

WESTERN PACIFIC  
*Mileposts*

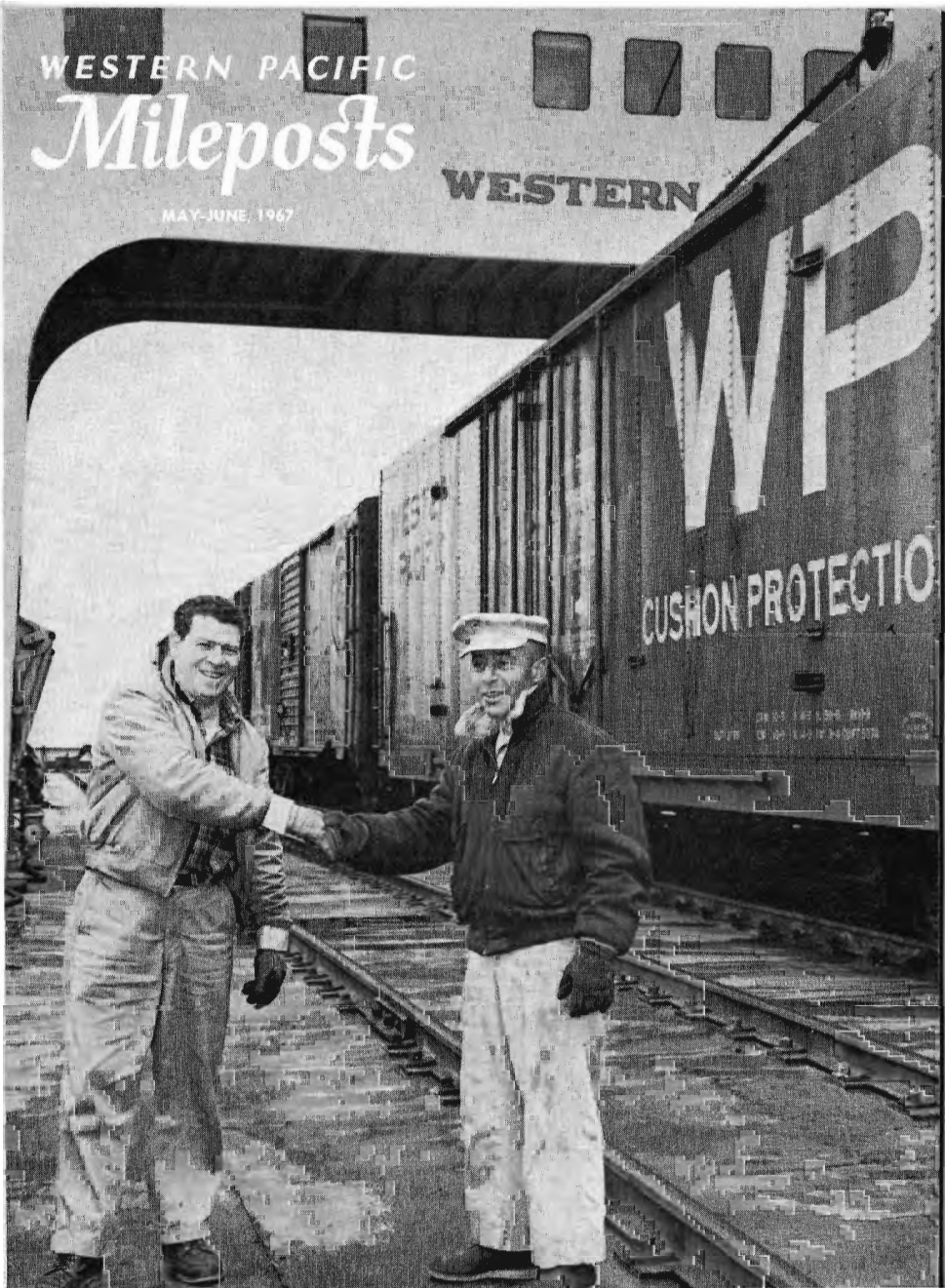
MAY-JUNE, 1967

WESTERN

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# Mileposts

WESTERN PACIFIC

Volume XIX, No. 3

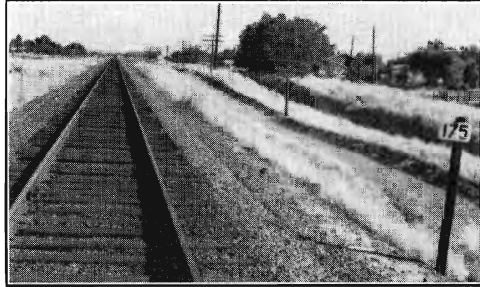
MAY-JUNE, 1967

\*Milepost No. 175

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



Member  
 Association  
 of Railroad  
 Editors



\*Milepost No. 175: Approaching connection with Sacramento Northern, half mile ahead.

## MANIFEST

	<i>Page</i>
TV Winners Harold Ingebretsen and John Reis. See Page 10.....	<i>Front Cover</i>
Western Pacific Affiliates with Fruit Growers Express.....	3
More Power Pulls Today's Freights.....	6
WP is Willing People.....	8
That's the Way the Tide Flows!.....	10
On The Move.....	12
D.O.T. Goes into Action.....	13
A Pipe gets V.I.P. Treatment.....	14
People On The Move.....	15
Retirements.....	16
They Came from Far and Near to Honor Jimmy Lynch.....	17
Dear Editor:.....	18
W.P.R.R. Means Safety.....	21
Mileposts in Gold.....	22
Caboosing.....	24
Old Eyeglasses.....	30
In Memoriam.....	31



# Western Pacific affiliates with Fruit Growers Express

CONTRACTS have been completed with Fruit Growers Express Company making Western Pacific one of the owners of this large eastern-based car line headquartered in Washington, D.C. Beginning at midnight, June 30, Fruit Growers Express will supply all of Western Pacific's refrigerator car and van requirements. This will enable Western Pacific to offer greater flexibility and improved service in moving perishables to the nation's markets.

The development also marks the addition of California to the nationwide service area of Fruit Growers Express, which brought this comment from its President, J. J. Quinn: "We are looking forward to joining with Western Pacific in servicing their customers with the best in equipment and perishable protective service."

In reply, President M. M. Christy said: "We are pleased that we will be able to offer our customers the services of Fruit Growers' large fleet of modern, high quality refrigerated cars and piggyback trailers."

Concurrent with the start of the new service, Western Pacific will terminate its contracts with Pacific Fruit Express, which have been in effect since the early 1920s. While this work-

ing arrangement with PFE has been satisfactory for nearly a half century, the services to be offered by Fruit Growers will be more compatible with Western Pacific's needs during heavy seasonal movements.

For one reason, Fruit Growers and its associated companies, Western Fruit Express and Burlington Refrigerator Express, have heavy demands for their equipment in eastern and southern areas of the United States from November through May. This diversified refrigerated car and trailer equipment can then be released to serve Western Pacific's customers whose season of heaviest demand is during the six months from May through October.

Western Pacific serves many perishables shipping points in central and northern California. It also receives shipments originating on its wholly-owned subsidiaries, Sacramento Northern and Tidewater Southern; from the Central California Traction Company, jointly owned by WP, SF&E and SP; and from two independent carriers, Modesto & Eastern Traction, and Stockton Terminal and Eastern. Perishables are an important commodity among the varied types of traf-

(Continued on Page 4)

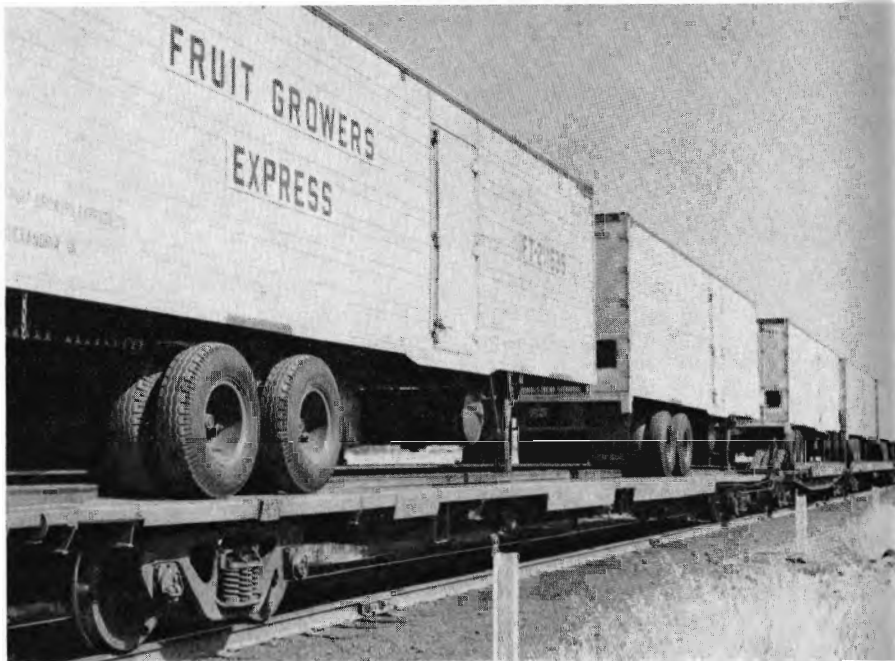
## WP-FGE . . .

fic carried by Western Pacific, and future prospects for increased perishables traffic are good. These predictions are partly based on the increased use of higher capacity mechanical refrigerator cars (which FGE can supply), heavier loadings due to incentive rates, continuing growth in the frozen foods traffic, and the growing phenomenon of piggyback services. Important, too, is the fact that since Western Pacific emerged from its control fight with SP and SFe and was

decreed by the Interstate Commerce Commission in February, 1965, to retain its identity as an independent railroad, the railroad has proceeded with a vigorous marketing policy. As Charles K. Faye, WP's assistant vice president-freight sales, put it—"...our arrangements with Fruit Growers are one example of how our Company confidently proposes to move forward. It's another way by which we propose and expect to give better perishables service to our many California clients."

