

WESTERN PACIFIC
Mileposts

SEPTEMBER OCTOBER 1962



Mileposts

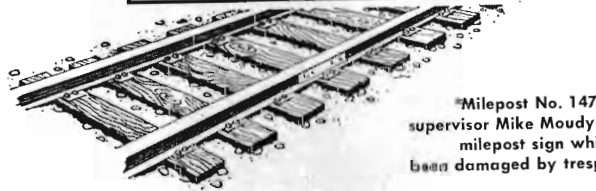
WESTERN PACIFIC

Volume XIV, No. 5

SEPTEMBER-OCTOBER, 1962

*Milepost No. 147

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. 147: Track supervisor Mike Moudy checks milepost sign which has been damaged by trespassers

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Back Cover

MILEPOSTS

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

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

INDUSTRY Car Inspector William J. Phelps was climbing down from a boxcar in Oakland yard as he was approached for an interview for this article.

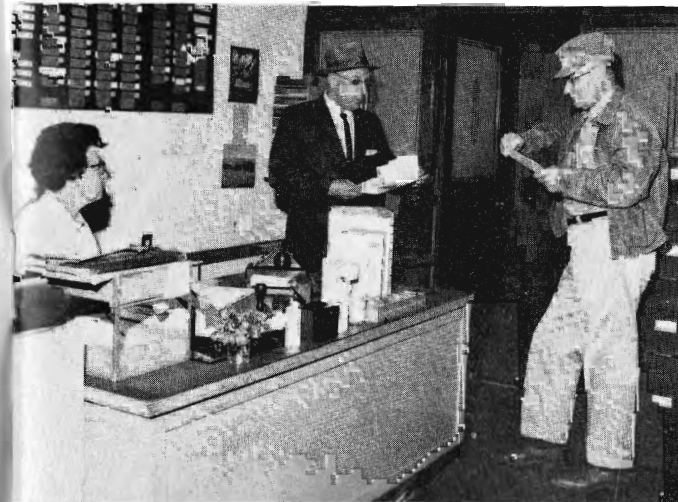
"Sure, I'll be glad to talk to you about how I try to help reduce loss and damage for the railroad and our customers," he said, "but you'll have to follow me around a bit." As he filled out a report, he continued: "The yardmaster said they need a car for a load of bagged sugar and this one's okay.

No holes, no leaks, no protruding nails, no debris . . . no trouble."

"You can't be too careful with sugar, flour, canned goods, and things like that," he added. "They're touchy stuff. Ship them in an unsuitable car and you're likely to have a damage claim bouncing back at you and you might even lose a customer."

Bill moved on to the next car—a gondola. He finds it has some separated seams and fills out another form,

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Bill Phelps (right) and District Car Foreman D. "Scotty" Laird go over list of cars which will require Bill's first attention that morning. During the day Bill stops by the office several times to pick up from Mrs. Irma Piver, stenoclerk, telephone messages and numbers and locations of other cars which require Bill's inspection.

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This railroader helps ...

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indicating that the car is suitable for "long material" such as metal pipe or logs, but not suitable for bulk materials like sand and gravel.

"You know," Bill said as he carefully folded the form he had just completed, "a car inspector works pretty much on his own most of the time. He doesn't have somebody right behind him double-checking on everything he does. He's got to rely on his own judgment in the majority of cases, and he knows that an awful lot is riding on whether or not he does his job carefully and uses his head.

"Personally, I like a set-up like this. You get a deep-down satisfaction when you see a train leave your terminal and you know you've checked the cars personally and have done everything possible to help make sure the shipments get to destination in good shape—and that the crew gets there safely, too."

According to WP's freight claim department, damage resulting from the use of unsuitable or defective cars can result in a lot of dissatisfied shippers and the payment of thousands of dollars in claims. Here are two examples from Western Pacific files:

Shipments of bulk potash were loaded in box cars with cracks in the floors, sidewalls, and ends of the cars. Considerable amounts of the powdery commodity seeped through the openings and was lost in transit.

A shipment of finished moulding was loaded in a car used for a previous shipment of a black bituminous material. The bituminous material sifted from the ceiling and lining, causing



"This box car's OK for another load," said Bill as he completes inspection by removing a nail

unremovable stains over the entire load of lumber.

Claims paid by Western Pacific for loss and damage to these two shipments alone amounted to thousands of dollars.

After telling Bill of these examples his comment was: "Money down the drain. That's where care on our part can prevent such waste of good money which could be used a lot more satisfactorily in making repairs to more cars and otherwise improving our service.

"Besides that, every claim means a dissatisfied customer. Customer dissatisfaction eventually means less business—fewer cars to haul—fewer trains on the rails. Where that leaves us is obvious!"

CLASSIFYING empty cars according to the commodities they are suited for is only one of a number of things

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This railroader helps ...

(Continued from Page 4)

a car inspector does to help prevent freight damage, Bill pointed out.

"We decide when an empty should go to the clean-out track, or to the repair track. We're especially watchful for protruding nails, bolts or staples, which can rip bagged and sacked goods or mar furniture. If there are not too many such nails, we take care of them ourselves. If there are a lot of 'em we mark the car for the clean-out track.

"High and wide loads on open-top

equipment like the one over there," Bill pointed out, "are another important part of our responsibilities. When a shipper has a shipment that may be unusually large we go up to his plant and take accurate measurements. We phone the measurements to Oscar Larson, chief clerk in the transportation department, who advises the best safe routing for the shipment. Sometimes Oscar has to check with the engineering department when tunnel, bridge, or other clearances are thought to be extremely close to the outside

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In order to get high and wide clearance measurements more quickly and more easily, Bill made the measuring stick he is shown using which collapses under the seat of his pickup truck. "Sure saves me a lot of climbing and it's real accurate, too." "Incidentally," Bill commented, "that's an appropriate railroad car for hauling a boat."

This railroader helps . . .

(Continued from Page 5)

dimensions of the load. Any error in these judgments may mean the load might hit a bridge or overhang with the possibility of not only damage to the load but even a derailment. As another precaution," Bill added, "a trainmaster, road foreman, or some other operating employee usually rides the train to make certain the load will have safe passage.

"We also make sure the open top loads have been loaded in accordance with the loading rules and that the loads are firm and secure. Here, every single detail is important. If one of the

blocks under that big piece of machinery over there," he pointed out, "is nailed with fewer nails than called for by the loading rules, it might work loose in transit and the load might shift.

"That string of cars passing through the yard from other parts of our railroad or from other railroads also get a once-over. And I don't mean just the physical condition of the car. For example, I inspect the tie-down on each piggyback load to make sure it's tight; check boxcars of grain to make sure there isn't a small leak somewhere; check loads on flatcars and gondolas to make sure they are in good order.

(Continued on Page 7)



"Piggyback is bringing a lot of business to WP," commented Bill, "so it's important that we keep these flats ready to roll."

* * *

A native of Colorado, Bill has been railroading for 39 years—15 years with WP. He has held offices in the B.R.C. of A. and is now trustee of local Lodge #735. Bill and his wife, Olivia, live in Oakland. Son, Jerry, and stepdaughter, Helen, each have four children.



"Nothing real serious here," explains Bill as he makes out a bad order card, "but it should be corrected before it's reassigned to service." Bill injured his right hand a few years ago so he now does his writing as a southpaw.

* * *

Bad order cards are made out in duplicate—one for each side of the car—to avoid error.



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This railroader helps . . .

(Continued from Page 6)

"Improper conditions are corrected on the spot, if possible. Otherwise, the car is sent to the repair track."

In brief, Bill explained, his entire job consists of small details—checking for a slight error in measurement, a missing nail, a tiny leak, a slight shift in a load—small details which add up to a big picture of loss and damage prevention.

