job for which the shipper pays, and of which railroad people are capable.

"Success in this job," says Agent



"I'm going to try for my 50-year pin now," said Rate & Bill Clerk Joseph F. Maloney as he was presented with a 25-year pin by Agent Dunton last month. Joe started with WP in San Francisco July 6, 1936. He has been bill clerk at San Jose since July 1937. Joe and his wife, Ida, have two married sons and five grandchildren.

Ken Dunton, "is going to have a lot to do with the prosperity of our railroad and the security of our jobs. We just cannot afford to do less than our very best!"



MILEPOSTS

New numbers for WP's piggyback trailers

Western Pacific has adopted for its piggyback trailer fleet the standard trailer numbering system as recommended by the National Motor Equipment Interchange Committee. Numbers on WP trailers now owned are gradually being changed, and the new numbering system will be applied to all new trailers added to the fleet in the future. By this new system any trailer may be quickly identified as to type and length, as well as serial number and owner.

Prior to the railroad's adoption of the N.M.I.C. system, the type of trailer was designated in the reporting initials; i.e. WPD for dry van; WPI for insulated; WPR for refrigerated. Unfortunately, this did not work out because interchange and yard clerks, etc. regularly left off this third initial.

In the new trailer numbering system the first digit of the number identifies the type of trailer; the second digit its length. A dash separates these two leading numbers from the following serial number of the trailer. The initials "WP" precede the numbers for railroad interchange purposes.

The new standard numbering sys-

tem, as reported by E. T. Cuyler, chief mechanical officer, is as follows:

FIRST DIGIT SERIES

(Type of Trailer)

- 1—Dollies
- 2—Dry Vans
- 3—Flat Beds
- 4—Open Tops
- 5—Mechanical Reefers
- 6—Doubles
- 7—Insulated Trailers
- 8—Platform Trailers, (removable sides)
- 9—Open for Future Use
- 0—Miscellaneous

SECOND DIGIT SERIES

(Length of Trailer)

- 1—Under 32 feet
- 2—32' and Under 35'
- 5—35' and Under 38'
- 8—38' and Under 40'
- 0—40' and Over

"As examples," said Cuyler, "our 40-foot Dry Freight Van trailers, initially known as Series WPD-401, become WP-20-100. Refrigerated Vans, formerly WNGR-4001, become WP-50-500. Our 35-foot Insulated Trailers, Series WPI-601, become WP-75-440. Also, to assist operating personnel at night, the new number signs are made of 'Scotch-Lite'."

The newly acquired super cube interior equipped vans (to be announced in the next issue of MILEPOSTS) will be numbered Series WP-90-001.

17th Annual Reunion

The Military Railway Service Veterans will hold their 17th Annual Reunion at the Deauville Hotel, Miami Beach, Fla., September 28, 29 and 30.

A varied program has been planned

for this group of railway service veterans of World War II and the Korean War.

Inquiries may be directed to Mr. Fred W. Okie, secretary - treasurer, P.O. Box 536, Pittsburgh 30, Penn.

Marketing division promotes three officers



J. N. Baker



L. F. Delventhal, Jr.



Sheldon Glatt

The marketing division in April announced the promotion of three of the department's officers.

James N. Baker is now assistant to director of pricing; Leo F. Delventhal, Jr., now holds the position as manager-marketing field services; and Sheldon Glatt became district sales manager at Seattle.

Baker joined the railroad in 1960 as staff assistant in the marketing division and since joining the railroad has become an I.C.C. Practitioner. "JN" is a native of Springfield, Mass., and graduated from Yale University in 1953. Following graduation he spent two years in the Transportation Corps with duties involving liaison with the German Federal Railways. He began his railroad career upon discharge from the service.

Delventhal, a native of California and the Bay Area, began his employment with Western Pacific in 1934 in the transportation department. Following such positions as car distributor, assistant scale inspector, and transportation inspector, he was promoted to research specialist on the president's staff. He was transferred to the marketing division in April, 1959, as senior transportation engi-

neer. His latest promotion testifies to the valuable assistance Leo and his staff have afforded shippers in the field of packaging, distribution, and materials handling.

Glatt became a Western Pacific employee in 1939 after completing his education in the San Francisco Bay Area. He served with the U. S. Navy from 1941 to 1946. Upon return to the railroad he entered the marketing division where promotions led to positions as sales representative and assistant industrial agent. He has been sales representative in the Seattle territory since 1958.

WP moves New York office

Western Pacific's sales office in New York City has moved up the street to new and improved quarters.

The new address is Room 305, 516 Fifth Avenue, New York 36, New York. The phone number has also been changed. It is now TN 7-7420.

A New York ad agency serves a large account in a nearby city that is most easily reached by an early morning train. Once the agency president made the trip alone. Entering the diner he said to the steward:

"I'd like to try that six-dollar breakfast my men always report when they ride this train."

Two rail tours include Seattle World's Fair

AN opportunity to visit the Seattle World's Fair is included in the itinerary of two scenic rail tours of the Northwest.

The first tour leaves Oakland on June 30 for an eight-day adventure aboard the *Exposition Flyer*, sponsored by the Bay Electric Railroad Association. The special train will feature deluxe air-conditioned Pullman accommodations, Western Pacific's dining car service, ample lounge car space and an open platform observation car.

Scenic attractions during the 7-State tour include the Feather River Canyon, full day bus tours in and around Salt Lake City and Yellowstone National Park, and a ride over the Milwaukee Road's electric-powered freight-only line through the Bitter Root Mountains. After an overnight stop at Spokane, Washington, the special will cross the Cascade Mountains to Seattle where your Pullman accommodations become your hotel while visiting the Fair. Returning home the special will follow Puget Sound in Washington, the Columbia River in Oregon, and pass through scenic mountain ranges in Southern Oregon and Northern California. The tour will terminate at Oakland on July 7.

The second tour is Western Pacific's sixth annual "*Cariboo Country Special*," a 10-day, 5,100-mile ride over six railroads through some of the most spectacular, unspoiled wilderness in the U.S. and Canada.

The all-Pullman special, with Western Pacific dining car service, will

leave Oakland on August 24. Northbound the route will follow the Feather River Canyon, WP's "Inside Gateway Route" freight line to Oregon, through the Deschutes River Canyon, and along the Columbia River to Vancouver, Washington. There will be a stopover at Seattle to visit the Seattle World's Fair before crossing the border into British Columbia. During the next six days the train will travel northeast past Garibaldi Park and along the Fraser River to Jasper National Park. After overnight lodging and a tour of the Park, the special will travel west past Mt. Robson, Canada's highest peak, and through backwoods country to Prince George. Continuing west the tour will reach Prince Rupert, just 90 miles from Ketchikan on the southern tip of Alaska. Northbound, the special will reach Fort St. John, most northern railhead in British Columbia, located at milepost 40 on the Alcan Highway. An open-top observation car will be added to the train for the southbound run along the scenic old Cariboo Trail to Lillooet on the Fraser River. After skirting Howe Sound for 35 miles the special will arrive in Vancouver, B.C. for overnight accommodations. From here the special will retrace its northbound route south past Puget Sound, along the Columbia River, over the "Inside Gateway Route" and through the Feather River Canyon, arriving at Oakland on September 3.

Reservations and additional information about these all-expense tours may be obtained from Western Pacific's department of public relations.

OROVILLE LINE CHANGE

EXCEPT for laying rail and completing communication lines, the relocation of Western Pacific's main line because of the proposed Oroville Dam, is nearing its final stages of completion.

The new 23-mile-long relocated railroad begins at Milepost 205, about one-quarter mile north of Western Pacific's passenger station at Oroville. It then crosses the Feather River, swings west around the south side of Table Mountain, and reenters the present main line at Intake, about Milepost 228.