(Continued on Page 5)

Although regular service begins on July 1 some F.G.E. refrigerated trailers have been rolling on WP rails on a cooperative basis.



## WP-FGE . . .

OF the five major railroad-owned refrigerator car lines, Fruit Growers Express Company is the second largest. If Fruit Growers associated lines (Western Fruit Express owned by Great Northern, and Burlington Refrigerator Express owned by Burlington Railroad) are included, it ranks closely with PFE, the largest in terms of total cars owned and total assets. Fruit Growers is controlled by 15 railroads including Western Pacific which own all of FGE's capital stock. Both the mechanical and ice bunker refrigerator cars of the three companies are operated on a pool basis, and are used as if all were of the same ownership. Virtually all of the 15 owning, or member, roads of FGE are also contract lines for use of their cars (and trailers), and perishable protective services. In addition, some 40 other non-member roads are contract lines of FGE. Burlington and Great Northern railroads are not contract lines, but through their car line subsidiaries (BRE and WFE) obtain the use of cars in the FGE pool.

Western Pacific will have the benefit of Fruit Grower's pool of over 3,000 refrigerated trailer units which will provide Western Pacific with a more adequate supply of refrigerated equipment to enable the railroad to better solicit and handle piggyback as well as refrigerator car traffic.

In addition to equipment already owned, Fruit Growers Express recently announced an expenditure of \$20-million for additional mechanically refrigerated equipment in 1967. This year, FGE will take delivery of 500 additional 40-foot mechanically re-

frigerated trailers with loading capacity of 2,100 cubic feet. This popular vehicle, widely used in perishable piggyback loadings for both fresh and frozen commodities, will have ribbed, molded fiberglass lining, sliding tandems and load restraining devices. Two hundred additional mechanical reefer cars are scheduled to be built at mid-year with high-load, 57½-foot capacity, cushion underframes, load dividers, and insulated foamed-in-place polyurethane.

This building program will follow the completion this year of 466 insulated box cars for lease to FGE owner railroads. They are 50-foot cars with cushion underframes, insulated, and equipped with latest type loading devices and side fillers.

Beginning in August this year, 200 mechanical refrigerated cars will also be built for Western Fruit Express.

The 1967 acquisitions will bring the FGE-WFE-BRE fleet to more than 24,000 refrigerator cars and 3,500 trailers. Shippers located on their contract railroads have their choice of the giant-sized mechanical car, or the sleek, high-cube trailer—both with automatically controlled temperatures from zero to 70 degrees; modern insulated box cars which afford canned and bottled goods (and all semi-perishable commodities) a safe and smooth ride; or the standard ice refrigerator car which throughout the years has been preferred for many fresh fruit and vegetable shipments.

All in all the affiliation is a good move—for Western Pacific, for Fruit Growers Express, and for WP's customers and their important perishables traffic!

# MORE POWER PULLS TODAY'S FREIGHTS

R. E. Shideler, superintendent of shops, took this picture on March 24 of the last FT locomotive to leave Sacramento Shops. Foremen in the picture are, from left, E. V. McCorkle, E. R. McPherson, L. H. Clapham, W. E. Fosha, E. W. Steuben, T. N. Fassett.

WESTERN PACIFIC was one of several railroads pioneering diesel freight service in the United States, purchasing 12 FT units early in 1941. During the peak of World War II additions were made to the fleet, bringing the total number of FT diesels to 48 by 1944.

The FT's were generally operated in groups of four units to form one



One of WP's newest locomotives, a GP-40

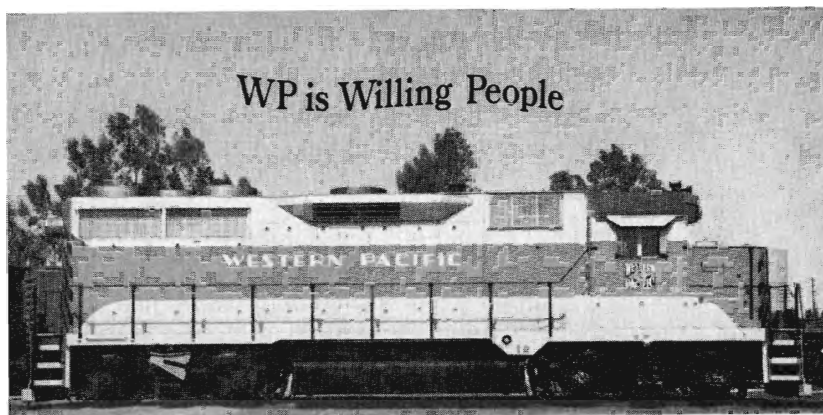
5,400-h.p. locomotive, contributing a total of 64,800-h.p. to WP's diesel fleet. This was enough power and versatility to move an average train over the entire system without motive power changes, which was common practice in the days of the steam locomotive.

Subsequent purchases of similar locomotives were made in 1950 and 1951 when 48 F-7 type locomotives were put into freight service. Thereafter, the general trend of engine styling changed to the GP (General Purpose), seen on our railroad today.

WP began trading in the aging FT units in 1960 on a unit exchange basis. Each unit had accumulated about 2½ million miles of service. Of these, only

six survived into 1967. These were sent back to General Motors' locomotive assembly plant at La Grange, Ill., in trade for six new 3,000-h.p. GP-40 locomotives to bring WP's total number of high horsepower GP's to 47. These replacements of nearly an equal number of units totals 123,000-h.p., almost double that of the 48 original FT's. Thus, several types of GM's GP locomotives, required to handle today's heavier trains at higher speeds, now handle the majority of current freight trains over Western Pacific's system.





**T**HIS issue of MILEPOSTS salutes as "Willing People" two railroaders employed at WP's Oroville roundhouse, Clarence R. Brandt and John C. Nelson. Both are highly respected in the Oroville area.

Clarence R. Brandt was born at Hazelton, Calif., on April 21, 1913, in a residence over the Santa Fe depot. His father, George, was a SFe roadmaster working out of Taft.

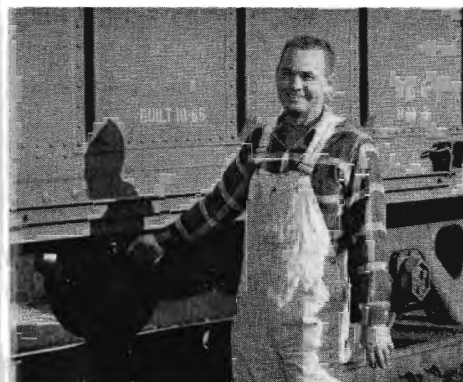
Clarence is a car inspector with service dating back to March 4, 1935, first as a coach cleaner for the Sacramento Northern at Chico. He became a carman about one year later, which trade he has continued with Western Pacific at Oroville since May 26, 1941, establishing a fine record both as employee and citizen.

He has been president and recording secretary for the Brotherhood of Railway Carmen of America, Oroville, went through all the chairs in Moose Lodge, won the Oroville "Good Neighbor" award in 1956, and was Oroville Chamber of Commerce's "Man of the Year" in 1958. He has spent eight

years as Cub Master, Pack 30, ten years as coach for the Catholic Boys' Basketball Team, president for two years of Oroville Little League, and manager for 13 years during which time his All-Star team played three times in regional playoffs at Santa Monica. His other activities include four years as a member of Oroville Feather River Recreation Board, an active membership in Butte Grange, Durham, Calif., and safety committee work for Western Pacific.

Clarence and his wife, Louise, were married on June 24, 1933. They have four children. Mrs. Patricia McMahon is a school teacher in Red Bluff; Clarence, Jr., is assistant director, Feather River Recreation District; Mrs. Linda Higgins is a school teacher in Sacramento; and David, a school teacher in Durham.

"We also have ten grandchildren—seven boys and three girls. But, let's not overlook Grandma," said Clarence. "She just graduated from Chico State College a year ago with A.B. and P.H.N. degrees and presently is a



Brandt (left) keeps cars in good condition, and Nelson's lathe keeps car wheels round.

school nurse for Oroville Elementary Schools." \* \* \*

**J**OHAN C. NELSON was born in Tooele, Utah, on June 11, 1911. He first worked for Western Pacific as a section laborer at Wendover on May 1, 1933, became engine watchman in July, 1934, and machinist helper on September 1, 1936. He went to Sacramento as machinist apprentice on February 1, 1939, and has been a machinist at Oroville since August 14, 1941.

For the railroad John is active on the safety committee, machinist shop committee, and the WP Oroville Employees Federal Credit Union. He is always ready to act as master of ceremonies or aid in local functions, and all machinist apprentices at Oroville must serve time under his supervision. He likes his work very much.