Inspector Bill Phelps is typical of the many WP car inspectors who are playing a vital role in the drive to reduce loss and damage to freight and thus keep business on Western Pacific's rails.

"We car inspectors are all aware of the special drive Western Pacific and the American railroads are putting on to reduce the awful drain of money caused by freight loss and damage," Bill concluded. "We know we can contribute a lot toward that goal, and we're more than eager to do so. After all, when we take good care of freight, we're taking good care of ourselves—our livelihood, our security, our future."

It's practically impossible for Western Pacific's car inspectors to go over every piece of rolling stock with a fine tooth comb, and in many cases defects which can cause loss or damage are hidden from view or are in inaccessible locations.

"Fortunately for our railroad," declares Freight Claim Agent William F. Paden, "our inspectors are doing a very fine job, and they find WP equipment in good condition. For the most part our claims arising from defective equipment involve shipments originating on foreign lines."

The first load in a WP TENELO car was 3,000 bushels of corn loaded at a Cargill, Inc. elevator in Omaha, Nebraska. The load weighed between 180,000 and 200,000 lbs. (about 95 tons). These TENELO hopper cars have 78% more capacity than a standard box car.



This most versatile bulk-loading car is

"Kitchen Clean"

WESTERN PACIFIC has in revenue operation for the first time on any railroad new TENELO stainless steel hopper cars which will carry a wider range of bulk materials than any similar-type car in existence.

With this car a shipper can unload soda ash today, for example, and ship sugar tomorrow. Any assortment of products may be shipped—such as sugar, silica sand, malt, phosphate, cement, rice, petroleum, coke, clay—and not one product will contaminate the next. And, after a simple wash be-

tween shipments, the car is "kitchen clean"!

The design and construction of the car was pioneered by Western Pacific and the Thrall Car Manufacturing Co., Chicago Heights, Ill. The key to the car's economy and versatility is TENELO stainless steel, recently developed by United States Steel.

A part of Western Pacific's "Distribution Dividend" program is to provide shippers with the best and newest-type equipment possible. WP expects its new TENELO cars to

provide "distribution dividends" by offering shippers substantial efficiencies and cost savings because of these features:

Twelve 30-inch diameter loading hatches in the roof, spaced to provide maximum loading convenience and speed.

Four discharge gates, equipped with pneumatic outlets, to reduce unloading costs.

Three huge, separate compartments, to provide a total capacity of 4,000 cubic feet.

No need for special precautions—no liners required. The TENELO stainless steel stays "kitchen clean" and free from corrosion.

The car's unique design with 50-degree slope sheets, and no center sill,

decreases unloading time and provides a free opening above the discharge gates.

TENELO stainless steel has twice the yield strength of conventional austenitic stainless steels, and its corrosion resistance is comparable to that of Type 301 stainless steel. The smooth, welded seams prevent dirt from accumulating and keeps loads flowing freely.

For exterior structural components, the combination of U. S. Steel's high-strength low-alloy COR-TEN and TRI-TEN brands give the car its lighter weight, greater payload capacity, lower maintenance and ability to handle the widest variety of bulk products.

WILL PIGGYBACK BE THROTTLED?

JUST about every time the railroads get a clear track leading to improved services and a few hard-earned dollars, somebody throws a "red light" and they're switched off on a siding to wait.

In recent years the railroads have passed probably more "green lights" than they have seen for a long, long time with an old but newly applied principle of hauling highway trailers on flatcars, more commonly known as piggyback. Along with those green lights, however, there have been a few slow orders, for the railroads' piggyback service has accounted for a relatively small but steadily increasing percentage (2.4% in 1962) of all railroad business. This year piggyback is running more than 20% ahead of 1961

and over 25% above the previous year. Some traffic men have expressed confidence that it will comprise as much as 10% of the total railroad traffic by 1965. On the Western Pacific, loaded trailer volume for the first six months of 1962 is 23% better than in the same period 1961, and compared to the first six months of 1960 the same period this year is running 39% better.

The green light may be turned to red in October, however, when the Interstate Commerce Commission will initiate an investigation of piggybacking, which has shown by its growth to be meeting the needs of shippers. The Commission says it plans to re-examine existing precedents and pronouncements, hear complaints about the sys-

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Will piggyback be throttled?

(Continued from Page 9)

tem as presently operated, and accept suggestions for (here we go again!)—new regulations. A pre-hearing conference on the piggyback re-appraisal is scheduled for October 9.

Meanwhile, around the next curve, the trucking industry is polishing the red light while waiting to get into the act. A special meeting of the truckers' Regular Common Carrier Conference policy committee has been called to consider the issues involved in the Commission's inquiry.

THE truckers are already on record in opposition to three of the five plans under which trailers may be shipped via railroad. Two of the plans, to which they so strenuously objected, were approved by the ICC in June, 1961. The trucking industry had attacked them as unlawful, alleging that they restricted competition.

Under these arrangements, used principally by freight forwarders, the railroads charge a flat rate per mile for each flatcar with the shipper providing only the trailer or both the trailer and flatcar. The railroad provides the locomotive under both plans and, when not furnished with flatcars, it supplies that equipment as well.

Forwarders avail themselves of this service by assembling many small shipments and combining them so they can be sent at the lower rail rates given large shipments. In this manner freight shipments also receive more expeditious handling.

In almost every instance where the

railroads have attempted to improve their piggyback service or reduce rates on such service, the trucking industry has steadily sought to impede the growth of piggybacking.

Irrespective of the truckers' position in the Commission's investigation, there is one other important consideration which cannot be ignored.

The railroads have invested sizable sums in recent years in the development of up-to-date piggyback equipment. It will be necessary for the Interstate Commerce Commission to give considerable weight to these investments before making any proposed adjustments or decisions to change present methods of handling piggyback traffic.

Is the Interstate Commerce Commission out to break the back of piggyback with a new set of antiquated rules and restrictive regulations?

Are the truckers trying to further block railroad piggyback progress?

Such actions could mean another red light for the rails.

If the lights will stay green, the railroad industry can look to a bright new future of efficient, unfettered service to its shippers!

Worth noting

Class I railroads alone in 1961 paid out \$980 million in taxes of all kinds—more than \$5 for every man, woman and child in the nation.

Railroads are the only form of general transportation that are fully tax-paying and self-supporting, and the taxes they pay help to provide facilities for competitive carriers!

Mr. Merchant's sale was a bust

WHILE reading this article pretend for the moment that instead of being a railroader you are Mr. Merchant—the owner of an appliance store. You plan a sale of refrigerators and you order a carload from the manufacturer. To promote the sale you advertise the sale widely and stir up a lot of customer interest.

The manufacturer rushes through your order and it's on its way to you. But while the freight car with your refrigerators is passing through a railroad yard en route, somebody carelessly couples it unnecessarily hard. The shipment reaches you on time, but many of the refrigerators are chipped, dented and scratched. You put in a claim against the railroad; the railroad investigates, finds your claim is justified, and you are paid.

But does this make you happy? Not at all. You've been paid for the damage to your refrigerators, but you've lost your opportunity to make a profit in sales. The big sale you've advertised is a bust. You've lost customer goodwill.

The next time you plan such a sale, how will you have the refrigerators shipped? You answer that one.

This is something for all railroaders to think about—particularly those who handle freight in yards, over the road, in local switching, and at freight stations. All freight must be handled with utmost care if we want to keep traffic on the rails.

During the first six months of 1962 Western Pacific paid out nearly \$365,000 for freight claims. In addition to the money loss a lot of our customers were



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made unhappy. One thing a railroad can't afford is an unhappy customer. What railroads need most are more customers, and one big way to get them is to handle their freight more carefully than ever before.