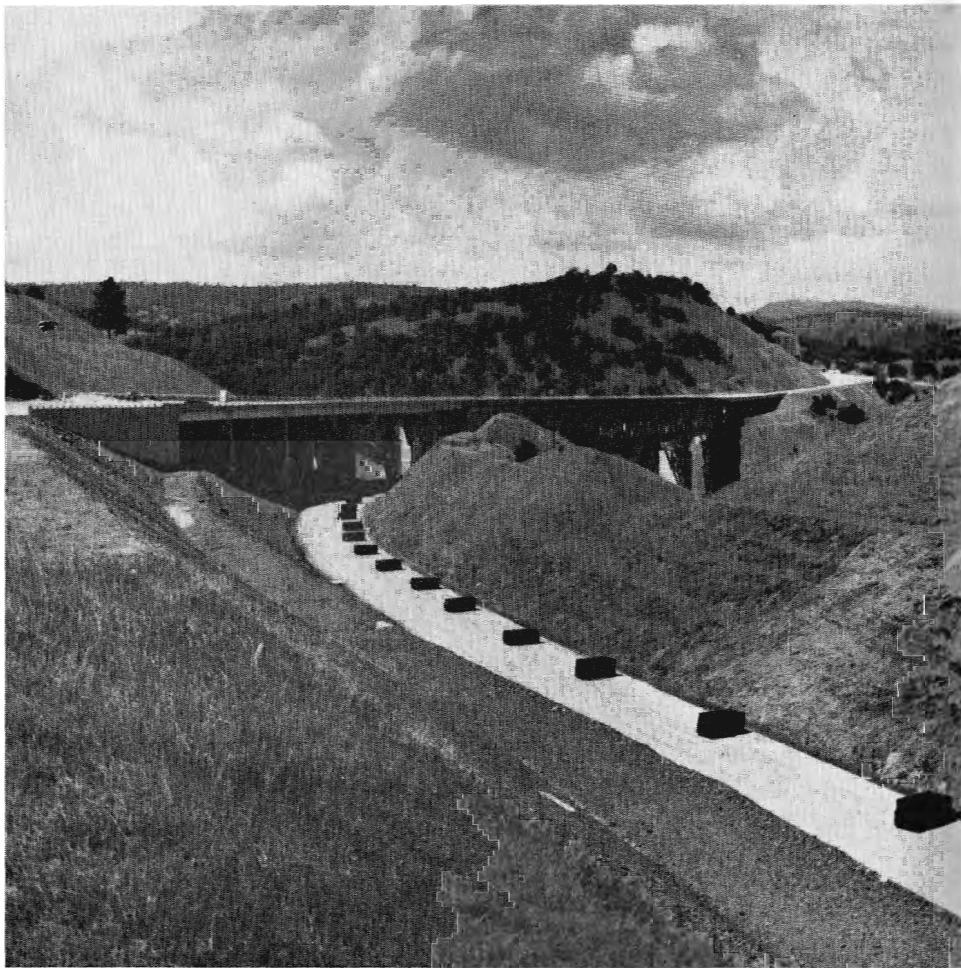
In order to maintain the railroad's present maximum 1% compensated grade, the new line required many deep cuts, high fills, five concrete lined tunnels (one 8,800 feet long), and three major bridges—Elsely, James and Kramm—named for retired President Charles Elsely, the late Arthur Curtiss James who had much to do with the early construction of the railroad, and August A. Kramm, retired assistant engineer. Kramm was the railroad's

(Continued on Page 17)

Opposite page: Project Engineer Dave Charlebois, Foreman Bill Yeager, and Assistant General Supervisor-Roadway Equipment Bill Anderson (pointing) discuss tie unloading operation along one section of new roadway.

Right: A WP crew distributes rail along the new roadbed. Rail laying is scheduled to start in June.





The Feather River Project includes the relocation of present Highway 40-A as well as Western Pacific's present main line in the lower portion of the Feather River Canyon. At one location, about 15 miles beyond Oroville, both the relocated highway and railroad will cross the West Branch of the Feather River on this

\$8¾ million double-deck West Branch Bridge. A four-lane freeway crosses on the upper deck for a distance of about 2,700 feet. Western Pacific trains will cross on the lower deck for a distance of about 1,800 feet before entering Tunnel 5. The dark objects along the roadbed leading to the lower deck are ties.

Oroville Line Change

(Continued from Page 15)

first resident engineer in charge of the new line relocation project. When it was first proposed to locate the Oroville Dam further upstream from its present site, Thomas L. Phillips, shortly after he became the railroad's chief engineer, had "Gus" run a stadia survey in the early 1940's over approximately the same route of the existing relocation. "Gus" has, at one time or another, done engineering work on just about every mile of the railroad.

Plans for the existing relocation, in construction for about the past five years by the State of California at a cost of about \$40 million, began nearly 13 years ago.

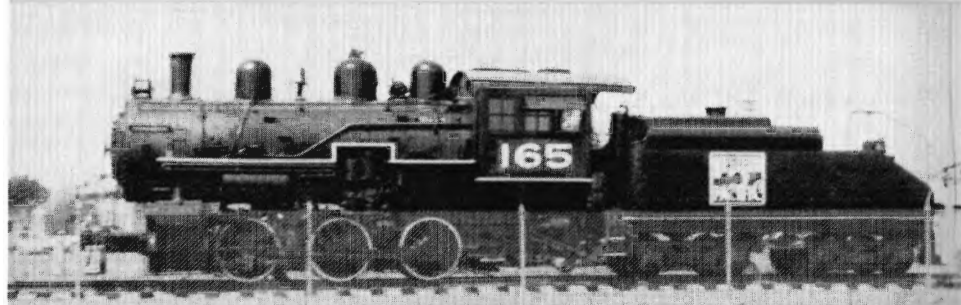
Elevation along the new line is about 200 feet at its beginning near Oroville, and nearly 1,100 feet at Intake. The new line is about four miles shorter than the portion of the railroad's existing line which will be inundated upon completion of the Oroville Dam.

Regular train operation on the new line is expected to begin about the end of this year.

After leaving the east portal of the 8,800 foot long Tunnel 8, visible at the right center of this photo, WP's new line will cross the North Fork of the Feather River and re-enter the present main line at Intake, Milepost 228.

The \$1½ million, 3-span 940 foot long North Fork Bridge is an architectural and engineering masterpiece constructed entirely of reinforced concrete. It is thought to be the largest structure of its kind on any railroad in this country. WP's present main line is shown at the left looking toward Oroville. The circular object near the top of the picture is the intake tower for the Las Plumas Powerhouse. Department of Water Resources photo.





“IRON HORSE APPRECIATION DAY”

—Photo by Louis I. Stein

“I give my heartfelt appreciation and thanks to The Western Pacific Railroad Company,” Mayor Jack D. Maltester told a San Leandro audience on April 4, which the Mayor proclaimed “Iron Horse Appreciation Day.”

A few minutes earlier Mayor Maltester had accepted the railroad’s last available steam locomotive, No. 165, for permanent display in the City’s park at 1st Avenue and Clarke Street. The presentation of the engine was made by Walter C. Brunberg, the railroad’s vice president-marketing, who in return was presented with a Key to the City of San Leandro.

The dedication ceremonies included a presentation of colors by Troop 608, Washington Manor School, Boy Scouts of America, and brief acknowledgments by civic officials. Public Works Director Homer Hamlin, a former railroader, whose efforts were largely responsible for old 165’s place of honor, told of the engine’s history.