For the community, John has spent 19 years on the Oroville City School Board, is a member of all Masonic orders and was past master of Oroville Masonic Lodge #103, and deputy pharoh for the Ancient Egyptian Order of Sciots, Pyramid #19. For two years he

was superintendent of Sunday School for the local Latter-day Saint Church, and he continues to be active in church and political functions.

John and his wife, Edith, were married on November 18, 1933. They have two children. Veda Marie Nelson graduated from Utah State University with Phi Kappa Phi honors. She just recently returned from teaching for two years in Frankfurt, Germany. While there she toured 29 foreign countries. Son, John, played football at Oroville High School and was chosen by Optimist International for their All-Northern California All-Star Team. Young John attended Brigham Young University on a football scholarship, is now a senior and is in the Air Force R.O.T.C. Following graduation he will be due for his commission in August, 1968.

Western Pacific and the Oroville area are fortunate in having among its employees and residents two such Company- and Community-minded "Willing People" as Clarence Brandt and John Nelson.

**When 2 out of 3 are winners  
Dame Fortune Played her hand.  
But two WP deckhands agree**

## *That's the way the tide flows!*

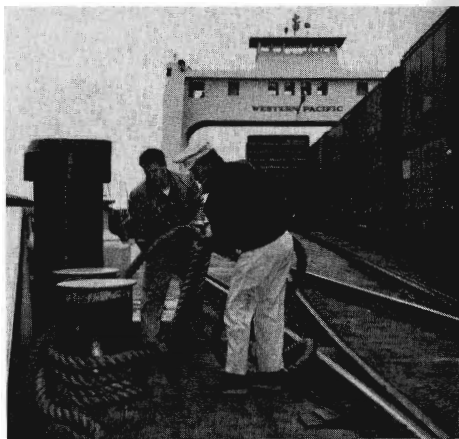
**W**ESTERN PACIFIC's *Willing People* television program, like some former TV shows, is now a thing of the past. It made 30 of our railroaders happy, and ended the hopes for many who faithfully wore their "I'm Willing" pins each day.

With some 700 in the department, mechanical employees did all right. But, how about the marine department with just three crews of seven men each? Who could have predicted that two *Las Plumas* deckhands, from one crew of three, would have their names drawn 14 days apart by two traffic executives 2,000 miles apart! Such was the luck of John Reis and Harold Ingebretsen who have to thank for their good fortune, Ford's Dan McCown in San Jose, and Montgomery Ward's Matt Holloway in Chicago.

The drawings were strictly by chance, taken from a box containing a card for each WP, SN and TS employee. Each of the 30 customer traffic executives made his selection from anywhere in the box and placed the card he drew in a sealed envelope without revealing the employee's name. Winners were not known until the day each envelope was opened.

At the close of the program, President M. M. Christy told all employees by a wire to each department: "We know we are *Willing People* at West-

ern Pacific and, for the most part, our customers agree. Listing the winners indicated to everyone that we have a group of people with many skills, and that our railroad's success is dependent upon each employee's ability to do his respective job well. It is unfortunate all could not win. . . . May I express my appreciation to all of you for wearing your pins so faithfully. Drop me a card or note—I would like to know if you like our slogan and if you believe it describes all of us in our efforts to perform the services neces-



Harold Ingebretsen, left, has been with WP 12 years, has two married daughters, and two grandchildren. John Reis is a 19-year WP veteran, and has two young daughters.



Two happy San Francisco TV winners were Almeda Crowder, telegraph operator, and Richard L. Talmy, CZ reservation clerk.

sary to compete and make our Company grow."

Within a few days "the boss" had received encouraging letters from employees expressing their appreciation for the program, their enthusiasm for the new slogan, and the benefits the program had in creating new interest in their Company.

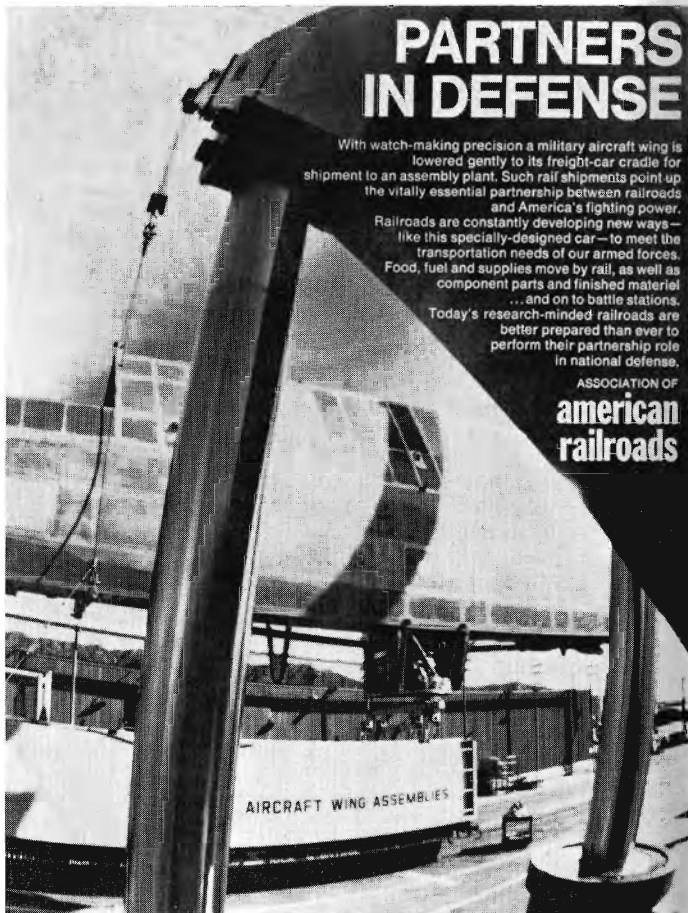
The program was keyed into a series of advertisements in a popular railroad trade magazine, featuring photos of the 30 traffic executives as they made their drawings. As a result of these ads, seen by customer representatives around the country, the program has also gained notable attention and acceptance among the shippers.

The new slogan—*WP is Willing People*—has indeed taken hold!

The lucky ones enjoying their television sets, are:

April 1967	Name	Position	LOCATION
1	F. H. Badaker	Carman	Sacramento
2	O. S. Correa	Chief Clerk-Tidewater	Modesto
3	A. Uherek	Machinist Helper, motor car shop	Oakland
4	E. P. Moore	Conductor	Winnemucca
5	N. G. Owens	Sheet Metal Worker	Oroville
6	E. L. Elliott	Shovel Operator	Wendover
7	D. R. Edwards	Pit Man	Rich Bar
8	Almeda Crowder	Telegraph Operator	San Francisco
9	R. L. Talmy	CZ Reservation Clerk	San Francisco
10	John Reis	Deckhand "Las Plumas"	Oakland
11	C. F. King	Carman	Sacramento
12	R. A. Retallic	Machinist	Sacramento
13	C. W. Weathers	Machinist	Oroville
14	J. L. White	CZ Brakeman	Oroville
15	P. A. Nuffer	Cashier	Wendover
16	G. H. Shelton	Machinist Inspector	Stockton
17	Theda Mueller	Secretary-Clerk	Elko
18	C. E. Piatt	Carman	Sacramento
19	Helen R. Small	Trainmaster's Clerk-MILEPOSTS' Correspondent	Oroville
20	J. R. Dabbs	Machinist	Oroville
21	Peter Del Moro	Clerk, Mechanical Dept.	Sacramento
22	H. C. Allan	Conductor, Tidewater Southern	Modesto
23	R. G. Martinez	Laborer, Sacramento Northern	Sacramento
24	C. B. Edmonson	Carman	Oroville
25	H. O. Ingebretsen	Deckhand "Las Plumas"	Oakland
26	J. N. Ryan	Machinist Helper Apprentice	Oroville
27	L. J. Darr	Boilermaker Helper Apprentice	Sacramento
28	W. G. Wyman	Roundhouse Clerk	Oroville
29	J. C. Springer	Draftsman, Mechanical Dept.	Sacramento
30	J. J. Montoya	Carman	Oakland

**On  
The  
M  
O  
V  
E**



**PARTNERS  
IN DEFENSE**

With watch-making precision a military aircraft wing is lowered gently to its freight-car cradle for shipment to an assembly plant. Such rail shipments point up the vitally essential partnership between railroads and America's fighting power.

Railroads are constantly developing new ways—like this specially-designed car—to meet the transportation needs of our armed forces. Food, fuel and supplies move by rail, as well as component parts and finished materiel . . . and on to battle stations.

Today's research-minded railroads are better prepared than ever to perform their partnership role in national defense.

ASSOCIATION OF  
**american  
railroads**

Reproduced from a dramatic four-color photograph is one of two ads which opened a new industry advertising campaign in April by the Association of American Railroads. The two ads will appear in leading national magazines until July, and other ads will follow.

Particular emphasis is being devoted by the ads to the railroads' progressive accomplishments and customerized

services. They also tell how railroads are helping to keep America on the move by constantly providing new ways to serve transportation needs.

This campaign is enthusiastically endorsed by Western Pacific because it, too, as a progressive, independent railroad, is developing new services for its customers. And, Western Pacific has a great family of *Willing People* who know how to get the job done!