The railroads in 1962 are making a major effort to prove to the shipping world that in shipping any kind of freight, the rail way is the safe way. If we're to keep traffic on the rails, this project deserves the best efforts of all of us. Damage to freight hurts everybody!

With modern medicine doing so well at increasing our life expectancy, we'd better be careful about adding to the national debt—we might have to pay it off ourselves instead of passing it along.—PG&E Progress

* * *

Attention voters: Try not to confuse Republicans with Democrats; both of them are confused enough already!

On exhibit during two-day meeting was a new WP insulated wide door cargo control equipped box car. Among first visitors greeted by W. C. Brunberg, vice president-marketing (left) were Paul Parlon, general PCSAB chairman, and manager transportation and warehousing Western Division, Libby, McNeill & Libby; H. C. Munson, WP's vice president-general manager; C. R. Merritt, chairman, special equipped car committee, and district traffic manager, American Smelting & Refining Co.; and James E. Baker, rail chairman, special equipped car committee, and WP's manager sales-special equipment.



Shippers learn more about special-equipped cars

Up-to-date information on special-equipped freight cars was a highlight of the 119th regular meeting of the Pacific Coast Shippers Advisory Board in San Francisco, September 12 and 13. Popular with shippers at an exhibit was a WP insulated wide-door cargo control box car, shown above.

Two WP marketing department employees contributing much to the success of the meeting were J. E. Baker, co-chairman of the special

equipment committee, and R. J. Cleland, who appeared in a special panel discussion.

Audience at PCSAB's 119th regular meeting heard panel discussion on "Why-How-When Special Equipped Cars." Speaking for WP is R. J. Cleland, assistant to vice president-marketing. Other panel members from left are D. A. Baumgartner, SFe general superintendent transportation, Chicago; G. D. Davis, district manager AAR's car service division, S.F.; N. B. Marvin, UP general freight traffic manager, Omaha; L. J. Lyons, SP superintendent freight car service, S.F.



Myron M. Christy elected to Board

AT its regular meeting on August 7, Western Pacific's Board of Directors acted to amend its by-laws as authorized at the last Shareholder's Meeting to increase the size of the Board from 15 to 16. Myron M. Christy, executive assistant to the president, was elected to fill the vacancy on the Board thus created, effective immediately.

Christy was also elected to the position of executive vice president, effective September 1, 1962.

Not many in the railroad industry have realized the accomplishment made by the 45-year-old Christy—from traveling accountant to executive vice president in just 13 years.

This native of Seattle, Washington, attended the University of Washington, and later graduated from the University of Minnesota "with high distinction" and a degree of B.B.A. in transportation. Since being with Western Pacific he attended the advanced management program at the Harvard Graduate School of Business.

Prior to World War II Christy worked for several years for General Electric Supply Corporation and later for the Alaska Electric Light and Power Company at Juneau, Alaska. He went on active duty with the Army in 1941 and served almost five years in both line and staff capacities including chief transportation officer, Alaskan Theater of Operations. In that position he supervised all Army transportation activities in Alaska, including operations on the Alaska Railroad, and was

awarded the Legion of Merit for his handling of those responsibilities. He is a Lt. Colonel, Transportation Corps, USAR (retired).

Christy became traveling accountant for Western Pacific in January, 1949, after two years' employment in the



motor transport industry in the midwest. His first promotion after joining the railroad was to position of auditor of payroll accounts on May 1, 1949, then to position as assistant to general auditor on August 1 of that year. In October, 1950, he was transferred to the president's office, capably discharging a wide range of duties assigned by President Whitman.

Among these was the responsibility of reorganization and supervising the company's purchase and stores operations and the equipment replacement and acquisition program, conduct of important contract negotiations and extensive participation in refinancing activities.

IN 1954 Christy was appointed assistant to president and given the additional duty of organizing and heading up the company's newly formed research activities to seek solutions to troublesome problems of the railroad, and to develop and improve Western Pacific service for its customers. This program progressed steadily, as have other programs under his supervision, with the result that his proven ability made possible his appointment as assistant to vice president—operating department. In this capacity he served

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Myron M. Christy...

(Continued from Page 13)

as principal assistant in handling the complex activities and problems which reach the general manager's desk.

In January, 1958, Christy was appointed superintendent of the railroad's western division with headquarters in Sacramento, having responsibility for the operation of the railroad between San Francisco-Oakland and Portola, California.

Since January, 1961, Christy has, as executive assistant, been in charge of specific assignments including duties in connection with the control of Western Pacific as sought by Santa Fe and Southern Pacific railroads.

Prior to his required full-time attention to railroad duties, he was an enthusiast in skiing, mountain climbing and deep-sea fishing. He presently lives in San Rafael with his wife Mary and two children, Susan, 15, and John, 14 years old.

Train travel tax ends November 15

The current 10% Federal excise tax on rail and bus travel will be eliminated a week before Thanksgiving Day. Levied at 5% in 1941, it rose as high as 15%, then dropped to its present level in 1954. The original purpose of the tax was to stop unnecessary travel during World War II.

According to Tax Foundation, Inc., calculations, the tax will have yielded about \$4.6 billion from inception to finish.

* * *

The health and welfare of many unfortunate people depend upon your United Crusade dollars!

World travelers get rail fare cut

RAIL fares out of and into the United States for travelers going around the world now cost less, according to an article in *Railway Age*.

The Rail Travel Promotion Agency announced that principal U. S. railroads will charge a flat fare of \$140 for first class and \$100 for coach class to around-the-world travelers. The new fares began September 1.

The fares will be good via any authorized route from any point of origin in the U. S. or Canada to any Atlantic or Gulf port in one direction, and return from any Pacific port to point of origin, or the reverse.

"As an example," said James J. Hickey, WP's director of passenger sales, "a passenger could board the *California Zephyr* at Oroville, cross the U. S., continue around the world to San Francisco, and then return to Oroville on the *California Zephyr*."

The rates will be available only to passengers from the U. S. or Canada holding overseas transportation from one coast around the world and back to the U. S. on the opposite coast.

Tickets sold under the new plan will be good for a year after the date of sale. Half-fares will apply for children from 5 to 12 years of age. Stopovers will be permitted. Free baggage allowances of 350 pounds for adults and 175 pounds for children of half-fare age go with the new rates.

Hickey also said that a 15% reduction in round trip coach fares is available to passengers from foreign countries under the U.S. Travel Service's "Visit U.S.A." program.

Freeways vs. Rapid Transit

Voters in Alameda, Contra Costa, and San Francisco counties will decide at the November 6 General Election if the rapid transit bond proposal (Proposition "A") will be accepted. A 60 per cent favorable vote is required for approval.

It is expected that the Bay Area population will double within 25 years, and that the number of automobiles in the area will increase 100 per cent by 1980. Extensive studies have established that rapid transit is the only feasible solution to the region's future congestion problems.

The only alternative is the involuntary addition of countless new freeways, bridge crossings, and parking

facilities throughout the Bay Area which, according to economic experts, will be twice as costly as a new regional rapid transit system. Motorists and taxpayers would bear the cost of these automobile facilities and the tremendous extra costs incurred by removing from tax rolls vast amounts of land which would be lost to potential use for homes, businesses and industries. And, even the State Division of Highways acknowledges that it cannot build auto facilities fast enough for the growth of automobile congestion.

Bay Area Rapid Transit District, 870 Market Street, San Francisco, has many facts on rapid transit benefits.



John Miller, section foreman (white hat with black band behind Nordberg spiker) supervises WP track workers installing guard rails in one of the final steps on the Feather River railroad bridge. WP expects to be running its trains over the new line in October.
—Oroville Mercury photo by H. LeNair

From The White House

Please accept the President's thanks for your letter, with the enclosed copy of MILEPOSTS (May-June 1962 issue), commending his Special Message to the Congress on Transportation. It is heartening to know of your support.