The locomotive was built in 1919

by American Locomotive Company at Schenectady, N. Y. She was one of four six-wheeled heavy switching locomotives purchased by Western Pacific in 1927 from the United Verde Copper Company. In the ensuing years she performed nobly, mostly in switching service at Stockton yard. One of the last steamers in service on the Western Pacific, No. 165 was retired in 1953, but on occasion she returned to duty to furnish steam for busy canneries during the rush season.

Prior to presenting 165 to the City of San Leandro, Roundhouse Foreman C. B. Kirkpatrick and his crew at Stockton restored her to her original shiny appearance. The City of San Leandro provided her with rails and a chain-link fence enclosure where she may be protected and appropriately admired by present citizenry and future generations, young and old alike. Facing the railroad’s main line a short distance away old 165 may be seen by passengers on passing *California Zephyr* trains.

One out of five!

This article is for the benefit of 671 Western Pacific railroaders, about one-fifth of the total number of the railroad’s employees. The information is condensed from a release by the Council of Foods and Nutrition of the American Medical Association, which warns that one out of every five Americans is carrying excessive weight that he (or she) should lose.

Americans are eating more and better than ever, but exercising less. As a result, actuarial statistics show that an alarming large number of persons are seriously overweight, and obesity and long life don’t usually go together. Extra pounds put an extra and often damaging strain on the heart.

The only way to take in your belt, according to the article, is to eat less and exercise more. One suggested exercise is turning your back to food and repeating many times a day the word “No!”

Most people leading moderately active lives need 15 calories per pound to maintain their desired weight. If, for example, your “ideal” weight is 150 pounds, you can consume foods containing no more than 2,250 calories each day.

The article also points out that there are approximately 3,500 calories in each stored pound of fat. So to lose one pound a week, consume 500 fewer calories each day than you previously were consuming. If you required 2,250 calories daily, and you want to lose one pound per week, consume only 1,750 calories daily. It is usually unwise to try to lose more than two pounds per week to retain good health,

and the AMA warns that if you are more than 10 pounds overweight you should see your doctor before launching any do-it-yourself diet.

You don’t have to necessarily cut down on the *amount* of food. Just cut down on your *calorie intake*. Lay off the gravies, creamed dishes, rich desserts, fried entrees, and liquor. Eat slowly, and load up on fillers—carrot sticks, leafy vegetables, radishes, consommés and most fresh fruits. Get a calorie counter booklet and plan your menus around a balanced diet which contains foods in these four broad groups:

Milk—milk, cheese and ice cream.

Meat—beef, veal, lamb, pork, poultry, eggs and fish.

Vegetable-fruit—fruits and vegetables rich in Vitamins A and C.

Bread-cereal—whole grain, enriched or restored.

You also need some butter, margarine, fats, or oils, but in all these foods, the watchword is moderation. Don’t exceed your calorie quota!

Also, the article advises against taking any drugs without the advice of your physician. Federal investigators report that overweight Americans waste \$100 million annually on phony reducing products.

A sales manager tried to get his salesmen to think for themselves. One day he received this telegram from one salesman: “Have lost my order pads. Shall I continue on or return?”

The sales manager wired back: “Yes.”

The salesman wired again: “Yes I should proceed, or yes I should return?”

The sales manager’s next wire read: “No.”

MILEPOSTS



IN GOLD

MILEPOSTS congratulates the following railroaders who are eligible for Service Pin Awards during the months of May and June, 1962:

| | | |
|---------------------------|--|------------------|
| 45-YEAR PIN | | |
| Paul H. Jenner..... | Assistant to General Manager..... | San Francisco |
| 40-YEAR PIN | | |
| Paul E. Rutherford..... | Terminal Trainmaster..... | Stockton |
| 35-YEAR PINS | | |
| William C. Brown..... | Machinist..... | Oakland |
| Grant H. Evans..... | Conductor..... | Western Division |
| C. W. Freeman..... | Conductor..... | Western Division |
| Wayne W. Geil..... | Trainmaster..... | Keddie |
| Angelo J. Giulio..... | Stationmaster..... | Oakland Mole |
| M. L. Kizer..... | Section Foreman..... | Eastern Division |
| J. Latham..... | Brakeman..... | Western Division |
| George M. Lorenz..... | General Manager, C. C. T. Co..... | Stockton |
| G. J. Shine..... | Yardmaster..... | Western Division |
| Gordon Switzer..... | General Supervisor—Roadway Work Equipment..... | Oakland |
| J. G. Wright..... | Section Foreman..... | Eastern Division |
| 25-YEAR PINS | | |
| Frank Aiello..... | Locomotive Engineer..... | Eastern Division |
| Herbert W. Borgfeldt..... | General Clerk..... | Western Division |
| Wesley I. Bump..... | Conductor..... | Western Division |
| William A. Clements..... | Dispatcher..... | Sacramento |
| Everett E. England..... | Bill Clerk..... | Western Division |
| J. E. Fritz..... | Locomotive Engineer..... | Western Division |
| J. M. Fulk..... | Locomotive Engineer..... | Western Division |
| H. H. Garriott..... | System Wire Chief..... | San Francisco |
| C. A. Grauvogel..... | Telegrapher..... | Eastern Division |
| George P. Graves..... | Crew Clerk..... | Western Division |
| Charles R. Griffin..... | Telegrapher..... | Western Division |
| Walter H. Harper..... | Claim Clerk..... | Western Division |
| William G. Heckala..... | Locomotive Engineer..... | Western Division |
| Warren L. Hersch..... | Section Foreman..... | Western Division |
| Robert E. Hughes..... | Machinist Helper..... | Oroville |
| Robert E. Jones..... | Conductor..... | Eastern Division |
| Crawford Lewis..... | Locomotive Engineer..... | Eastern Division |
| Eugene A. Macomber..... | Sales Representative..... | San Francisco |
| Otto T. Marler..... | Stationary Engineer..... | Oroville |
| John J. McInerney..... | Chief Clerk—Sta. Acct..... | San Francisco |
| M. A. McLain..... | Train Desk Clerk..... | Sacramento |
| Thomas Nail..... | Fireman..... | Western Division |
| John A. Osterdock..... | Locomotive Engineer..... | Western Division |
| Walter A. Powell..... | Brakeman..... | Western Division |
| Kirby L. Reser..... | Conductor..... | Eastern Division |
| William I. Robertson..... | Electrician..... | Oroville |
| O. E. Roney..... | Conductor..... | Western Division |
| Paul W. Russell..... | Locomotive Engineer..... | Eastern Division |
| Robert H. Salkeld..... | Transit Clerk..... | San Francisco |
| Garrett J. Sexton..... | Locomotive Engineer..... | Western Division |
| Joseph D. Sonzogni..... | Locomotive Engineer..... | Eastern Division |
| Reuben E. Swanson..... | Switchman..... | Western Division |
| Henry de P. Teller..... | Head Inspector—Freight Claims..... | San Francisco |
| Lee E. Thomas..... | Trainmaster..... | Portola |
| George J. Widrig..... | Machinist..... | Sacramento |
| Raymond T. Woodward..... | Conductor..... | Eastern Division |
| 20-YEAR PINS | | |
| Henry E. Baldwin..... | Clerk..... | Western Division |
| Darrell E. Bancroft..... | Brakeman..... | Western Division |