**Secretary Boyd outlines  
some plans for a new  
era in transportation  
as—**

**D.O.T.  
goes into action**

TRANSPORTATION Secretary Alan S. Boyd promised the nation "more efficient, more economical, more expeditious, and more socially responsible" transportation at ceremonies April 1 marking the beginning of the new Department of Transportation (D.O.T.).

The Secretary spoke at a "pageant of transportation" arranged by the Smithsonian Institution in Washington, D.C., in a salute to the new department, which included a look at past, present and future methods of transportation.

Mr. Boyd said the new Cabinet-level agency "will strive for increased intermodal efficiency . . . through the promotion of integrated systems, including strong support to the containerization efforts of the transportation industry." He also urged continued technological advances and a "selective expansion program" for the nation's transportation industry, as well as further efforts in foreign competition.



Secretary Boyd outlines D.O.T.'s future

"Above all," Mr. Boyd emphasized, "we wish transportation to make a more positive contribution to the urban environment of this country. . . . And we want to help bring on a renaissance in the quality of urban mass transit service available to city and suburban residents." He added that the department will "insist that all forms of transportation become safer and more reliable for the user, especially the passenger."

The Executive Order putting DOT into full operation on April 1 was signed by President Johnson on March 30. The Chief Executive said the event "opens a new era for transportation in America. It marks the beginning of a determined effort to achieve that transportation system which America of today critically needs—and on which the productive America of tomorrow depends."

# A PIPE gets V.I.P. treatment

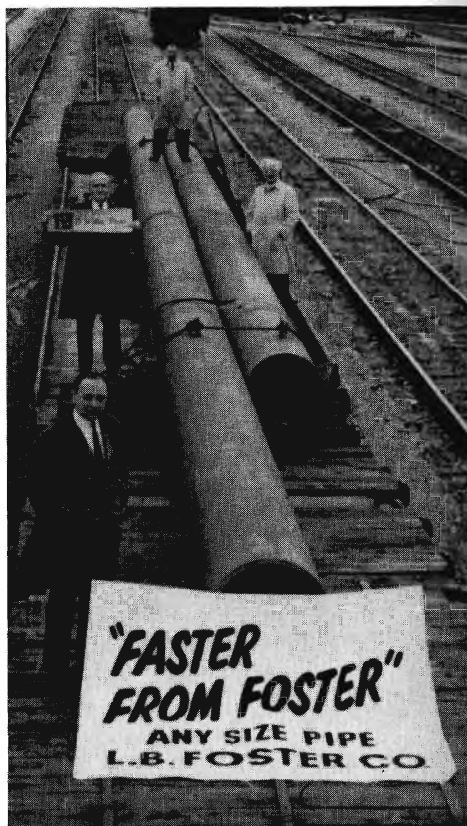
**T**HE longest—114 feet—single piece of fabricated pipe ever to move over Western Pacific rails was delivered in April to Pomeroy, Gerwick and Bechtel Company, construction engineering firm in Alameda, Calif.

The 24-inch diameter pipe, accompanied by another piece of shorter length, rode cross-country from a fabricating company in Gulfport, Miss. The shipment, which received the best of attention over Illinois Central, Union Pacific, and Western Pacific lines, required a 75-foot-long lead car, a 42-foot-long trailer car, and an idler car.

The lengthy load passed through 43 tunnels on just WP's main line. In commenting on this feat, Cal Sorro, traffic manager for the L. B. Foster Company, broker for the manufacturer, said: "There was some concern about transporting such a long piece of pipe, but I found Western Pacific to be 'Willing People' in checking out their clearances and letting me know that this unusual shipment was possible over its railroad."

The pipe will ultimately be used in Alaska's Drift River project.

On hand to check pipe's condition and to publicize its arrival at Oakland were, front to rear, Foster Co's. Traffic Manager Cal Sorro; Barney Pedersen, director advertising-public relations; Harry Stark, senior sales representative, S.F.; and Horace Lohmeyer, sales representative at Oakland.



# PEOPLE ON THE MOVE

The following departments have announced recent promotions or transfers to new positions for employees whose names appear below:

## Engineering

Maurice J. Crespo, engineer of maintenance of way and structures, San Francisco.

## Purchase-Store

Frank P. Brogdon, assistant to manager of stores, San Francisco.

William J. Funk, buyer, San Francisco.

Nino J. Poncioni, chief clerk-storekeeper, Sacramento.

Joe L. Suddreth, storekeeper, Stockton.

## Operating

James H. Brown, assistant superintendent, Sacramento.

Harold J. Mulford, assistant superintendent, Sacramento, continuing as superintendent for SN and TS.

J. C. Currier, Jr., terminal trainmaster, Stockton.

R. K. Harrison, trainmaster-road foreman, Keddie.

R. P. McCarthy, trainmaster, Sacramento, continuing as trainmaster-road foreman for SN.

M. C. McManus, trainmaster, Portola.

R. L. Meyer, trainmaster, Stockton.  
R. M. Verhaege, trainmaster, Milpitas-San Jose.

L. A. Washburn, trainmaster, continuing as trainmaster-road foreman for TS.

F. D. Webb, trainmaster, Oakland.

## Division Engineer

L. E. Lelevich, division engineer, Sacramento.

R. J. Mounkes, assistant division engineer, Sacramento.

Patrick Sullivan, assistant division engineer, Sacramento.

## Roadway

W. L. Chapman, roadmaster 2nd district, Sacramento.

J. H. Jones, roadmaster 5th district, Gerlach.

J. J. Martin, roadmaster 3rd district, Keddie.

T. A. Merritt, roadmaster 7th district, Salt Lake City.

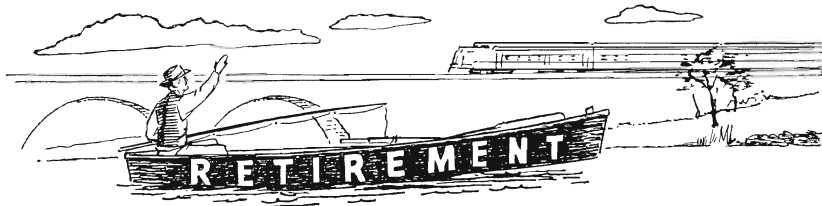
F. C. Reith, roadmaster 4th district, Keddie.

B. A. Jones, assistant roadmaster 6th district, Elko.

A. H. Overturf, assistant roadmaster 3rd district, Keddie.

A. A. Schuetter, assistant roadmaster 1st district, Oakland.





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

*Joseph D. Astobiza*, electrician helper, Oroville, 7 years 8 months.

*Charles A. Burkett, Jr.*, freight conductor, Stockton, 43 years 1 month.

*Miguel D. Cobian*, section foreman,

eastern subdivision, 41 years 5 months.

*Jose M. Garcia*, track laborer, Niles, 14 years 8 months.

*Harmon L. Hardin*, carman, Stockton, 18 years.

*Henry W. Hobbie*, ticket clerk, San Francisco, 27 years 8 months.

*Parker Swain*, chief clerk-manifest, San Francisco, 38 years 3 months.

*George S. Trimble*, traveling auditor, San Francisco, 43 years 9 months.

## Computer speeds RRB programs

The Railroad Retirement Board recently announced the installation of a new electronic computer to assist in the administration of the railroad social insurance system. The retirement, survivor, Medicare, unemployment and sickness system of benefits for railroad workers is the most comprehensive of its type and is the only Federal plan covering a single industry.

Howard W. Habermeyer, chairman of the Board, said: "The addition of this newest IBM computer makes our data processing system one of the most advanced in the entire Chicago area. This is just another step in our continuing program to provide the best possible service to railroaders and their families."

Benefit payments by the Board exceed those of practically all life insur-

ance companies. Total disbursements have been increasing steadily reaching a total of over \$1.3 billion in 1966. Because of the constant expansion in volume of operations, it was necessary to add a more powerful computer to the Board's electronic data processing system. The new System/360 Model 50 will be used in the maintenance of Medicare records as well as the making of payments to approximately a million retirement and survivor beneficiaries and a quarter of a million unemployment and sickness claimants.

### Revised RRB booklet

A Railroad Retirement Board booklet describing benefits payable under the Retirement and Unemployment Insurance Acts (Form IB-2) includes 1966 amendments to changes in the laws.

Send 10 cents to Superintendent of Documents, U.S. Government Printing Office, Washington, D.C. 20402 for your copy.

# They came from far and near to honor Jimmy Lynch

ABOUT 240 railroaders and friends, from one end of the railroad to the other, attended a testimonial dinner for James F. Lynch, who retired as superintendent on March 31. The affair, held on April 8, filled to capacity the banquet room of The Wayside in Sacramento.

At a table in front were the children of Jimmy and Elsie Lynch—daughter Melva Ann; Jimmy, Jr. and his wife, Alicia; Bill and his wife, Jane; and Lt. Cdr. Robert M. Lynch, whose wife, Anne, unfortunately had to remain at their home in Fairfax, Va., to care for their five children.

Highlights of the evening included a telegram of good wishes from President M. M. Christy, who was unable to attend because of illness. Former President F. B. Whitman and General

Manager L. D. Michelson told accounts of Jimmy's long, fine service with WP and wished him well. Charles Forseth, retired division engineer, read and presented to Jimmy a letter of congratulations from Nevada's Governor Paul Laxalt.