We intend to seek the implementation of the Message as promptly as possible, for, as the President said: "An efficient and dynamic transportation system is vital to our domestic economic growth, productivity and commerce."

The President is most appreciative of your thoughtfulness in writing as you did.

Myer Feldman
Deputy Special Counsel
to the President
The White House
Washington

* * *

Praises Portola Hospital

Our railroaders may be interested in the following letter I received.

Dr. Glenn F. Cushman
Chief Surgeon
Western Pacific Railroad

"I'm writing this note with the hope that my praise of the Western Pacific Hospital at Portola might reach others who at some time will have occasion to make a decision whether or not to send their loved one there.

"I recently had that decision to make when it became necessary to hospitalize my beloved husband, Evan, and I must admit it was made with apprehension as it seemed so far away from friends and relatives. My husband did go to Portola, and I soon joined him.



Dear
Editor:

He dearly loved it because of the staff's tenderness and watchful care. Enough cannot be said about the doctors, nurses, laboratory technicians, auxiliary members, who all do their work so well I cannot help but praise.

The citizens of Portola opened their hearts to us and our hopes, our prayers, our tears were theirs. Strangers never. Thanks to the human heart by which they live. To me the Portola Hospital is a Shrine and an attribute to God himself.

"Thank you, Dr. Cushman, for the many courtesies extended to me personally.

Mrs. Evan L. Benjamin
1280 Pine Street—Apt. 202
San Francisco, Calif."

* * *

Sorry, Bob

Just noticed in the July-August issue of MILEPOSTS that you made mention of my retirement on page 22 showing 14 years of service. Actually my service with Western Pacific began on February 17, 1947, and I retired April 25, 1962, which figures 15 years and a little over a couple of months.

While this really does not make any great difference, just thought I would write for the record.

Robert A. West
121 Court Street
Elko, Nevada

Everything's OK

It will be appreciated if you will arrange to change my address on your records as shown by the attached.

I very much enjoy MILEPOSTS. In 1948 I worked on Rock Creek Dam in the Canyon, and every couple of years I take the *Zephyr* back through to make sure we did a good job.

John M. Street
R.F.D. 2
Peterborough, N.H.

* * *

Enjoys retirement gift

I am on the last lap of an extended trip around the country since my retirement on June 30. I left immediately so did not get an opportunity to ask you if you would insert a small thank you in MILEPOSTS, thanking my many friends for their expressions of best wishes and their gift.

I purchased a 35mm camera with the money I received and have taken many wonderful pictures on this trip. I should get some good pictures here around Jackson Hole, Wyoming, and the Grand Tetons.

Again my many thanks to all my friends at WP.

Harry Perrine
Retired chief clerk
Signal Department

* * *

Sends best wishes

I have moved from 1572 Alice Street, Apartment 5, in Oakland to 1560 Alice Street, Apartment 20.

I surely enjoy MILEPOSTS very much. Since my retirement I don't see many Western Pacific people but do get lots of the general news from the maga-

zine. I am enjoying my good health and I wish the Western Pacific the very best of good luck and prosperity.

The 8th day of August I will be 85 years old.

Ben W. Bell, Sr.
Oakland

* * *

In appreciation

Sitting here in our stateroom alone at sea aboard the Cunard Line *R.M.S. Carinthia* (Mrs. Pember and Mr. and Mrs. Gus Kramm are at the movies watching some sort of a bloody love picture "Tender Is the Night") and with the aid of a couple of bourbons, I think it is about time I thanked my good friends and co-workers for the wonderful retirement dinner in my honor on the evening of June 20.

I want everyone to know I do sincerely appreciate their kindnesses which will never be forgotten, and my association with everyone at Western Pacific will always be remembered.

Ray Pember
District Passenger
Sales Manager
Oakland

* * *

Happy little boy

Please thank Mr. Frank Williams in your passenger baggage department for finding my knife and sending it to me. I was so sad when I lost it on the *California Zephyr* but so glad when you found it.

I am five years old and my grandpa made the knife for me.

Tommy Antel
60 Kent Place
Palo Alto, Calif.

MILEPOSTS



IN GOLD

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

45-YEAR PINS

John J. Brown.....	Locomotive Engineer.....	Eastern Division
G. L. Harlan.....	Dispatcher.....	Sacramento
Ray E. Larson.....	Vice President and Treasurer.....	San Francisco

40-YEAR PINS

Herman A. Baumert.....	Locomotive Engineer.....	Eastern Division
Alvin C. Donnenwirth.....	Locomotive Engineer.....	Western Division
Rolland W. Cantelow.....	Stationery Storekeeper.....	Oakland
Thomas D. Hunter.....	Locomotive Engineer.....	Western Division
G. Mendoza.....	Track Laborer.....	Western Division
D. Murray.....	Switchman.....	Western Division

35-YEAR PINS

A. Andreasen.....	Marine Deck Officer.....	Western Division
Louis J. Fischer, Sr.....	Locomotive Engineer.....	Western Division
Frank E. Howell.....	Conductor.....	Eastern Division
S. V. Lampley.....	Locomotive Engineer.....	Western Division
Frank F. Lemon.....	Locomotive Engineer.....	Western Division
J. H. McClintock.....	Locomotive Engineer.....	Western Division
James C. Rice.....	Locomotive Engineer.....	Eastern Division
R. A. Sargent.....	Assistant Roadmaster.....	Eastern Division
Joe F. Silva.....	Train Desk Clerk.....	Western Division
A. F. Smith.....	Locomotive Engineer.....	Western Division
John S. Vinton.....	Locomotive Engineer.....	Western Division
Noble H. Wakefield.....	Locomotive Engineer.....	Western Division

30-YEAR PINS

Elton R. McPherson.....	Blacksmith.....	Sacramento Shops
J. Navarro.....	Laborer.....	Western Division

25-YEAR PINS

Ben Beard.....	Brakeman.....	Western Division
Joseph D. Blackmore.....	Locomotive Engineer.....	Western Division
Burt J. Chapman.....	Conductor.....	Western Division
Robert W. Crumpacker.....	Day Diesel Foreman.....	Portola
Gillis B. Day.....	Warehouseman-Clerk.....	Oroville
E. S. Lagomarsino.....	Store Records Clerk.....	Sacramento Store
Fern M. Lester.....	Chief Clerk, Marketing Dept.....	Stockton
John A. MacFarlane.....	Switchman.....	Western Division
Harry D. Manit.....	Yard Clerk.....	Portola
Jack D. McClure.....	Locomotive Engineer.....	Western Division
Leslie V. Noble.....	Water Service Maintainer.....	Eastern Division
Joseph B. Radcliff.....	Locomotive Engineer.....	Western Division
Thomas S. Rutherford.....	Locomotive Engineer.....	Western Division
Jack F. Shannon.....	Locomotive Engineer.....	Western Division
Nelson L. Smith.....	Locomotive Engineer.....	Western Division
James E. White.....	Conductor.....	Western Division
Robert R. Williams.....	Locomotive Engineer.....	Western Division

20-YEAR PINS

Wayne W. Albro.....	Locomotive Engineer.....	Western Division
Robert Allen.....	Waiter.....	Dining Car Dept.
Charles H. Avery.....	Firaman.....	Eastern Division
Gird C. Burk.....	Locomotive Engineer.....	Western Division
Chester R. Burnett.....	Brakeman.....	Eastern Division
Johnnie J. Carbery.....	Laborer.....	Stockton

(Continued on Page 19)

ANNUAL REPORT



MEDICAL DEPARTMENT

Fiscal Year 1961

TO ALL CONTRIBUTORS:

We submit herewith the Annual Report of the finances and operations of the Medical Department for the fiscal year ending January 31, 1962 as a condensation of the Business Manager's comprehensive report which was presented to the Board of Directors at its meeting last April.