| | | |
|---------------------------|--|-------------------|
| Mortimer C. Beck..... | Conductor..... | Western Division |
| Joel P. Bishop, Jr..... | Fireman..... | Western Division |
| Robert F. Brew..... | Admin. Asst. to V. P. G. M. Manager Pass Bureau..... | San Francisco |
| William D. Brew..... | Auditor of Miscell. Accts..... | San Francisco |
| August J. Carlson..... | Carman..... | Portola |
| Donald L. Carman..... | Asst. to Mgr. Purch. and Stores..... | San Francisco |
| James C. Caughey, Jr..... | Machinist..... | Oroville |
| Clifton J. Conley..... | Roundhouse Foreman..... | Oakland |
| Harry V. Dougan..... | Brakeman..... | Western Division |
| Edwin L. Dunn..... | Brakeman..... | Western Division |
| Nellie E. Eagle..... | Accountant..... | San Francisco |
| Louis Falcon..... | Switchman..... | Western Division |
| Robert J. Fisher..... | Fireman..... | Western Division |
| G. E. Gerald, Sr..... | Day Foreman—Perishable Freight..... | Elko |
| Eugene W. Goodrum..... | Assistant Chief Clerk..... | Sacramento |
| John S. Guerra..... | Fireman..... | Western Division |
| Chester Hancock..... | Red Cap..... | Oakland |
| Edward M. Hawkins..... | Section Stockman..... | Sacramento |
| Robert H. Herbaugh..... | Brakeman..... | Western Division |
| Stephen L. Hernandez..... | Clerk..... | Eastern Division |
| Peter Josserand..... | Night Chief Dispatcher..... | Sacramento |
| Albert L. Lentz..... | Fireman..... | Western Division |
| Dorance H. Miller..... | Fireman..... | Western Division |
| William H. Mitchell..... | Chief Accountant..... | Sacramento |
| John Mlakar..... | General Icing Foreman..... | Eastern Division |
| Paul G. Morris..... | Fireman..... | Western Division |
| Robert C. Morris..... | Transportation Engineer..... | San Francisco |
| Donald I. Naylor..... | Sales Representative..... | Sacramento |
| Orren K. Prentiss..... | Brakeman..... | Western Division |
| Robert C. Rankin..... | Conductor..... | Eastern Division |
| Samuel F. Seals..... | Brakeman..... | Eastern Division |
| Robert L. Smith..... | Fireman..... | Eastern Division |
| Paul R. Sensesen..... | Carman..... | Oroville |
| George C. Spencer..... | Car Foreman..... | Sacramento |
| John J. Susoeff..... | Clerk..... | Western Division |
| Harry A. Tracy..... | Brakeman..... | Western Division |
| Harry B. Van Drielen..... | Fireman..... | Eastern Division |
| Henry J. Wallock..... | Clerk..... | Eastern Division |
| George Zambelles..... | Marine Deck Hand..... | Western Division |
| 15-YEAR PINS | | |
| Carlos A. Baca..... | Carman..... | Oakland |
| Robert L. Bell..... | Asst. Gen. Aud.—Data Processing..... | San Francisco |
| Chester V. Blogg..... | Signalman..... | Test Gang #1 |
| E. T. Booker..... | Section Laborer..... | Eastern Division |
| Paul T. Bauer..... | Machinist..... | Oroville |
| Anastasio C. Chaides..... | Section Laborer..... | Western Division |
| Charles D. Coleman..... | Carman..... | Oakland |
| Harold Delahoussaye..... | Revising Clerk, Sr..... | San Francisco |
| Inez Doucette..... | Prepaid Order and Ticket Clerk..... | San Francisco |
| Holly Doyle..... | Secretary to District Sales Mgr..... | Oakland |
| James J. Duyn..... | Sales Representative..... | Oakland |
| Edwin V. Emerson..... | Chief Clerk—Marketing..... | Reno |
| Emery L. Field..... | Signal Maintainer..... | Berry Creek |
| Billie N. Gage..... | Relief Clerk..... | Western Division |
| Nathan H. Garrett..... | Signalman..... | Sacramento |
| Harold F. Hamilton..... | Rate Analyst—Marketing..... | San Francisco |
| Reginald W. Heard..... | Signal Inspector..... | Signal Department |
| Stanley T. Helton..... | Lead Carpenter..... | B&B Gang 2 |
| Paul H. Huston..... | Roundhouse Laborer..... | Oroville |
| Gordon E. Ingle..... | Chief Clerk to Tax Commissioner..... | San Francisco |
| Grace Josserand..... | Secretary to District Sales Mgr..... | Sacramento |
| Jack W. Miller..... | Store Helper..... | Sacramento |
| George L. Nelson..... | Section Laborer..... | Eastern Division |
| Paul E. Parmenter..... | Crew Clerk..... | Western Division |
| Edna H. Phillips..... | Clerk..... | Eastern Division |
| Irma A. Piver..... | Steno-Clerk, Mechanical Dept..... | Oakland |
| Gardner S. Rogers..... | Asst. Engineer..... | San Francisco |
| Herbert E. Rushing..... | Yardman..... | Eastern Division |
| Herbert J. Scott..... | Coach Cleaner..... | Oakland |
| Thomas M. Shea..... | Division Lineman..... | Wendover |
| Ross K. Shenkel..... | Carman..... | Sacramento |
| Humberto M. Torres..... | Section Laborer..... | Western Division |

(Continued on Page 22)

Mileposts in Gold . . .

(Continued from Page 21)

| | | |
|----------------------|----------------------|------------------|
| William L. Walk..... | Machinist..... | Oroville |
| Bert Washington..... | Section Laborer..... | Eastern Division |
| Kenneth P. Wood..... | Trainmaster..... | Elko |

10-YEAR PINS

| | | |
|-------------------------|---|-------------------|
| Andres Gonzales..... | Laborer..... | Eastern Division |
| R. B. Guy..... | Carpenter..... | Western Division |
| E. B. Hamilton..... | Switchman..... | Western Division |
| John V. Leland..... | Chief Clerk Terminal Trainmasters and MILEPOSTS Correspondent..... | Oakland |
| J. W. Lewis..... | Switchman..... | Western Division |
| Alvin O. Lynch..... | CTC Maintainer..... | Delle, Utah |
| D. M. Miles..... | Clerk..... | Western Division |
| Nelden Nyrehn..... | CTC Maintainer..... | Sand Pass, Nevada |
| Barbara Parker..... | Clerk—Marketing..... | Oakland |
| A. M. Ramirez..... | Laborer..... | Western Division |
| R. A. Robichaud..... | Shovel Operator..... | Eastern Division |
| Geraldine Ross..... | Secretary—Treasury Dept..... | San Francisco |
| H. C. Sielert..... | Switchman..... | Western Division |
| Donald J. Stevens..... | Rate Clerk—Marketing..... | San Francisco |
| William R. Western..... | Stenographer—Ticket Clerk..... | San Jose |

Zephyr on West German TV

THE *California Zephyr* was the only train selected by Documentary Programs, Inc., of Washington, D. C., for a documentary film comparing a free enterprise railroad with that of the nationalized railroads of West Germany. A team of West German photographers and reporters made the film during a Chicago-Oakland Oakland-Salt Lake City ride on the streamliner during April.

In a letter dated May 24, Director Fritz Gebhardt and Unit Manager Gerald E. Kainz wrote to G. H. Kneiss, assistant to president—public relations:

“Several weeks ago, while producing our railroad documentary film for the West German Television network, we had a most pleasant trip on the *California Zephyr*. The West German audience was pleased with the film—and so was our crew during the shooting on the *Zephyr*.

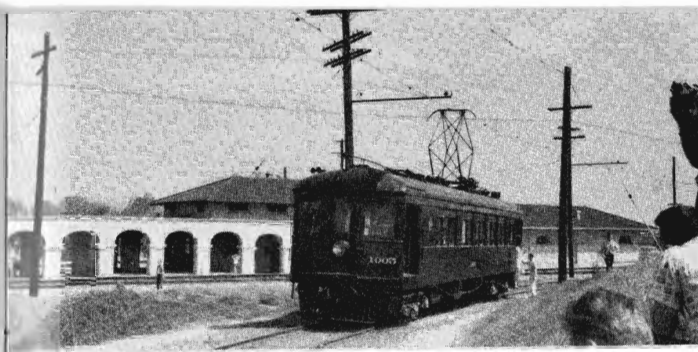
“Sir, we’d like to say thank you to

Western Pacific for the most enjoyable experience we had in meeting your friendly, efficient and cooperative railroad officials.