Jimmy is proud, too, of this telegram which arrived on April 10: "I would like to offer my congratulations on the occasion of your retirement from The Western Pacific Railroad Company. As a railroad buff myself, I know from experience how difficult it is to give up active association with trains, but 43 years of outstanding work should hold enough memories to keep you content. With sincere best wishes that your retirement years be pleasant ones. Ronald Reagan, Governor of Calif."



Highlight of Jimmy's party was presentation by Lee Michelson of oil painting of Mrs. Lynch done by Alice Angiulo, division engineer's office as were posters on wall.



## “DADDY’S TRAIN”

'Long toward evening, 'round four or five o'clock,  
When the kettle's on for dinner and the children 'round about.  
We wait in quiet anticipation for the distant diesel hum,  
To tell us that the *Zephyr* is on her canyon run.  
We strain to hear her whistle, as she comes around the bend,  
To give us time to scamper to our vantage point again.  
Her gleaming silver domes, catch the rays of evening time,  
As she glides along the canyon, through the dense and stately pine.  
We thrill at all her beauty, as she passes by our place,  
But the greatest thrill is watching for the sight of Daddy's face.  
His enthusiastic waving of his flag; a cloth of white,  
Makes us chuckle all in unison, as his train goes speeding by.  
His broad smile conveys a message, of love so warm and tender,  
It will leave a lasting imprint in our hearts, to glow forever.

—Fawn

The above poem was written by our daughter, Fawn (Mrs. Kendall Grant) who lives at Camp Rogers on the Feather River. Her husband is employed as a painter for the P.G.&E. They have five children, Kendall, Jr., David, Linda, Timothy, and Ann.

Fawn wrote the poem for her father, Hans J. Larsen, who is a WP conductor, and it always gives the entire family a thrill when the *Zephyr* goes by their home in the mountains, which is the sentiment behind Fawn's poem.

I wish to congratulate MILEPOSTS on being a well edited magazine. It has become one of our family's magazines;

reporting, when called upon, the events which mean so much to our families and friends. In this busy world time does not permit keeping in close touch with all those whom we love, but through MILEPOSTS we learn of news from our friends—some good, and some which puts us to sad thinking.

Some of our friends might like to know that our daughter, Julia, and her husband, Lt. Col. Richard J. Montgomery, and their daughter, Karen, are traveling through the Far East before returning to a recent assignment at Mather Air Force Base, Sacramento. They spent the last two years

## Dear Editor:

in the Philippines, and were later in Thailand and Bangkok. They hope to see India if time will permit.

Thank you kindly for the enjoyment you give to us through MILEPOSTS,

Mrs. Hans J. Larsen  
5700 Scottwood Road  
Paradise, Calif. 95969

\* \* \*

### Interesting articles

I would appreciate it if you would add my name to your mailing list to receive MILEPOSTS. My late husband, E. E. Wesley, had 30 years seniority as an engineer on the eastern division when he passed away. There are so many interesting articles about people I know that I hope you will send me future issues.

Mrs. E. E. Wesley  
P. O. Box 363  
Portola, Calif. 96122

\* \* \*

### Hides out in new home

Please change my address from 2785 Montgomery Street, Oroville, to 7821 Oroville Highway, Marysville 95901. After 43 years in Oroville, the Chief of Police has put out an all-points bulletin on me! We are moving to our son's orchard to live in a new mobile home about two miles out of Marysville.

Tell my old friend, Carl Rath (telegraph office), that if he ever calls on me again not to leave his footprints in the snow—he'll know what I mean!

We surely enjoy MILEPOSTS and don't want to miss it. Very best regards to all at general office, and good health, happiness, and success to all.

V. W. "Tony" Morrill  
Retired Conductor

\* \* \*

### Mailing restored

I haven't received MILEPOSTS for some time and would very much like to read the magazine. I worked at 8th and Brannan Streets in San Francisco under Agent J. D. Feeny and Assistant Agent R. F. Barrett, at which time my name was Rose McGregor. I married George Johnson, who also worked at 8th and Brannan and at 526 Mission also.

Mrs. Rose Johnson  
1326-22nd Avenue  
San Francisco, Calif.

\* \* \*

### Mileposts much enjoyed

I would appreciate it greatly if I could continue receiving our much enjoyed MILEPOSTS formerly sent to my late husband. The last two issues have not been received and I would

(Continued on Page 20)

## Dear Editor . . .

especially appreciate having them in case Mr. McElroy's name was in one of the Memoriam columns as I should like to keep and cherish it. Thanking you—

Mrs. Ralph E. McElroy  
19661 San Miguel Avenue  
Castro Valley, Calif. 94546

\* \* \*

### New home terminal

After retiring from WP service on October 27, 1966 Mrs. Whitlock and I have roamed the state a bit and decided to stop in this valley which will be our home terminal between trailer-traveling trips for a year or so. I certainly wish to keep in touch with our railroad, the officers and employees and not knowing of a better way, will appreciate your sending me the MILEPOSTS. Thank you, and our best to everyone!

Geo. T. Whitlock  
Box 515  
Dinuba, Calif. 93618

\* \* \*

### He's only 83!

I have just finished reading every word in the March-April issue of MILEPOSTS. I want to tell you and Western Pacific that, in my opinion, it is the most interesting issue you have produced. Thank you.

P. H. Emerson  
1337 Versailles Avenue  
Alameda, Calif.

(Percy Emerson retired as transportation inspector, at the age of 65, in June, 1949. His son, Cliff, and son-in-law, Herb Austin, both work in the freight claims department, and a

daughter, Mrs. Eleanor G. Madsen, is in the auditor of revenues department. When Cliff dropped in for a visit recently, he found his dad on a ladder trimming a tree. His mother, 84, was just giving instructions.)

\* \* \*

### Thank you, all!

Through the medium of MILEPOSTS I would like to thank my many friends with the Western Pacific Railroad for the beautiful watch, the wonderful dinner and party given me on my retirement, March 19, at the conclusion of 44 years of service with the railroad.

George S. Trimble  
Traveling Auditor  
(Mailed from) New York

### New A.A.R. president

Thomas M. Goodfellow, president and general manager of the Long Island Rail Road at Jamaica, N.Y., was elected president of the Association of American Railroads. The announcement by the AAR Board of Directors at their regular meeting in Washington April 28, included June 1, 1967 as the date he will take office.

Daniel P. Loomis, president since July, 1957, will continue to serve as consultant until his retirement the end of this year.

The new president, a resident of Garden City, N.Y., has been head of the Long Island since January, 1956, and has overseen the extensive rehabilitation of this carrier's vital commuter and freight services.

He joined the Long Island in August, 1954, as general manager, and was also

(Continued on Page 21)

## W. P. R. R. Means

# SAFETY

James E. Morris is a bridge and building carpenter with the railroad's Tunnel Gang #520. Jim has been on this job for only about one year, but it doesn't take long in his type of work to value the importance of working safely if a person wants to get his work done.

Because of his concern for working safely, he wrote MILEPOSTS, offering

the following safety slogan for the benefit of all Western Pacific railroaders:

"I am enclosing an idea using the Company's four initials, W.P.R.R., for either a safety slogan or verse.

"I think there are four things that every WP employee should keep on his mind at all times—

**W**ork Safely

**P**roperly Perform your Work

**R**ecognize and Remember your Safety Rules

**R**ealize their Importance

### New A.A.R. president . . .

named vice president later that year. His previous experience in railroading was with the Pennsylvania Railroad, where he started as an apprentice in 1926 while attending engineering school. He received his degree in civil engineering from Cornell University.

### RRB Annual Report

The Railroad Retirement Board's Annual Report for 1966 is now available. Requests for copies should be sent to Superintendent of Documents, U. S. Government Printing Office, Washington, D.C. 20402. The price per copy is 60 cents.

# MILEPOSTS



# IN GOLD

MILEPOSTS congratulates the following railroaders who are eligible for Service Pin Awards during the months of May and June, 1967:

### 40-YEAR PINS

C. W. Freeman.....	Conductor.....	Division
Angelo J. Giulio.....	Stationmaster.....	Oakland

### 30-YEAR PINS

Frank Aiello.....	Locomotive Engineer.....	Division
Wesley I. Bump.....	Conductor.....	Division
Everett E. England.....	First Bill Clerk.....	San Francisco
J. E. Fritz.....	Locomotive Engineer.....	Division
J. M. Fulk.....	Locomotive Engineer.....	Division
C. A. Grauvogel.....	Agent.....	Winnemucca
Charles R. Griffin.....	Telegrapher.....	Division
Walter H. Harper.....	Steamer Clerk.....	San Francisco
William G. Heckala.....	Locomotive Engineer.....	Division
Warren L. Hersch.....	Assistant Foreman-Roadway.....	Division
Robert E. Hughes.....	Machinist Helper.....	Oroville
Robert E. Jones.....	Conductor.....	Division
Crawford Lewis.....	Locomotive Engineer.....	Division
Eugene A. Macomber.....	Sales Representative.....	San Francisco
M. A. McLain.....	General Clerk-Freight.....	Oroville
Thomas Nall.....	Fireman.....	Division
John A. Osterdock.....	Locomotive Engineer.....	Division
Walter A. Powell.....	Conductor.....	Division
Kirby L. Reser.....	Conductor.....	Division
William I. Robertson.....	Electrician.....	Oroville
Oroville E. Roney.....	Conductor.....	Division
Robert H. Salkeld.....	Recheck Clerk.....	San Francisco
Garrett J. Sexton.....	Locomotive Engineer.....	Division
Joseph D. Sonzogni.....	Locomotive Engineer.....	Division
Henry deP. Teller.....	Freight Claim Adjuster.....	San Francisco
Lee E. Thoms.....	Trainmaster.....	Elko
George J. Widrig.....	Machinist.....	Sacramento
Raymond T. Woodward.....	Conductor.....	Division