The delay since April in distributing this report to the contributors was occasioned by a concern on the part of the Board members as to the methodology of certain evaluations regarding the operation of Portola Hospital, to which the management members had taken exception. Subsequent inquiry and review established that the real problem lay in the inadequacy of the data collected and the intermingling of hospital and professional service factors under the traditional methods of accounting. Serious consideration is now being given to a recommendation from the Business Manager to adopt the California Hospital Association's "uniform system of hospital accounting" for this phase of the Medical Department's operation. In the interim, all references of an evaluative or comparative nature regarding Portola Hospital have been deleted from this report by mutual agreement to eliminate unnecessary controversy or possibly erroneous conclusions as to the hospital.

There has also been, however, a much more basic problem as to the future organization and methods of operation of the Medical Department which the labor and management Board members have been attempting to resolve for the past two years on a basis of mutuality and good faith that will protect the legitimate interests of all parties and permit the continued operation of an employee group hospital plan with a minimum of friction. Many hours of conference and committee sessions have been devoted to the effort to arrive at a point of basic reconciliation between what the Railroad regards as vital interests in its responsibility as a common carrier in matters of the health and physical standards of employees, and the economic interests of the employees themselves as seen by their representatives in securing the maximum of medical care for their personal needs at the least possible cost consistent with preserving the quality of care provided. Substantial agreement in principle has finally been attained, and specific proposals can now be released for the information of all employees.

Until now, due to the unfortunate fact that no one could report reliably on proposals that were still in the process of formulation, there has been considerable rumor and speculation making the rounds on the property which may have caused employee apprehension, but most of which was not founded on fact.

COMPARATIVE STATEMENT OF MEDICAL SERVICE BENEFITS EXTENDED TO MEMBERS

It is hoped that this joint report will allay any unfounded fears, as the labor and management members join in assuring all contributors that there is no animosity or antagonistic "quarrel" in process. Rather, all parties are in fundamental agreement as to the advisability of reorganization of the Medical Department as an independent employee hospital association (as has occurred on other roads and preferably as a non-profit corporation) which can pursue the economic interests of its beneficiary contributors as it sees fit without regard to the possible effect of its decisions and policies on the sometimes divergent interests of the railroad. A friendly and cooperative relationship between the railroad and such employee association could and would be preserved in many areas of common interest; and it is the sincere expectation of the railroad that such independent association will succeed in its program of meeting the health needs of the railroad employees and pensioners.

Simply stated, the proposed reorganization would permit the employee hospital plan under its own medical director to secure its own medical staff (which may or may not include the same doctors as those serving the railroad's medical interests) as advantageously as it can and to enter into such contractual arrangements with hospitals (including other railroad hospitals) as appear compatible with the contributors' interests in achieving economies without sacrifice of the actual quality of care.

The railroad would continue the automatic deduction of dues and the issuance of Treatment Orders by railroad personnel for the association, would lease Portola Hospital to the association for \$1.00 per year, and would continue to provide certain limited accounting and other services at no charge to the association. In turn, the association would continue to provide through its facilities care for employees injured on duty and certain other medical services to the extent requested or authorized by the railroad, but subject to reimbursement by the railroad for such costs. In addition, the association, through the cooperation of its medical staff, would assume responsibility for notification to the railroad whenever it was established that an employee's physical condition was such as might constitute a hazard on the job to himself, other employees or the public. Such notification would be based on potentially hazardous disabilities established by the railroad's Chief Surgeon; but there would be no divulgence of personal medical records or specific diagnostic information by the association except upon the written consent and authorization of the employee to all parties concerned.

The final determination to proceed or not with such proposed reorganization now lies in the hands of the labor organizations representing W.P. employees, who would be required to form the actual incorporated association as a joint venture governed by its own articles, by-laws and rules under a Board of Managers responsible solely to the contributors. Both the labor and management members of the Board of Directors of the present Medical Department believe that the present proposal can accomplish a mutually beneficial improvement in the situation and warrants the serious consideration and support of all employees.

BOARD OF DIRECTORS
WESTERN PACIFIC RAILROAD MEDICAL DEPARTMENT

Frank James, Chairman
I. M. Ferguson
C. A. Lockwood

H. C. Munson, Vice-Chairman
C. G. Hodges
Clair Toons

526 Mission Street
San Francisco 5, California
YUkon 2-2100

		1961	1960	1955 *
<u>AVERAGE NUMBER OF MEMBERS:</u>	Employees	3,677	3,998	5,215
	Pensioners	622	604	565
<u>"CASES" TREATED:</u>	Individual illnesses or injuries	6,556	6,611	No data 9,474 *
<u>HOSPITAL ADMISSIONS:</u>	At private hospitals	569	646	No data 651 *
	At Portola Hospital	126	151	No data 179 *
<u>DAYS OF HOSPITAL CARE:</u>	At private hospitals	5,803	6,312	7,525
	At Portola Hospital	3,480	4,204	3,512
	T.B. Sanitarium care	138	322	1,052
<u>DOCTOR VISITS:</u>	Home and office calls	22,282	23,302	No data 30,686 *
	Hospital calls	10,465	11,237	No data 10,253 *
<u>PARTIAL OPTICAL BENEFIT</u>	Total retail value of purchases	\$7,526	\$4,907	No benefit
	Direct cost to members	\$4,831	\$3,308	No benefit
	Cost to Medical Dept. of benefit	\$547	\$381	No benefit
<u>PENSIONER BENEFITS:</u>	Dues income from pensioners	\$84,801	\$79,765	\$49,303
	Benefit cost for pensioners	\$197,971	\$198,879	\$108,003
	Annual subsidy per active member	\$30.78	\$29.79	\$11.25

* Comparable data for 1955 not available/ in all cases. Figures in box are for 1957.

COMPARATIVE STATEMENT OF AVERAGE COSTS AND AVERAGE UTILIZATION OF CERTAIN BENEFITS

		1961	1960	1955
<u>AVERAGE COST PER MEMBER PER YEAR:</u>	<u>C O S T S</u>			
	Fees to doctors & special nurses	\$41.69	\$38.72	\$28.41
	Charges by private hospitals	56.94	54.01	36.26
	Out-patient drugs, X-ray, lab, misc.	14.43	12.87	20.97
	Operation of Portola Hospital (total)	41.69	40.05	26.64
	Administrative expenses & overhead	9.25	9.32	4.26
	Total operating costs	\$164.70	\$154.97	\$117.24
	Less I.O.D. & private pat. receipts	32.15	29.43	22.63
	Net costs from members' dues	\$132.55	\$125.54	\$94.61
<u>AVERAGE COST PER HOSPITAL DAY:</u>	(San Francisco Bay Area)	\$41.42	\$39.09	\$27.60
	(Sacramento Valley)	44.08	40.86	26.87
	(Sierra Mountain)	31.60	39.22	21.41
	(Other Nevada & Utah)	31.60	27.32	18.14
	(Total, private hospitals	\$40.87	\$37.84	\$25.57
<u>AVERAGE HOSPITAL COST PER ADMISSION:</u>	Private Hospitals	\$419	\$367	\$271
<u>AVERAGE FEE PAID FOR PROF. SERVICES:</u>	Per home, office or hospital visit	\$5.05	\$4.79	\$3.93
	Per "case" treated	\$25.22	\$25.03	\$16.98
	<u>U T I L I Z A T I O N</u>			
	Average number of members	4,299	4,602	5,343 *
	Injury or illness cases, per 100 members	152	144	177
	Cases hospitalized, per 100 members	16.2	17.3	15.5
	Days hospital care, per 100 members	216	228	173
	Average days of hospital stay: Private hospitals	10.2	9.8	9.0
	" " " " : Portola Hospital	27.6	27.9	18.8
	Home & office doctor visits, per 100 members	517	507	566
	Hospital doctor visits, per 100 members	243	244	173
	Average number doctor visits, per case treated	5.0	5.2	4.3

* 1957 used as earliest year for which comparable data available.