“Special thanks belong to Mr. Richard Reynolds (public relations representative) for driving all the way to Sacramento with our lost camera, and for his great cooperation while we were in San Francisco. But we should also like to remember Mr. Carl Bolliger, dining car steward, Miss Elizabeth Liebfort and Miss Phyllis Wells (Zephyrettes), Pullman Conductor Mr. H. Clark, and all the other conductors and engineers ‘up front’ who were so very hospitable and helpful to us.

“It was great riding the *Zephyr* and meeting your friendly Western Pacific people, who made our working trip so pleasant and unforgettable.

“We hope to be aboard the *California Zephyr* soon again. Once again, thank you for all your cooperation.”



The 1005 about ready to leave Marysville for a run under its own power to Yuba City.

Passengers return to SN for one day

THE sole-surviving interurban car, which once operated regularly between the Bay Area and Chico, brought passenger service back to the Sacramento Northern for one day on April 14. The special operation was run for members and friends of the Bay Area Electric Railroad Association.

The special train consisted of a coach, lunch car, and old No. 1005, the real star of the day. The special train made a round trip between Sacramento and Chico and carried a standing-room-only crowd of 173 people.

Highlight of the day occurred when old 1005, detached from the special in Yuba City and, with trolley raised under the electric wires, showed a younger generation what the days of interurban service were like. After several round trips between Yuba

City and Marysville, the special continued on to Chico where No. 1005 was again detached from the train. Pushed up town to the old SN station on Main Street by SN 143, she was met by an enthusiastic crowd.

Among the fans were George Hadenman, retired SN motorman—road foreman of engines, and Richard Sachs, retired car foreman. Mrs. Otto Myers, wife of deceased Chico general car foreman, met the train at Chico.

The SN crew for the special run were Conductor A. C. McCaulley, Engineer H. R. “Windy” Windmiller, Brakeman P. R. Nichols, and for part of the tour, Road Foreman—Trainmaster Ed Ratcliffe. Jim Davis, assistant trainmaster, Yuba City, and Dick Reynolds, WP’s public relations department, escorted the group.



The 3-car special waits for its return trip from Chico.

Charles J. Fischer, sales manager, took this picture at a party given at his home in Salt Lake for Chief Clerk W. A. "Art" Mendenhall, who retired on April 30 with 20 years' service. In the picture with Art (seated) are, left to right, John Harkness, Bill Silfvast, Frank Bedient, Mike Mickels, Dick Groves, Marge Crawford, Tom Plesko, members of the Salt Lake City staff.



WP Will Remember

"When a man has devoted a career to an industry, he has truly paid that industry the greatest compliment possible."

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

Hugh M. Ausmus, brakeman, Keddie, 16½ years.

Walter H. Brown, locomotive engineer, Oroville, 44½ years.

Cecilio Cabrera, machine operator, Western Division, 39½ years.

George B. Denney, hostler helper, Oakland, 25 years.

John B. Fairley, machinist, Oroville, 14½ years.

Gertrude S. Hutchison, claim clerk, Oakland, 43 years.

John L. Lynch, car inspector, West-ern Division, 12½ years.

Willie A. Mendenhall, chief clerk-

marketing, Salt Lake City, 20 years.

Robert W. Peacock, clerk, Sacramento, 17 years.

Fred J. Rohrer, machinist, Sacramento, 49 years.

John Schremser, shop laborer, Sacramento, 20 years.

Henry W. Steinert, locomotive engineer, Portola, 38 years.

R.R.B. Annual Report

The Railroad Retirement Board has announced the release of its annual report for 1961. The report summarizes all phases of the Board's operations during the 1960-61 fiscal year.

Copies may be purchased from the Superintendent of Documents, U. S. Government Printing Office, Washington 25, D. C. The price per copy is 70 cents.

American Association of Retired Persons forms Sacramento Chapter

WP retirees welcome to join any one of 118 National chapters of which 18 are in California



E. E. Gleason

The American Association of Retired Persons recently formed a Sacramento County Chapter. Regular meetings will be held on the second Monday of each month at 2:00 p. m. in the Senior Citizens Center, 915 27th Street, Sacramento.

The announcement was given MILEPOSTS by E. E. Gleason, retired Western Pacific chief mechanical officer, who was elected president of the newly formed chapter.

AARP is a non-profit, non-political organization of persons 55 years of age or over. It is a cooperative enterprise of nearly a half-million mature persons gaining for themselves and their fellow retirees dignity, security, and prestige.

Many non-profit services that stretch retirement incomes are offered to members. These include low-cost, mail-order drug service; low-cost group tours to Europe; budget-priced group insurance; and a special hearing aid service. Members also receive the magazine *Modern Maturity* and the bi-monthly *AARP News Bulletin*.

"Purpose of the local chapter," said Gleason, "is to stimulate local action to help retired people help themselves, to educate members on how the national organization can be of help to them, and to encourage retired people

to actively participate in the betterment of their communities."

Dr. Ethel Percy Andrus, national president, states that "AARP is the answer for older persons who believe that the way to keep young, maintain independence and dignity as they grow older, is through activity, usefulness, and service to others."

There are now 118 AARP chapters in the nation. The new Sacramento Chapter is the 18th in California, of which three are in the Bay Area and the remainder in the southern part of the state. National Chapter dues are \$2 a year for single person or for man and wife. Any National member may also join one of the local chapters.

"I'm sure many of our Western Pacific retirees may be interested in membership in one of the local chapters," wrote Gleason. "For further information they may write to me at 4232 52nd Street, Sacramento 20, or direct to the AARP membership department, 406 East Grand Avenue, Ojai, California, who are responsible for the area west of the Mississippi River."

The National headquarters of the American Association of Retired Persons is located in the Dupont Circle Building, 1346 Connecticut Avenue, N. W., Washington 6, D. C.

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:

Roy C. AnceI, retired helper, date unknown.

John W. Angerer, retired car inspector, March 22.

Harold R. Brothers, lead car inspector, April 6.

Albert J. Brown, retired locomotive engineer, April 28.

Daniel W. Copeland, agent, May 7.

George W. Crossen, retired district passenger agent, April 24.

James B. Currey, retired sales and service clerk, May 13.

Jess C. Currier, Sr., retired locomotive engineer, March 29.

Philas O. Damon, retired carman, April 28.

Joseph T. Ganey, retired bargeman, February 17.

Lovel H. Gibson, retired conductor, April 12.

Frank Gore, retired stationary engineer, March, 1962.

Samuel I. Jamison, retired switchman, March 8.

Ruth L. Johnson, retired stenoclerk, February 23.

Wendell J. Jones, retired carpenter, February 12.

Burdette E. Lintz, retired machinist, April 13.

Dean W. Lockhard, bridge and building foreman, March 30.

Frank D. Manuel, retired Sacramento Northern locomotive engineer, February 9.

Allen W. Martin, retired Sacramento Northern agent, February 1.

Edgar J. Mattingly, retired chief dispatcher, March 16.

William McCard, retired shop carpenter, April 20.

Austin R. Merchant, retired track laborer, date unknown.

George Mollen, retired locomotive engineer, May 13.

Manuel V. Peralta, retired section laborer, March 5.

Wallace R. Pond, retired carman, March 20.

John P. Riordan, retired carman helper, February 19.

Mariano G. Rod, retired section laborer, date unknown.

Arthur F. Rose, diesel foreman, March 14.