### 25-YEAR PINS

Henry E. Baldwin.....	Chief-Passenger Sales.....	Oakland
Darrell E. Bancroft.....	Brakeman.....	Division
Mortimer C. Beck.....	Conductor.....	Division
Robert F. Brew.....	Administrative Assistant-General Manager's Office.....	San Francisco
William D. Brew.....	Assistant Secretary-Assistant to Vice President-Finance.....	San Francisco
August J. Carlson.....	Carman.....	Portola
James C. Caughey, Jr.....	Machinist.....	Oroville
Clifton J. Conley.....	Roundhouse Foreman.....	Oakland
Harry V. Dougan.....	Brakeman.....	Division
Edwin L. Dunn.....	Brakeman.....	Division
Nellie E. Eagle.....	Chief Clerk-Cashier.....	San Francisco
Robert J. Fisher.....	Locomotive Engineer.....	Division
Eugene W. Goodrum.....	Chief Clerk-Superintendent's Office.....	Sacramento
John S. Guerra.....	Locomotive Engineer.....	Division
Chester Hancock.....	Red Cap.....	Oakland
Edward M. Hawkins.....	Section Stockman.....	Sacramento
Robert H. Herbaugh.....	Brakeman.....	Division
Albert L. Lentz.....	Locomotive Engineer.....	Division
Dorance H. Miller.....	Locomotive Engineer.....	Division
John Mlakar.....	Relief Clerk No. 1.....	Portola
Robert C. Morris.....	Transportation Engineer.....	San Francisco
Donald L. Naylor.....	Sales Representative.....	Sacramento
Orrin K. Prentiss.....	Brakeman.....	Division
Robert C. Rankin.....	Conductor.....	Division
Robert L. Smith.....	Fireman.....	Division
Paul K. Sorensen.....	Carman.....	Oroville
George C. Spencer.....	Car Foreman.....	Sacramento
John J. Susoeff.....	Assistant Head Export Clerk.....	San Francisco

Harry A. Tracy.....	Brakeman.....	Division
Henry J. Wallock.....	Roundhouse Clerk (MILEPOSTS Correspondent).....	Elko
George Zambelles.....	Marine Deck Hand.....	Oakland

### 20-YEAR PINS

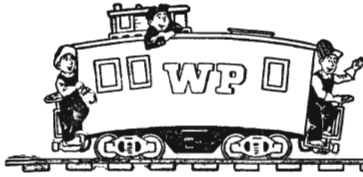
Carlos A. Baca.....	Carman.....	Oakland
Paul T. Bauer.....	Relief Diesel Foreman.....	Oroville
Chester V. Blagg.....	Signal Maintainer.....	Elko
Anastacio C. Chandez.....	Section Laborer.....	Stockton
Charles D. Coleman.....	Carman.....	Oakland
Harold J. Delahoussaye.....	Revising Clerk, Senior.....	San Francisco
Inez Doucette.....	Passenger Ticket Clerk.....	San Francisco
Holly A. Doyle.....	Secretary to District Sales Manager.....	Oakland
James J. Duyn.....	Sales Representative.....	Oakland
Edwin V. Emerson.....	Sales Representative.....	Reno
Emery L. Field.....	Signal Maintainer.....	Oroville
Billie N. Gage.....	Relief Clerk No. 6.....	Stockton
Nathan H. Garrett.....	Signalman.....	Fremont
Harold F. Hamilton.....	Assistant to Freight Pricing Manager.....	San Francisco
Stanley T. Hilton.....	Lead Carpenter.....	Division
Paul H. Huston.....	Laborer.....	Oroville
Gordon E. Ingle.....	Chief Clerk-Tax Department.....	San Francisco
Gravce Josseland.....	Stenographer-Clerk-Marketing.....	Sacramento
Jack W. Miller.....	Storekeeper.....	Oakland
Paul E. Parmenter.....	Assistant Chief Clerk.....	Stockton Yard
Irma A. Piver.....	Stenographer-Clerk-Mechanical.....	Oakland
Gardner S. Rogers.....	Engineer Costs, Valuation and Statistics.....	San Francisco
Herbert E. Rushing.....	Yardman.....	Division
Herbert J. Scott.....	Coach Cleaner.....	Oakland
Thomas M. Shea.....	Communications Lineman.....	Wendover
S. H. Smith.....	Commissary Clerk.....	Oakland
Humberto M. Torres.....	Section Laborer.....	Division
Kenneth P. Wood.....	Trainmaster.....	Stockton

### 15-YEAR PINS

M. K. Anderson.....	Division Engineer.....	Elko
Andres Gonzales.....	Laborer.....	Division
J. H. Dyer, Sr.....	Cook.....	Dining Cars
E. B. Hamilton.....	Switchman.....	Division
H. Houston.....	Waiter.....	Dining Cars
John V. Leland.....	Chief Clerk Trainmaster's Office (MILEPOSTS Correspondent).....	Oakland
Alvin O. Lynch.....	Signal Maintainer.....	Delle, Utah
Nelden Nyrehn.....	Signal Maintainer.....	Wendover
A. M. Ramirez.....	Laborer.....	Division
Geraldine A. Ross.....	Secretary to Vice President-Finance.....	San Francisco
Donald J. Stevens.....	Marketing Rate Analyst.....	San Francisco
William R. Western.....	Stenographer-Ticket Clerk.....	Modesto

### 10-YEAR PINS

J. M. Alva.....	Laborer.....	Division
D. J. Amos.....	Brakeman.....	Division
R. M. Berreth.....	B&B Foreman.....	Division
Phillip M. Burch.....	Night Diesel Foreman.....	Oroville
R. A. Burhans.....	Brakeman.....	Division
G. J. Cooper.....	Brakeman.....	Division
R. R. Goheen.....	Dumper Operator.....	Division
J. W. Hammond.....	Fireman.....	Division
W. G. Kelley.....	Brakeman.....	Division
R. A. Kelly.....	Communications Lineman.....	System Gang
D. L. Lane.....	Brakeman.....	Division
Fred E. Law.....	Waiter.....	Dining Cars
J. M. Littlefield.....	Switchman.....	Division
P. E. Mailloux.....	Brakeman.....	Division
P. E. McCollum.....	Switchman.....	Division
J. G. McFarlane.....	Deckhand-Las Plumas.....	San Francisco
R. L. Morgan.....	Brakeman.....	Division
M. D. Moudy.....	Track Supervisor.....	Herlong
M. J. Murray.....	Assistant Rate Clerk-Marketing.....	San Francisco
L. D. Nelms.....	Switchman.....	Division
Clara R. Nichols.....	Stenographer-Clerk-Mechanical (MILEPOSTS Correspondent).....	Sacramento
J. C. Ortega.....	Laborer.....	Division
Laura Rice.....	Nurse's Aide.....	Portola Hospital
C. F. Rush.....	Brakeman.....	Division
G. A. Schuetter.....	Brakeman.....	Division
R. L. Stanley.....	Relief Clerk No. 8.....	Stockton
E. D. Vinson.....	Switchman.....	Division



# Caboosing

## WENDOVER-SALT LAKE CITY

Esther Witt, J. B. Price

We wish a long and happy marriage for Carolyn J. Rankin, daughter of Brakeman and Mrs. CLAYTON F. RANKIN, and Bruce Wilde, who exchanged nuptial vows at the L. S. Skaggs Memorial Chapel on April 14. Carolyn attended Utah State University and is now employed by United Air Lines. Bruce, son of Mrs. Effie S. Wilde and the late Grant H. Wilde, is employed by Union Pacific Railroad. Following a reception at the Lamplighter, they honeymooned in Vancouver and Victoria, B. C., and are now living at 1105 Concord Street, Salt Lake City.



Mr. and Mrs. Clayton F. Rankin

Retired Fireman ALBERT D. DRAKE died in a Grand Junction, Colo., hospital on March 27 after a long illness. Our sincere sympathy is extended to his family.

Mechanical Foreman ROBERT COLVIN was rushed to Holy Cross Hospital in Salt Lake City on May 6. He is missed by his fellow workers who wish him a fast recovery.

Our deepest sympathy to Conductor and Mrs. BRUNO "BILL" PERRI, JR., whose father, Bruno Perri, Sr., died in Salt Lake City on May 11. The senior Perri was a shoemaker and had many friends among the railroaders.

Roundhouse Clerk and Mrs. HENRY WALLOCK were in town on May 6 for a visit. Henry was roundhouse clerk here before moving to Elko, so he was interested in the changes which have since taken place at Wendover.