COMPARATIVE STATEMENT OF PORTOLA HOSPITAL COSTS

	1961	1960	1955	Increase or (Decrease) 1955 - 1961
Wage costs:				
Doctors, nurses & aides	\$65,339	\$64,946	\$58,529	\$6,810
Kitchen & janitorial	30,688	31,847	25,085	5,603
Administrative & clerical	21,236	20,612	9,265	11,971
Payroll taxes	11,371	11,465	6,029	5,342
Total wage costs	\$128,634	\$128,870	\$98,908	\$29,726
Non-Wage Costs:				
Drugs	\$12,479	\$13,399	\$15,209	(\$2,730)
X-ray & laboratory equipment & supplies	3,934	9,551	3,331	603
Food	11,888	12,496	12,283	(395)
Laundry & linen	4,879	5,025	6,759	(1,880)
Rent, telephone & insurance	7,405	6,644	7,947	(542)
All other equipment & supplies	9,289	8,365	9,537	452
Total non-wage costs	\$50,574	\$55,430	\$55,066	(\$4,492)
Total all costs	\$179,208	\$184,350	\$153,974	\$25,234
Charged to private patients	\$65,603	\$67,214	\$56,381	\$9,222
Net cost to Medical Dept.	\$113,605	\$117,136	\$97,593	\$16,012

The Condensed Report this year does not include comparative data as to average costs per patient day or the net average cost per W.P. patient day at Portola Hospital due to the fact that accounting methods in current use do not accumulate data in a manner that permits meaningful comparisons with other hospitals used for the care of W.P. patients. Such data as are available merely lead to controversial conclusions as to the value of continued operation of Portola Hospital by the Medical Department. As noted elsewhere, a revised system of accounting based on recommendations of the California Hospital Association is being considered for adoption to resolve this problem.

OTHER RELEVANT DATA

	1961	1960	1955	Increase or (Decrease) 1955 - 1961
No. of W.P. member out-patient visits	2,446	2,154	*	*
No. of private patient bed days	1,992	2,143	2,291	(299)
No. of W.P. member full-benefit bed days **	2,767	2,711	3,512	(745)
No. of W.P. member part-pay bed days **	713	1,493	-	713
Total bed days of care	5,472	6,347	5,803	(331)
Average daily bed census	15.0	17.4	15.9	(0.9)

* Data not available

** The combined 1961 total of 3,480 days of W.P. patient care includes 22 long-term cases transferred to Portola from private hospitals in other areas, which account for 1,849 patient days or 53 percent of the W.P. total at Portola. Of these 22 cases at the end of the year, 3 patients remained at Portola, 3 had transferred out to private nursing homes or State institutions, 7 had recovered and returned home, and 9 were deceased.

The 713 "part-pay" days represented 6 W.P. cases who had already received over a year's hospital benefits and were paying \$6.00 per day towards further care. Only 2 such cases remained in Portola Hospital at the end of the year.

Mileposts in Gold... (Continued from Page 18)

Clarendon E. Christy	Locomotive Engineer	Western Division
Walter A. Clausen	Conductor	Eastern Division
Carolyn Crowley	Perishable Claim Investigator	San Francisco
Robert W. Cunha	Draftsman	Sacramento Shops
Willard J. Curtis	Laborer	Oroville
William H. Davis	Conductor	Western Division
May Denning	Per Diem Clerk	San Francisco
Fred Derrigan	Marine Deckhand	Western Division
Albert G. Duncan	Brakeman	Western Division
Mary L. Elliott	Clerk	Stockton
William L. Fisher	Locomotive Engineer	Western Division
David A. Ford	Machinist	Oroville
Walter Gaskin	Waiter	Dining Car Dept.
John P. Gates	Janitor	San Francisco
Edgar A. Goff	Conductor	Western Division
Cherry N. Goodrich	Bill Clerk	San Francisco
Rae W. Grummett	Locomotive Engineer	Western Division
Richard K. Harrison	Fireman	Eastern Division
James W. Hefferon	Conductor	Eastern Division
Herbert C. Hodges	Brakeman	Western Division
Donald Jaco	Machinist	Stockton
Roy D. Jayne	Locomotive Engineer	Western Division
Marie M. Kistle	Clerk	Western Division
Angelo J. Lalla	Sheetmetal Worker	Oroville
Vern L. Mechling	Fireman	Eastern Division
Frances H. Mlakar	Accountant	San Francisco
Harold E. Munger	Locomotive Engineer	Western Division
Clyde M. Peacock	Locomotive Engineer	Western Division
Louis J. Pearce	Locomotive Engineer	Eastern Division
William L. Powell	Locomotive Engineer	Western Division
Willie Prewitt	Waiter	Dining Car Dept.
Virginia A. Rustan	Clerk-Cashier	Stockton
Claude G. Smith	Waiter	Dining Car Dept.
David C. Smith	Switchman	Western Division
Lee E. Smith	Conductor	Western Division
Sidney J. Smith	Fireman	Western Division
Edward P. Soullies	Transfer Table Operator	Sacramento Shops
Edna M. Spratt	Nurse	Sacramento Shops
Ruth A. Stone	Machine Operator "A"	San Francisco
Maurice Story	Locomotive Engineer	Western Division
Melvin R. Strang	Conductor	Western Division
Robert L. Thomas	Roundhouse Foreman	Oakland
Lorin V. Thompson, Sr.	Machinist	Oroville
Hartie Thurston	Chair Car Porter	Dining Car Dept.
Howard J. Winn	Clerk	Portola

15-YEAR PINS

Ralph L. Adams	Carman	Oakland
Harold J. Coldsmith	Clerk	Sacramento
Stanley E. Dinkel	Sales Manager, Western Region	Stockton
John C. Dullea	District Sales Manager	San Jose
Colin C. Eldridge	Asst. to Supt. of Transportation	San Francisco
James E. Hightower	Roundhouse Clerk	Stockton
Kenneth J. Knaap	Signal Maintainer	Carbona
Rose Lupe	Stenographer-Clerk Marketing	Chicago
C. A. Maton	Lineman	Oroville
Henry P. Mentaberry	Cashier	Winnemucca
Preston A. Nuffer	Clerk	Eastern Division
William J. Pearson	Office and Estimating Engineer, Signal Dept.	San Francisco
Gilbert B. Powers	Machinist	Oroville
Tom C. Proudft	Switchman	Western Division
Gawn D. Reid	Store Helper	Sacramento Store
Meryle W. Reigner	Sales Representative	New York City
B. G. Rumsey	General Communications Supervisor	San Francisco
Porfirio F. Saenz	Rate Quotation Clerk	San Francisco
Clifford R. Schuetz	Relief Clerk	Sacramento
Joe L. Sudderth	Section Stockman	Oroville
Owen W. Terry	Assistant to Division Engineer	Elko
Frank B. Thompson	Ditto Machine Clerk, Communications Dept.	San Francisco

(Continued on Page 20)

Mileposts in Gold... (Continued from Page 19)