George A. Sammons, Central California Traction locomotive engineer, December 23, 1961.

Charles M. Service, retired trainman, April 22.

Carl C. Spence, retired Tidewater Southern section foreman, April 1.

William E. Tatman, retired Sacramento Northern brakeman, March 20.

Wilkes C. Wood, retired agent-telegrapher, March 30.



Caboosing

STOCKTON

Elaine Obenshain

Retired Yardmaster D. V. DUNCAN has been confined to San Joaquin General Hospital and we wish that he is soon up and about again.

Conductor E. L. PARTAIN, who had pneumonia and major surgery, and Conductor N. G. PENDERGRAFT and Clerk E. S. MOYES who also underwent major surgery are, we're happy to report, fully recovered and back at work.

Our deepest sympathy to Road Foreman of Engines and Mrs. JOHN C. LUSAR and family, whose infant daughter, Loretta, passed away April 12.

Our sympathy also to the families of Mrs. FRED HUFFMAN, widow of retired brakeman, and Mrs. DOROTHY NOLTE, widow of yardmaster, who passed away in April.

On May 1 the operation of the Port of Stockton Belt Line was taken over from Western Pacific by the Santa Fe. This trackage is operated by the WP-SFe-SP, with each railroad working "the Port" for a period of one year.

Conductor J. T. BURROWS and family have moved to Stockton from Portola and Brakeman D. L. WARD and family moved to Portola. What facilitated these moves, and makes this an unusual subject of interest, is that these people just exchanged houses!

Retired Engineer and Mrs. HARVEY MULLEN celebrated their 50th Wedding Anniversary on April 15 with an after-



Mr. and Mrs. Harvey Mullen

noon reception in the Garden Room of Webb's at Stockton Hotel. About 400 persons attended the celebration of the Mullen's marriage on April 14, 1912. The couple has lived in Stockton, in the same home, for 45 years. They have two children and four grandsons. Harvey retired in 1951 after 44 years of service and now spends a lot of his time fishing and hunting. He is an honorary member of the Brotherhood of Locomotive Fireman & Enginemen. Mrs. Mullen is an active member of Rainbow Rebekah Lodge, the Past Noble Grands Club, Ladies Society B. of L. & E., the Canton Auxiliary

and Sheltered Oaks Garden Club, El Ricardo Home Department of the Farm Bureau.

WINNEMUCCA

Ruth G. Smith

Congratulations to the following employees who have announced an increase in their families:

Switchman and Mrs. LEE LOCKE—a son born March 8.

Engineer and Mrs. HAROLD CLAUSEN—a daughter born March 29.

Brakeman and Mrs. STEVE GARTEIZ—a son born April 12.

Brakeman and Mrs. RALPH MOORE—a son born April 24.

Mrs. Stanley McKay, of Sacramento, widow of retired Road Foreman of Engines STANLEY MCKAY; and Mrs. Zella Good, widow of Sheetmetal Worker Ray Good, of Oakland, were recent visitors here. Their husbands were both employed at Winnemucca before moving to California.

Motor Car Maintainer and Mrs. EDGAR SUTTON recently returned from a trip to Colorado, returning by way of California. They were accompanied home by their daughter and granddaughter.

Hostler Helper and Mrs. JUAN PEDROZA have left for a vacation trip to Old Mexico in a new car purchased before leaving.

Furloughed Fireman LELAND YORK is working in Juan's position.

SACRAMENTO STORE

Irene E. Burton

We all were very happy to see THURMAN MOZINGO recently. Thurman, confined to Portola Hospital for some months, has been visiting with his brother in Sacramento.

EDGAR E. ENSELE has been a patient at St. Joseph's Hospital in San Francisco and we all are hoping for his early recovery.

Mrs. VERNE NELSON has returned to her home after undergoing surgery a short time ago.

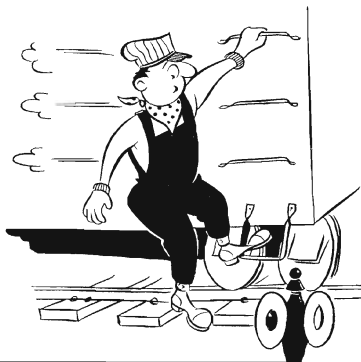
WILLARD PETTIS, president, Sacramento Chapter No. 27, DELORES RIZO, PHYLLIS AMICK, VEDA SWARTZWALTER, and IRENE E. BURTON attended "Bosses Night" of the San Francisco Chapter No. 15, National Association of Railway Business Women at San Francisco.

KEDDIE

Elsie Hagen

John Daniel Krause, Jr., son of Brakeman JOHN KRAUSE, was married on May 5 to Marilyn Kay McAllister in Saint Michaels Episcopal Church at Ridgecrest, California.

Retired Engineer and Mrs. LES SEYFERTH, now living in San Jose, were recently camping and fishing at



**Take A Glance,
Not A Chance**

[Signature]

Belden. While there they visited with friends in Keddie and Quincy.

Our deepest sympathy to the JESS CURRIER family who lost their father, retired Engineer J. C. CURRIER, SR., on March 29.

Prominent in attendance at the Shrine dinner dance at Quincy on April 22 were E. L. McCANN and wife from Oroville, and CHARLEY SELF and his wife from Sacramento.

Our very best wishes to Marilyn Stubblefield, daughter of Conductor BILL STUBBLEFIELD, who was married to Clifford West in Reno on May 3.

WENDOVER-SALT LAKE CITY

J. B. Price

Esther Witt

Jerry Parker, son of Conductor and Mrs. J. O. PARKER, participated in the biennial trip of the University of Utah College of Pharmacy to Chicago and Indianapolis in March. The students were guests of the Abbott Co. and Eli Lilly & Co., pharmaceutical manufacturers. Jerry, a fourth year pharmacy student, also attended the American Pharmaceutical Association's convention in Las Vegas in March as delegate from his class. The trip east was made by *California Zephyr*.

Brakeman HOMER G. BIRDSALL, after several months absence, has returned to work. We're glad to see him back and hope that good health may be his.

It's a daughter for Mr. and Mrs. Otto Anderson. She was born April 12 in Provo and has been named Nadine. Water Service Maintainer and Mrs. VARIAN ANDERSON are the proud grandparents. Their grandson, Gene, visited with them while Gene's mother was in the hospital.

On April 14 about 150 Wendover

citizens attended a farewell dinner and dance for Deputy Sheriff and Mrs. K. B. "BILL" PURCELL. Bill retired from 20 years service as deputy sheriff, and Francis had retired several months ago as Postmaster at Wendover. They have moved to a new home in Basin, Wyoming, and took with them various gifts of remembrance from their many friends.

SACRAMENTO SHOPS

Marcella G. Schultze

Sacramento Shops had two retirees March 30—Machinist F. J. "FRITZ" ROHRER, and Laborer JOHN SCHREMSEK.

"Fritz" started as a machinist apprentice November 21, 1913, received his machinist's papers in 1917, and remained at the Shops until his retirement. He was presented with a transistor radio which he intends to take on his planned fishing and hunting trips.

"Johnny," who started with WP in July, 1942, is first planning to move to Lodi; and then later in the year take an extended trip to visit his son in Washington and other relatives in North Dakota, Wisconsin, and Maryland. John received an electric shaver from his many friends.

We wish a long, happy, and healthy retirement to both "Fritz" and "Johnny."

Carmen "BUCK" CRAIG and GEORGE RIOLO tied for first place honors in the Annual W.P.A.C. Bass Derby, both bringing in 15½-pound bass. Diesel Foreman M. T. PANTALONE was third place winner with a catch of 12 pounds.