Mrs. Olga Rosella Griffith, wife of retired Engineer THOMAS F. GRIFFITH, died at her home in Bountiful, Utah, on March 17. Our sincerest sympathy to "Griff" and all of his family.

Retired Engineer FRANK SMITH and his wife, Vera, stopped by for a visit en route home from a month's visit with Mrs. George Tornfeld in Arizona. Both are in the best of health.

We regret having overlooked an expression of sympathy to Fireman and Mrs. FRANK A. BURDETT when Frank's brother died in Salt Lake on February 24.

Another item overlooked was the visit of retired Fireman FRED ELLSWORTH from Oroville. We enjoyed his visit and hope that he will return soon and bring along "the Missus" next time.

We hope Laborer-Hostler JOE HERNANDEZ will soon be well again after surgery for removal of a cataract in each eye.

Retired Boilermaker JAMES A. MONAHAN is recovering from surgery for removal of a cataract from his left eye. He underwent surgery last Fall for the same ailment in his right eye. We hope his recovery is rapid.

Our sincere sympathy to Traveling Carpenter AMON HAYES, whose wife, Elva, died on March 22 in a Loyalton, Calif., hospital.

## STOCKTON

Velma Prentiss for Elaine Obenshain

ELAINE OBENSHAIN and husband, WILLIS, are on vacation making a trailer tour to Arkansas for a visit with Willis' relatives. They will return via Colorado and the Royal Gorge and stop at Elko for a visit with Elaine's folks.

Miss Sandi Trow, daughter of Engineer and Mrs. J. G. TROW, who graduated from Stagg High in June, 1966, left April 10 for an extended tour of Europe. She was met in Bitburg, Germany, by her brother and new sister-in-law whom she met for the first time. Airman First Class and Mrs. Ronald Trow, who were married on October 7, 1966 in Bitburg will be hosts to Sandi. Her tour will include Luxembourg, Holland, France, Spain, Italy, Switzerland and England.

Brakeman PAT NERI, his son, Ronnie, his brother, Emelio, and a teen

friend of Ronnie's flew to Mexico in April for three weeks. They visited with relatives in Guadalupe, and the teen boys especially enjoyed this as they were shown the sights by friends. They also visited Mexico City and Acapulco.

Brakeman and Mrs. ERNEST CRUSOS are the proud parents of a son, Ernest Allen, born on April 9. This is their first child.

Brakeman and Mrs. D. C. KIZER welcomed a daughter, April Lynn, on April 24. They have another daughter, Sherrie Ann, 19 months.

## PORTOLA

Retired Engineer and Mrs. WILLIAM THAILKILL celebrated their 55th Wedding Anniversary on March 9. The couple were married on March 9, 1912 in Loyalton, and have been residents of Portola since their wedding day. The Thraikills have four children, 12 grandchildren, and six great-grandchildren.

## SACRAMENTO STORE

A. E. Dabbs

J. A. CURRAN, store helper at Sacramento, is now in military service. Our best wishes go with Jim, and our hopes are that he will soon return to Sacramento Store.

Congratulations to three of our people on their recent promotions:

NINO PONCIONI, from storekeeper to chief clerk-storekeeper, Sacramento;

WILLIAM J. FUNK, from storekeeper at Stockton to buyer, San Francisco;

JOE L. SUDDRETH, now storekeeper at Stockton, was formerly section stockman at Oroville Store.

## MECHANICAL DEPARTMENT

Clara R. Nichols

Mechanical department employees were on the lucky side in winning television sets given away in April during the "Willing People" program. However, the odds were in their favor with so many employees in one department, although percentage-wise they did a little better than was expected. Our winners are located in Oakland, Stockton, Sacramento and Oroville, and their names appear in a special article on Page 11 of this issue.

Our sincere sympathy to the family of Clerk CLAUDE L. EDWARDS, mailing room, who died on April 21. Claude formerly worked at Keddie, and his many friends will miss him greatly.

## WINNEMUCCA

Henry Mentaberry

ARTHUR G. "POP" WOODWARD, one of Winnemucca's pioneer residents and one of the original engine crewmen working out of here when WP began operations in 1910, died recently at the age of 85. His death was discovered by his daughter, Mrs. Grace W. Bell, who had gone to her father's home on a routine visit.

He was born in Gilroy, Calif., on December 15, 1881 and grew up on a ranch established by his father as a family homestead. He moved to Sacramento in the late 1800s and received his education there before working as an apprentice at the old Palm Iron Works. During this same period, he became a member of the original Department No. 1 of Sacramento's fire department.

The Woodward family moved to Winnemucca in 1910 and "Pop" worked

for Western Pacific until his retirement on January 1, 1947.

Mr. Woodward was extremely active in Masonic affairs and was a 50-year member. He had the distinction of serving as Grand Commander, State of Nevada, Knights Templar. He also received recognition of the Grand Cross of Color, Order of Rainbow for Girls, and was Rainbow Girl "Pop" for over 15 years. He was a charter member of the Brotherhood of Locomotive Firemen and Enginemen.

## ELKO

Henry Wallock

Carpenters have been busy here remodeling the west end of the depot to make a locker room for the engineers, and combining the freight and yard offices into one large office.

TOM CLARK, clerk for the division engineer's office and his wife, Mary, spent an enjoyable two weeks in the Hawaiian Islands during May.

The water tank at the diesel shop is getting a face lift, sanding both inside and out to take on a new paint job.

Congratulations to Linda Lou Oldham, daughter of Cashier and Mrs. FRANK OLDHAM; she was selected as one of the American Legion Auxiliary-sponsored Girls' State delegates to the 1967 program to be held June 18 to 24 in Reno. During her high school years, Linda was active in the Language Club, Future Teachers of Amer-



ica, the Thespians, and the North-eastern Nevada Honor Band for four years. She was a member of the school's Pep Band for two years, had the female lead in "The Sound of Music," and was in the production "The Strange Boarders." As girl representative for her sophomore class she was chosen as outstanding sophomore girl, won a recent Lions Club oration contest and presently serves on the music council. In her spare time she gives piano lessons, plays guitar and a recorder. An active member of the LDS Church, Linda plans to attend California Institute of the Arts or Utah State University after graduation from Elko High School.

## OROVILLE

Helen R. Small

May 1 was moving day. No sooner had Roadmaster R. J. MOUNKES moved into the new office at Oroville yard than he was promoted to assistant division engineer and moved to Sacramento. D. C. CHARLEBOIS, system track supervisor, whose office was at Oroville depot, moved into the office vacated by Mounkes.

Telegrapher FRANK W. GORDER took his vacation during May to be with his wife who has been seriously ill. H. W. CLANCY is telegrapher during Frank's absence.

Brakeman HENRY A. AVILA, age 29, died on March 23 after a short illness. He is survived by his widow, Mrs. Melba Marie Avila, a daughter, Cindy, and three sons, Henry, David, and Chris; his father, Henry, of Napa, and his mother, Mrs. Mildred Willetts of Napa.

Mrs. Genevieve Green, age 48, wife of Storekeeper BURNELL L. GREEN, died

on March 24. She leaves her husband; three sons, Burnell, Jr., U.S. Army, Fort Hood, Texas, Charles Green at home, and Randolph of San Mateo; a daughter, Mrs. Gertrude Blaylock of Oroville; and five grandchildren.

Carpenter WILLIAM D. MACKAY, age 57, died on April 29. He was born in South Carolina and had lived in Oroville for three years. He was a veteran of World War II and was buried in Golden Gate National Cemetery, San Bruno. Surviving are his widow, Clara B. Mackey, three step-sons and two step-daughters.

Gary Nolan, 18-year-old son of Switchman and Mrs. RAY T. NOLAN, is making an outstanding record as a right-handed pitcher for the Cincinnati Reds, and is the pride of Oroville. Many of his Oroville friends were on hand at Candlestick Park when the Reds last played the S. F. Giants, and sports writers are lauding his accomplishments with promises of an outstanding career in Major League baseball.

## KEDDIE

Elsie Hogen

We have learned with regret that LEONARD H. THAYER, retired superintendent for Quincy Railroad, died on March 24 at the age of 77. Mr. Thayer first worked for the Colorado Midland in 1904. He came to Western Pacific in 1909 and until 1922 worked as a telegrapher, car distributor, agent, and in the store department and at Jeffery Shops. He joined Quincy Railroad in September, 1922.

Davney Simpson, daughter of Conductor VIRGIL SIMPSON and Mrs. SIMPSON, trainmaster's clerk, is a past Wor-



thy Advisor of the Quincy Rainbow for Girls. While attending the Grand Assembly in Fresno she was appointed Grand Representative to North Dakota Rainbow for Girls. Davney, a graduate of Quincy High School, is now attending Davis College. She lived in Keddie for many years and since 1959 she has lived in Quincy.

Our sympathy to Engineer and Mrs. JAMES BOYNTON, whose father, Charles A. Boynton, died in Stockton April 7.

Also, to retired Engineer RALPH LUZZADER, whose brother, Walter, died early in April.

We are also sorry to report the death recently in Oroville of the father of Engineer IVAN GREGORY's wife.

We sincerely regret the death of CLAUDE EDWARDS recently in Sacramento and our sympathy goes to his family. Claude lived in Quincy and worked in Keddie for many years before moving to Sacramento a few years ago.