10-YEAR PINS

Lorin R. Barge.....	Machinist Helper.....	Oroville
C. W. Beauchamp.....	Conductor.....	Western Division
E. P. Bergin, Mrs.....	Clerk.....	Western Division
Keith S. Brogan.....	Sales Representative.....	Los Angeles
Emily J. Brown.....	Kitchen Helper.....	Portola Hospital
G. D. Call.....	Lineman.....	Communications Dept.
V. Catanho.....	Fireman.....	Western Division
L. T. Clark.....	Fireman.....	Western Division
Harold L. Contois.....	Asst. to Right-of-Way Engineer.....	San Francisco
Eddie Cosby.....	Coach Cleaner.....	Oakland
Charles W. E. Duncan.....	Machinist Helper.....	Oroville
J. C. Gray.....	Conductor.....	Western Division
A. D. Hachquet.....	District Special Agent-Claim Agent.....	Elko
Hilton D. Hobbs.....	CTC Maintainer.....	Shafter
W. S. Kuszyk.....	Clerk.....	Western Division
R. L. Meyer.....	Switchman.....	Western Division
Francis C. Mohatt.....	Roundhouse Foreman.....	Keddie
R. T. Nolan.....	Switchman.....	Western Division
John J. Parrett.....	CTC Maintainer.....	Wendover
J. F. Pennington.....	Switchman.....	Western Division
C. E. Pugh.....	Fireman.....	Western Division
Fay W. Raabe.....	Machinist.....	Oroville
Raymond Rojas.....	Coach Cleaner.....	Oakland
Herschel E. Sims.....	Car Foreman.....	Stockton
Marie Sipples.....	Supervising Key Punch Operator.....	San Francisco
John T. Smith.....	Asst. to General Supervisor, Roadway Work Equipment.....	Oakland
Gerald C. Turville.....	Brakeman.....	Eastern Division
A. N. Waight.....	Dozer Operator.....	Western Division
C. S. Watson.....	Conductor.....	Western Division

135 years of WP service



These WP veterans each received a 45-year Service Pin recently. Congratulating each other on their fine service are from left, William J. Smith, freight claim chief adjuster; Paul H. Jenner, assistant to general manager; and Roy E. Larson, vice president-treasurer.

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 railroaders whose applications for annuity have been received:

Charles E. Armstrong, electrician, Oakland, 14 years 6 months.

Philip R. Davidson, section laborer, Berry Creek, 9 years 9 months.

Edwin Fisher, Jr., car inspector, Oakland, 6 years 2 months.

Theas N. Garfield, signalman, Wendover, 16 years 7 months.

Cledis W. George, Central California Traction traffic representative and freight agent, Lodi, 39 years 5 months.

Artellio S. Lipparelli, track laborer, San Francisco, 28 years 3 months.

Edward McGhauey, locomotive engineer, Portola, 36 years 10 months.

Agnes C. McInerney, code clerk-accounting, San Francisco, 25 years 6 months.

John J. McInerney, chief clerk ARA, San Francisco, 25 years 2 months.

Leo L. McPartland, Oakland Terminal switchman, Oakland, 15 years 8 months.

William F. Monday, track laborer, Oroville, 19 years 8 months.

Eugene Morton, switchman, Oakland, 34 years 1 month.

Charles H. Myers, sales representative, San Jose, 17 years 2 months.

John C. Nolan, manager freight sales promotion, San Francisco, 34 years 4 months.

Duke E. O'Lin, extra gang laborer, Chilcoot, 25 years 4 months.

Lynn H. Olmstead, yardmaster, San Jose, 25 years 11 months.

Charles Y. Orr, night diesel foreman, Oroville, 14 years 7 months.

August A. Ottoson, cabinet maker, Sacramento, 35 years 3 months.

Ova Pearson, fireman, Portola, 19 years 5 months.

Lyles R. Pember, district passenger sales manager, Oakland, 19 years 3 months.

Arthur I. Reichenbach, agent, San Leandro, 25 years 11 months.

Samuel F. Seals, brakeman, Winnemucca, 20 years 3 months.

Joseph F. Silva, train desk clerk, Sacramento, 34 years 10 months.

Marie C. Sullivan, per diem clerk, San Francisco, 39 years 6 months.

Thomas W. Thomas, Oakland Terminal car inspector, Oakland, 12 years.

Claude P. Wilson, sheet metal worker, Oroville, 21 years 5 months.

William H. Yeaw, head maintenance clerk, Sacramento, 43 years 1 month.

Two more cubes of sugar

There was a gratifying turnout of residents in many communities to receive their first dose of Sabin Oral Vaccine on September 23, in support of the "K.O. POLIO" campaign. Similar first-dose campaigns were given on other dates in communities around the country.

The important thing now is that you receive the other two types of Sabin Oral Vaccine for full protection against paralytic polio. Each dose gives lasting protection against a different type of polio.

Your local paper, radio and TV station, will remind you of the dates and locations where you may receive the remaining two doses.

He also works for SN and TS

A NICE, quiet and unassuming, hard-working Sacramentan, who in his youth didn't play much baseball because of his diminutive stature, was in July awarded a most deserving honor by the international board of directors of Little League Baseball, Inc.

Milton Ziehn, Sacramento Northern corporate secretary, and secretary to Rex Kearney, president of Sacramento Northern and Tidewater Southern railroads, and MILEPOSTS' correspondent, received the news of his election from Perry Winstead of San Bernardino, the California state director for Little League.

So popular that he was picked for the international board by mail ballot of 80 directors in 11 western states, Milt is the first northern Californian to be so elected.

Ziehn became associated with Little League work in 1956 as secretary for Sacramento's Grant Little League (he took the job only until they could get a permanent secretary—which never happened!). He served as president of that league in 1957 and the two successive years, and remained its treasurer and director during the three years following 1959.

Milt still holds the office of district representative of District 6, California, to which he was elected on December 9, 1957. This District comprises 18 leagues in Yolo and Sacramento counties. He was appointed sectional chairman in 1959 of seven Districts, com-

prising most of northern California from Sacramento north to the Oregon line, containing over 100 leagues. With an average of 200 boys to a league, this totals out to around 20,000 Little Leaguers!



Milt has also been a tournament director of every type of Little League tournament except the world series played each year at Williamsport, Pa., but his recent election will undoubtedly add that distinction to his laurels.

For good measure, Milt is a charter member and secretary of the Northern California Baseball Managers & Coaches Association.

Ziehn, who has no children of his own, sums up his busy schedule with this comment: "I have a lot of fun at this, and I think people who unfortunately have no children have more time to work with the Little League program than those who have kids."

Milt joined Sacramento Northern (then San Francisco - Sacramento Railroad Co.) on February 15, 1924, as stenographer in the Oakland traffic department. He was promoted in 1927 and moved to San Francisco as chief clerk to President H. A. Mitchell and Vice President W. H. Evans. In 1937 he was appointed corporate secretary and director for the SN and acquired similar titles with the Tidewater Southern in 1938, which he still holds. He has been secretary to President R. T. Kearney since January 1, 1949.



Caboosing

WINNEMUCCA

Ruth G. Smith

Mr. and Mrs. Gene Timmons of La Mirada, Calif., are the parents of a son born August 1. Mrs. Timmons is the former Barbara Moore, daughter of Engineer and Mrs. JOE MOORE.

Assistant General Supervisor of Roadway Work Equipment and Mrs. JOHN T. SMITH are the parents of a daughter, Delene Mae, born on August 3. This is their second daughter and second child, and the little girl is the sixth grandchild for retired Engineer JOHN SMITH and RUTH G. SMITH, roundhouse clerk.

Engineer ARNOLD C. JACKSON died August 11. He had been in ill health for several years and was engineer in switching service. Arnold hired out as fireman on September 16, 1928, and was promoted to engineer on December 25, 1942. He is survived by his wife, Kathryn; a sister, Mrs. Robert Wirthlin, wife of Brakeman ROBERT WIRTHLIN; and three nephews, one of whom is Fireman LAWRENCE WIRTHLIN.