WALLACE R. POND, retired carman, passed away March 21 after a long illness. "Wally" was a second generation native Sacramentan, his mother, the late Daisy Hattie Todd Pond, hav-

ing been born here in 1869. The Todd family was one of the earliest settlers in this area. Our sincere condolences are extended to Mr. Pond's family.

OROVILLE

Helen R. Small

The line change has brought a great influx of people to Oroville seeking employment. Ties, rail and other material has been distributed and rail laying is expected to begin shortly after June 1.

A few changes have been made in the Oroville depot building. The former ladies' waiting room has been converted into a radio and communications headquarters for FRANK SHIELDS, communications maintainer. Two private offices have been added to the trainmaster's office, one for ROBERT L. RUNGE, district sales manager, Sacramento, and one for E. L. McCANN, district special agent and claim agent.

Brakeman E. L. FERGUSON passed away on March 8 at the age of 62. He was a native of Missouri and had been an Oroville resident for 30 years, and employed by WP for 32 years. He is survived by his wife, Sarah, and their nine children.

Retired Carman JOSEPH W. ROMBACK passed away on April 23. Born in Eau Claire, Wisconsin, on April 26, 1884, he had lived in Oroville for 39 years. He is survived by his wife, Josephine, and two sisters.

Retired Brakeman CHARLES M. SERVICE passed away on April 22 at the home of a niece in Baltimore, Maryland.

Mrs. Edna E. Taylor, mother of WILLIAM TAYLOR, A. W. TAYLOR, and Mrs. J. J. McNALLY, is presently very ill in a local hospital.

May 17, 18 and 19 were annual Fiesta Days at Oroville, sponsored by the Junior Chamber of Commerce. Parades, dances, a beauty contest, boat races and ball games were among the interesting activities.

OAKLAND

John V. Leland

WILLIAM E. GINTER was promoted to sales representative in Sacramento recently, and FRED A. EAVES, who was chief clerk at Reno, took over as chief clerk in CARL MANGUM's district sales office at Oakland. Fred was originally with the New York Central in the east and has been with WP about one year.



Oroville Union High School students really give out when these pretty cheer leaders go into action. Judy Woods, second from right, is the daughter of Brakeman and Mrs. Jack Woods. The other cheer leaders are Sue Hitt, Charmaine Crowder and Jolene Sitton.



Fred Eaves

He and his wife, Margaret, have a two-year-old daughter, Heather, and a two-months-old son, Bismarc. Interested in electronics, Fred is studying to be a "ham operator," also likes to hunt and collect guns, and ride horseback.

It was a pleasure to see retired Engineer HARRY L. DAVIS in the office during March for assistance in planning a trip to Dubuque, Iowa. Not bad for a "youngster" now 80 years of age!

We regret to report the death of retired Switchman SAM JAMISON who retired in 1946 with 33 years' service.

Assistant Trainmaster ROY A. CHRIST announced the arrival of a daughter, Lori Ruth, at 1:56 p. m., March 12. Wife, Shirley, and the 5-lb., 1-oz., arrival are both doing well.

We'll all miss HAROLD R. BROTHERS, lead car inspector, who passed away on his way to work on April 6. "Doggie" started working for WP as a carman on June 25, 1939. He was a past president of the Albany Fraternal Order of Eagles, and former local chairman of Lodge #735, Brotherhood of Railway Carmen of America. He is survived by his wife, Olwyn, and a daughter, Mrs. Phillis Nelson.

Plan Ahead!

By building your share account in any one of the Western Pacific Credit Unions you are planning for future contingencies.

Share accounts result in dividend income, and your account may be used as security for a Credit Union loan at preferred interest rate.

Up to certain limits, share accounts are also covered by life insurance benefits.

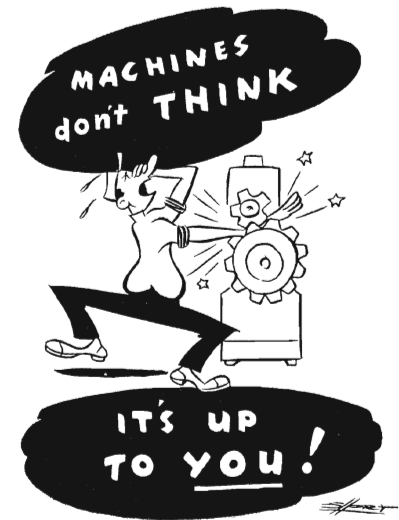
PORTOLA

Louise Wilks

The Ladies Auxiliary of the Brotherhood of Locomotive Engineers, Mrs. Herb Berg in charge, served a very delicious dinner for the "hogheads" and their ladies at their annual dinner recently honoring retired members. Honored this year were KAY A. RAY and VAL DYCUS. BRUCE VANCE, master of ceremonies, called on First Engineer CARL MARSHALL and Local Chairman H. Q. PARKER for short talks. ROBERT WAKEFIELD read an appropriate poem to "The Old Hogger." After tables were cleared dancing was enjoyed by all.

Our sincere sympathy to the family of DAN COPELAND, agent at Herlong, who passed away on May 7.

Trainmen BILL ZIMMERMAN and HARLEY SILER attended a 20-30 Club District convention in Yerington, Ne-



vada, as delegates from the Portola Sub-District. Bill was elected sub-district governor for this area.

It doesn't often happen to one family, but it did to the family of Engineer JOE BURT. First, Mrs. Burt fell and broke her right ankle. She was getting along nicely when daughter, JoRetta, fell at school and broke her right ankle. They're both home from the hospital now, ankles still in casts, but mending fast.

This local incident appeared in the Kansas City Times: Portola, Calif.—A roar shattered the quiet in the GEORGE A. OELS household. Mrs. Oels rushed to the laundry room where her 3-year-old daughter had this explanation: "I dried the bottles, mommy." Only shattered glass remained from 24 bottles mother's helper had placed in the clothes drier.

Retired Engineer JESS C. CURRIER, SR., whose death followed a severe heart attack in Portola March 29, was buried in Shady Grove Cemetery, Portola, April 2, with full military honors. Stead Air Base, near Reno, furnished an honorary guard and pall bearers for the flag-draped coffin. Members of the Brotherhood of Locomotive Firemen and Enginemen, of which Currier was a life time member, served as honorary pall bearers. Taps was played by Kenneth Joy, Portola High School band cornetist.

Jess came to WP as a fireman on October 11, 1917. During World War I he served with the 59th infantry, 4th army division, A.E.F. and was awarded the Purple Heart for severe wounds received in the Argonne fighting. He returned to WP after discharge and was promoted to engineer August 11, 1926. He and his wife, Georgia, raised a family of three girls and two

boys who presented the Curriers with 13 grandchildren. Son, JESS, JR., is road foreman of engines at Keddie.

JESS CURRIER will be long remembered on the WP as he was considered to be one of the smoothest, most capable, and dependable engineers who ever served the railroad.

SAN FRANCISCO

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

Chief Clerk W. E. VANSKIKE, treasury department, was given a distinctive plaque upon his retirement May 11 as treasurer for seven years of the S. F. Power Squadron. Purpose of the Squadron is to educate boating enthusiasts in the proper and safe operation of pleasure crafts. It is sanctioned by the U. S. Navy. Free classes are given at the Marina Adult Education School. "Van" has now been elected treasurer of District 25 which includes Squadrons in all of Northern California. Nationally, there are some 58,000 members.

JAMES B. CURREY, retired Marketing Division sales and service clerk, died on May 13. For many years "Jimmy" was secretary to the late HENRY E. POULTERER, vice president-traffic, and travelled frequently on business trips across the country. Because of ill health it was necessary for him to assume less responsible duties until his disability retirement on June 19, 1959.