Welcome to Trainmaster RICHARD K. HARRISON, transferred to Keddie from Portola to replace Trainmaster JESSE C. CURRIER who went to Stockton as terminal trainmaster.

Brakeman and Mrs. RONNIE BARKER and baby daughter moved from Stockton to Quincy as he is now working out of Keddie.

CAROL KINE, from Sacramento, filled in for Operator D. C. ROBERTS who spent a vacation with his family in Salt Lake City, and Yardmaster JOE CLINTON spent several days in the Bay Area for a change of scenery.

## SAN FRANCISCO

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

Marketing Rate Analyst DONALD J. STEVENS is an enthusiastic supporter of his 49'ers Toastmasters Club, who would like to increase their membership. If you are interested in good fellowship and experience in public speaking, Don suggests you let him know and join their Friday noon meetings at San Francisco's Montgomery House.

CHARLES VINCENT, retired supervisor stationery & printing, has good reason to be proud of his 15-year-old granddaughter, Pamela Sousa. As a member of the San Leandro Work Shop, a teenager group of singers, dancers and entertainers, Pamela has appeared on the Ted Mack amateur hour, the Pat Boone show, will be at Expo '67 in Montreal this June, then New York, and to Washington, D.C., for an audition by the Department of State for a goodwill tour of Europe in 1968!

JACK W. SHOBLUM, secretary to CHARLES K. FAYE, assistant vice president-western sales, left in May for a vacation tour of Central America.

MILEPOSTS' Correspondent JEAN BRUCE is recovering from surgery and is now recuperating at home, although she will probably not be able to return to her desk in the auditor of revenues department until late June or July.

Traveling Auditor GEORGE S. TRIMBLE retired on March 31 after a service which began 44 years ago. At a dinner party given on March 29 he was presented with a wrist watch from his many friends and associates by WILLIAM D. BREW, assistant to vice president-finance. George and his wife,



Bill Brew listens intently to George Trimble at retirement party. Photo by Jimmy Finley.

Eleanor, are planning several trips for the near future and, as one of his good friends said: "We will miss George, but who are we to stand in the way of a young man going places!"

The transportation department will be without the services of PARKER SWAIN, chief clerk-manifest, after May 31, as he completes a long service of 38 years. He entered the manifest department on March 1, 1929. With that behind him, his new "career" will start with a three-or-more-months trip by slow boat to Australia, New Zealand, and Japan. Upon returning he said he would like to travel the horse race circuit, perhaps working as a parimutuel clerk. His host of friends paid him honor at a dinner party on May 31, presented him with a token gift, and a "saddle bag" filled with funds to offset part of his travel expenses.

Congratulations to WILLIAM F. BOEBERT, chief special agent-claim agent, who on May 24 received a Life Membership Card for the California Peace Officers' Association. The card, honor-

ing 20 years as a member, was received by Bill at the annual banquet held in Sacramento.

WILLIE DICKENS, chief clerk-special agent's department, and her husband spent five weeks during May and June touring 10 European countries.

Marketing Statistician ROBERT V. CHRISTMAN and his wife announced the arrival of a second son, Eric James, on May 27. The 9-lb. boy has a brother, Robert, Jr., a three-year-old.

Congratulations to CHARLES G. HARTJE, JR., manager T.O.F.C. service, for a second award received from the National Railroad Piggyback Association, a plaque honoring him for service as treasurer during the year 1966. "Bud's" first award was a plaque honoring him as first regional vice president of N.R.P.A. for the year 1965. Hartje has been with Western Pacific since September 1, 1959.

## OAKLAND

John V. Leland

Switchman JIM MILLER, San Jose, reports that Switchman JOHN RUMBOLD, on military leave, is in Fort Ord Hospital, being one of five survivors of a 48-man patrol on duty in Vietnam jungles. John was reportedly hit twice by rifle fire and is reported to be in poor condition with the use of but one lung. He would appreciate cards or letters, addressed John Rumbold, 5th U.S. 56423731, Ward C-16 Orthopedic, Fort Ord, Calif. Visiting hours are 11:00 A.M. to 8:00 P.M.

Retired Switchman EARL W. BONHAM died on May 10 at the age of 73. His widow, Jeannette J. Bonham, lives at 3204-60th Avenue, Oakland.

**A small group of women  
are helping the blind by  
putting to good use your**

## **OLD EYEGLASSES**

*"Mother, I can see! I can even see your eyes!"*

Those words were uttered recently by a Colorado youngster who never owned the gift of clear sight until he received a pair of eyeglasses from someone he'll never meet. His benefactor could have been any one of 750,000 persons who sent discarded glasses last year to "New Eyes for the Needy," a volunteer group in Short Hills, New Jersey.

Glasses reach the non-profit organization from all parts of the United States. "New Eyes" has an international reputation, but few know it is run by a small group of women—mostly housewives. Numbering about 250, they've never held a fund drive. When the 34-year-old organization was incorporated in 1947, its entire treasury consisted of 47 cents.

To meet its needs, "New Eyes" depends primarily on a steady flow of donated glasses. Frames of gold and silver are melted down at a New Jersey refinery and sold, and the funds used to buy prescription glasses through welfare departments and clinics in 90 hospitals and 48 states. For that reason, "New Eyes" also seeks precious metal scrap such as real and costume jewelry, discarded silver, old watches, and even dentures.

Plastic frames are tested, graded and packaged for distribution to medical missionaries in most parts of the world.

The work of "New Eyes" has been recognized by many celebrities. Among those who have sent their glasses are Presidents Dwight D. Eisenhower and Herbert Hoover, Bernard Baruch, Mrs. Eleanor Roosevelt, Arthur Godfrey, Ed Sullivan and Nelson Rockefeller.

"New Eyes" has also had the help of many groups such as the Grange, Rotary, Kiwanis, Scouts, Lions, Telephone Pioneers, and 4H Clubs. One church group volunteer got so excited she accidentally included her lunch in a carton of glasses. The glasses arrived in good condition. The sandwiches had seen better days!

"New Eyes" workers can understand that kind of enthusiasm. They know the satisfaction of having helped the same boy who saw his mother's eyes for the first time also discover that there are numbers on clocks.

For him the time to see had arrived. Others are still waiting. The address is—New Eyes for the Needy, Inc., Short Hills, New Jersey.



## **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:

*Herbert A. Avila*, former brakeman, Oroville, March 23.

*William V. Belka*, retired B&B carpenter, Salt Lake City, February.

*Earl W. Bonham*, retired switchman, Oakland, May 10.

*Brooks H. Connell*, retired boiler-maker, Santa Ana, January.

*Frances V. Connor*, retired clerk, San Francisco, January.

*William A. Craig*, retired carman, Onalaska, Wash., January.

*Albert D. Drake*, retired fireman, Grand Jct., Colo., March.

*Claude L. Edwards*, former file clerk, Sacramento, April 21.

*John B. Egan*, retired roundhouse foreman, Sacramento, January.

*Charles J. Feeley*, retired carman, Long Beach, Calif., March.

*Leroy S. Field*, retired signal foreman, March 27.

*John W. Hardy*, retired locomotive engineer, May 2.

*Edwin E. Hughes*, retired telegrapher, Sacramento, January.

*Cecil H. King*, retired, Joplin, Mo., February.

*John Kogut*, retired section laborer, Winnemucca, February.

*George R. Marcotte*, retired switchman, South San Francisco, February.

*Burnie J. Newport*, retired fireman, Springfield, Mo., April 15.

*Roy Peterson*, retired switchman, Oroville, January.

*Clyde C. Rhoades*, retired maintenance of way, Elko, March.

*Drury G. Richardson*, retired millman, April 10.

*Carl B. Ross*, retired, Reno, Nev., February.

*Elwyn E. Scott*, retired ticket clerk, Sacramento, April 30.

*Clarence M. Shea*, retired machinist, Hollywood, Calif., February.

*Paul E. Stokes*, retired telegrapher, Salt Lake City, December, 1966.

*Charles C. Story*, retired senior field engineer, Oakland, May 11.

*Leslie C. Taffee*, retired Sacramento Northern motorman, Sacramento, February.

*Christian V. Thompson*, retired write up man, April 14.

*Francis G. Thompson*, retired agent-telegrapher, Fremont, January.

*James Tsekuras*, retired section foreman, Assos, Corinthias, Greece, November, 1966.

*Hugh W. Van Hoorebeke*, retired locomotive engineer, Stockton, April 6.

*Arthur G. Woodward*, retired locomotive engineer, Winnemucca, May 14.



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## RAILROAD LINES



Great Northern has a new trademark image—but its 46-year-old Rocky the goat symbol remains circled on his mountain peak.

\* \* \*

Northern Pacific announces creation of a system-wide market development organization headquartered in St. Paul.

\* \* \*

Piggyback kept 2.7 million truck trailers off highways last year.

\* \* \*

New York Central has inaugurated first non-stop Super Van train from Boston for second morning delivery in Chicago.

\* \* \*

Lower transportation costs from hauling coal by unit train from mines to generating stations helped Commonwealth Edison Co., Chicago, reduce electric rates for third time, most recently by \$3.5 million annually.

\* \* \*

U.S. Department of Transportation's test train reached 156 m.p.h. in speed runs between Trenton and New Brunswick May 24, a prelude to start of Pennsylvania Railroad's New York-Washington service to be inaugurated October 29.