Retired Assistant Engineer and Mrs. CLIFF NORDEN celebrated their Golden Wedding Jubilee on May 12. Over 100 guests attended the Apostolic Benediction at St. Joseph's Church in Alameda which was followed by a breakfast at the Norden

home where they have lived since 1915. The Nordens left the following week to visit the Seattle World's Fair, Vancouver, B.C., and enjoy the Inside Passage trip to Alaska. The Nordens have three daughters, seven grandchildren, and one great-grandchild.

A son, Robert Andrew, arrived on March 15 at the home of JIMMY FERROL, chief clerk-interline bureau, and his wife, Isabel.

HELEN KUNTZ, industrial department, reported that JOSEPHINE VRAGNISON, an employee of that department for many years before her retirement, suffered a broken arm in a fall during April and is confined to St. Joseph's Hospital.

Earl Boebert, son of WILLIAM F. BOEBERT, chief special agent and general claim agent, completes his fifth year at Stanford University in June where he has been majoring in mathematics. Because of work Earl was doing in developing a history of WWII's famous Eagle Squadron, he



"It's sure been a long time coming," said Walter C. Brunberg, vice president-marketing, as President Whitman pins a 25-year pin on his coat.

received from Stanford a historical research grant for research at the English Air Ministry in London. During Earl's three weeks in England he was a guest of the R. H. Stebbings family of Essex, who graciously offered him their hospitality when they learned of Earl's pending trip and the nature of his research. Mr. Stebbing served in the R.A.F. during WWII. In July, Earl will enter the Air Force's Officers Training School near San Antonio, Texas.

CHARLES MYERS, who will retire June 30 as sales representative at San Jose, was named "Man of the Month" by the San Jose Transportation Club in April. Charley, who has been with WP since April 1945, is presently serving his second year as a director of the Club.

"Management and Utilization of Special Equipped Freight Cars" was the subject of a recent talk by JAMES E. BAKER, manager sales - special equipment, for a Railway Systems and Management Association Seminar in Chicago. "Jim" presented his audience with highly informative information on the subject of specialized freight car equipment in which Western Pacific is recognized as a leader. "Percentage-wise, in relation to its total freight car fleet," Jim told his audience, "WP has one of the highest, if not the highest, number of specially equipped freight cars of any railroad in the nation."

You can get by a lot of things on your looks, especially railroad crossings.—Cheyenne (Wyo.) State Tribune.

* * *

There's no future in any job. The future lies in the man who holds the job.

* * *

The "silly question" is the first intimation of some totally new development.

Old friend dies

Jack C. Prouty, son of the late Chris C. and Nellie Prouty, passed away at Fremont, California, where he lived for many years as a prominent business man. He was 52 years of age and had been ill for some time.

His father was a Western Pacific engineer, having made his date as a fireman on August 17, 1910. Jack leaves his wife, Marion, two sons, Craig and Tod, two grandsons, step-mother Myrtle Prouty of Quincy, and other relatives.

Both father and son were very well known and liked.

Mrs. L. C. Adams
Oroville, Calif.

* * *

MILEPOSTS too modern

I am disappointed in your magazine, MILEPOSTS. I expected it to have historic items and articles about early day railroading. It mostly has modern articles.

Let's hear more from men who have worked on steam trains, back during the past 50 years or so.

Leslie V. Wells
General Delivery
Colfax, Calif.

* * *

(Editor's note: MILEPOSTS respects Mr. Wells' viewpoint and is cognizant of the interesting and contributory accomplishments of pre-modern railroads and workers. Western Pacific, however, cannot be classed as a historical railroad of the type in operation before the turn of the last century. As the youngest transcontinental railroad in the country, Western Pacific prefers to be thought of as a modern and progressive railroad, providing



Dear Editor

the kind of modern services essential to the welfare of the railroad, its active and retired employees, shareholders and general public. MILEPOSTS has in the past when space permitted included pictures and articles of historical value, and will continue to do so on occasion when such information is thought to be in the best interest of all its readers. Mr. Wells will no doubt enjoy the articles on Pages 18 and 23 in this issue.)

* * *

Praise train, employees, food

We have just returned from the United States as participants from the Philippine Government to a travel grant sponsored by the Agency for International Development of the United States Government and the National Economic Council of the Philippine Government. During our training program we had the opportunity to travel from New York to Sacramento, Calif.

Hermo Beldemor, California Zephyr club car attendant, went out of his way in assisting us with reservations from Chicago and we were able to enjoy the pleasure of viewing the scenic places and the magnificent panorama of the route of the California Zephyr. During our travel we also had the occasion to avail of the services of Club Car

Attendant Zacarias Rosario, and Zephyrette Patricia McGrady who graciously posed with us for a souvenir picture inside the train.

To these three employees of the California Zephyr in particular, we extend our sincerest thanks for the comfortable accommodations and pleasurable services extended to us. We would like also to make mention of the fact that we did enjoy the fine food served in the train's diner.

Thank you and congratulations for the very memorable and pleasurable trip we had aboard your train.

Andres Diaz (and)
Anacleto Dolatre
Republic of the Philippines
San Miguel, Manila

* * *

"Hello" from Texas

A full year has now elapsed since Mrs. Gohmert and I moved from California to our native City and State. Naturally, Western Pacific will always remain as a close friend even should the Santa Fe succeed in becoming a real good Uncle.

Through railroad friends of former years' association here in San Antonio I am privileged to read their "house journals," and it is not flattery when I say MILEPOSTS stands out supreme.

In my retirement I find great joy in

looking after a good-sized yard, flowers, shrubs and trees, and carpet grass, which keep me on the go.

Kindest regards and best of wishes to you and those around you at 526 Mission Street and next door.

Roland I. Gohmert
271 Retama Place
San Antonio, Texas

* * *

(Editor's note: Roland did not mention in his letter that he is treasurer of the Association of Retired Freight Claim Officers, organized about one year ago. It numbers 100 members and Roland is attempting to locate names and locations for some 200 retired freight claim officers who no longer are paying claims. He would appreciate any assistance.)

* * *

Charles M. Service

I regret to advise you that my uncle, Charles M. Service, a former brakeman at Oroville, but making his home with us since August, 1960, died on April 22 following a six-day illness.

Although my uncle's mind had failed due to hardening of the arteries, he was always very proud of his railroad connection and enjoyed receiving MILEPOSTS which he read with great interest. My uncle had a B.R.T. card dating from 1906, Winslow, Arizona, and his wife was a member of the B.R.T. Auxiliary 50-Year Club.

I send you this information as you may discontinue the mailing of MILEPOSTS, and also in the hope that you will print this so his old friends may know.

Mrs. Katherine P. Brannan
6615 Frederick Road
Catonsville 28, Maryland.

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RAILROAD LINES



The Interstate Commerce Commission, oldest independent U. S. government regulatory agency, celebrated its 75th birthday April 5.

. . .

Missouri Pacific on April 8 began daily through sleeping car service with National Railways of Mexico between St. Louis and Mexico City.

. . .

Canadian National-Canadian Pacific Telecommunications will build \$36 million microwave system scheduled to go into service between Montreal and Vancouver in late 1963.

. . .

Efforts of 80 passenger salesmen throughout U.S. brought record passenger revenues for Burlington in January, an 11.7 percent increase over January 1961.

. . .

If you're attending Seattle World's Fair don't miss the "Space Age in Transport 21" exhibit by Seattle's four railroads—Milwaukee, Great Northern, Northern Pacific and Union Pacific—depicting a new era of railroad transportation.

. . .

Three lounge cars were converted by Chesapeake & Ohio to 28-seat diners featuring electric ranges and refrigerators to faster provide an increased variety of meals.

. . .

ICC denied Rio Grande's petition to abandon its Durango-Silverton narrow-gauge line because proposed buyer did not propose to handle freight.