Laborer CLIFTON RUSSELL of the welding department was killed in an auto accident on August 25. He had been an employee of the railroad since February, 1962, and had lived in Winnemucca for six years with his uncle who runs a motel about five miles west of Winnemucca. His father, James Russell, lives in Laramie, Wyoming.

Brakeman SAMUEL F. SEALS retired

August 28, after having worked for WP since May 21, 1942. He first worked for the Chicago Great Western in 1914 as a boilermaker helper. He was also a switchman for one year for the Rock Island, Kansas City, and a brakeman for 13 years for the Union Pacific. Sam is the father of Fireman SAMUEL A. SEALS. Sam and his wife have a small trailer and plan to travel for a year before making any further decisions.

STOCKTON

Elaine Obenshain

Electrician Helper and Mrs. V. L. GEARHARDT became the proud parents of their first child, Rennee June, on July 25.

Fireman and Mrs. WILLIAM GALE also are new parents, their first, of a daughter, Sonya Selene.

Doris Carolyn Rice, daughter of Engineer and Mrs. JOHN P. RICE, was married to Joseph George Belli of Linden, at the Church of the Presentation in Stockton on July 8. The newlyweds greeted 250 friends at a reception held in the Lincoln Village Community Hall immediately following the ceremony. The bride is the granddaughter of Telegrapher and Mrs. T. L. BARRY of Oroville. She attended Portola Elementary School and graduated from Lincoln High School and Stockton College, and is employed as a librarian by the Stockton Unified School District. The groom, the son of



Mr. and Mrs. Joseph George Belli

Mr. and Mrs. Giulio Belli of Linden, graduated from Linden High School and Stockton College with high scholastic honors and is currently employed by the Bank of America in Stockton. The young couple honeymooned in Yosemite and the Feather River area and while at Portola they were attendants at the wedding of Linda Thill and Ronald Brooks (see Portola column). They will live in Stockton.

Our deepest sympathy to retired Clerk L. E. HENSLEY, whose mother passed away in August. Also, to the family of retired Tidewater Southern brakeman THOMAS J. THORLA, who passed away on July 23 at Veterans Hospital, Spokane, Wash. Mr. Thorla retired in 1956.

Clerk P. E. PARMENTER and Terminal Trainmaster P. E. RUTHERFORD have returned to work following major surgery. Conductor R. M. BEEM and Clerk

D. E. HAYDEN are absent because of illness and we hope they, too, will soon be back at work.

We are happy to report that retired brakeman H. W. GRAHAM, who recently underwent two major operations, is on the road to recovery and would be happy to hear from his friends. His address is 139 E. Pine Street, Stockton.

Retired Switchman and Mrs. W. L. BATES celebrated their 50th wedding anniversary on August 23 at their

The "T-1 overalls" potholder, modeled by Mitzi Staley, secretary, public relations, are being made for sale by Engineer G. W. Woods, 927 So. Grant Street, Stockton. The holder is 7 inches wide, 8½ inches long. It is also available in blue denim and with railroad emblems other than WP. Order direct from Engineer Woods. \$1.50 each.



MILEPOSTS

home at Kings Beach, Lake Tahoe. Among those helping to make the day a festive occasion were their daughter and son-in-law, Mr. and Mrs. W. B. Frederick and granddaughter Linda, of Long Beach; daughter, Mrs. Ruth White of Kings Beach; Ruth's daughter and son-in-law, Mr. and Mrs. Ray Gobbi and their children, Kathy, Debbie and Lori of Stockton; daughter-in-law Mrs. John Bates and her mother, Mrs. Pauline Meyers, of San Bernardino. The Bates' daughter, Mrs. Kenneth Rosenthal of Phoenix, Ariz., were unable to attend, as was son, John Bates, who was in Honolulu but came home two days later to vacation with his parents.

Sylvia Dean Western, daughter of Clerk W. R. WESTERN, marketing department, San Jose, became the bride of Lynn Morris Rhynes in an evening ceremony August 24 in the First Presbyterian Church, Stockton. The couple honeymooned in the Bay Area and Monterey and will live in Marysville where the bridegroom is an illustrator and artist for a mapping and surveying firm. The bride was graduated from Franklin High School and attended Stockton College. She plans to obtain her elementary teaching credential from Yuba State College.

KEDDIE

Elsie Hagen

We were all saddened by the loss of one of our young men, Engineer WILMER CHAPMAN, JR., who passed away very suddenly with a heart attack on August 26, at the age of 39. He is survived by his wife, Beth, one son and one daughter, and his mother, Mrs. Mildred Chapman.

Conductor NELSON JONES was married to Lillian B. Davenport in Reno

on July 12 and they are making their home in Quincy.

Congratulations to brakeman CHARLES KENNY and his wife who have a new son, Richard Aaron. Yardmaster BARNEY KENNY is grandfather of the little fellow.

A recent visitor here was ROBERT CHAPMAN, who has been retired for several years and has been living in Canada.

We were all pleased to learn of the arrival of a daughter recently in the family of JOHN T. SMITH who formerly worked here and is now assistant general supervisor of roadway work equipment at Winnemucca. And we also learned that another former employee here, VERN ROBYLER, and his



Shirley Bancroft, wife of Engineer Clarence M. Bancroft and daughter of Correspondent Elsie Hagen, is secretary to the Sheriff of Plumas County and Deputy Matron. Duties include radio dispatching, office work, taking care of women prisoners. She has 9-year-old daughter, Pamela.

wife are the parents of a baby girl, all now living in Elko.

Our best wishes and good luck to Engineer LEO DORITHY upon his retirement from the railroad on August 17 after 45 years' service. Leo was No. 1 engineer on the Western Division's seniority roster. Leo began his railroad career in Portola but lived in Keddie for many years.

Conductor BILL STUBBLEFIELD is celebrating his first grandchild, Richard Allen West, born September 10, to his daughter, Marilyn, and her husband, Clifford West of Quincy. Little Richard's uncle is Train Desk Clerk WILBUR STUBBLEFIELD.

OROVILLE

Clayton D'Arcy
Helen R. Small

Switchman FRANCIS E. RIST had the misfortune to lose all contents and his new home on Bald Rock Road near Berry Creek by fire.

Congratulations to Engineer Inspector MICHAEL D. MOUDY and Colleen A. McClintock who were married here on September 7.

Yardmaster and Mrs. L. I. SINGLEY traveled over 9,000 miles on their vacation which included the Seattle World's Fair, through British Columbia over the Alcan Highway to Alaska, and return via Banff and Lake Louise.

Switchman CARL A. ROSS has taken a teaching position in a Lincoln, California, school and has moved his family there.

Switchman W. B. HANSELL is on leave of absence to take a civil engineering course at Chico State College.

Recent visitors at Oroville were retired Conductor and Mrs. J. M. MARGUIRE of Santa Monica, and the HOWARD HUDSONS from the Bay Area.



Just a few months prior to his death in June at Portola Hospital, Machinist George Rheinhardt (center) received a 50-year Membership Certificate and Machinist's Gold Card. The presentations were made by Warren Scott (left), recording secretary, Lodge #286, and James C. Caughey (right), past president of Lodge #286.

Presently on the sick list are Engineer HAROLD MUNGER, Fireman E. E. STRAYER, Brakeman A. I. LANGLOIS, and retired Conductor W. J. "BILLY" REEDER.

We were sorry to learn of the death of retired Engineer WILLIAM SOMMERS in a local hospital on August 12.

MILPITAS-SAN JOSE

Robert J. Mead

Sales Representative CHARLES H. MYERS was honored at a banquet at Lou's Village upon his retirement from the railroad on June 30 after 17 years' service. His half century of railroad-ing included employment with both SP and Santa Fe in addition to WP. During his working years Charley was also in business on his own and held several positions in other industries. Charley served as a director of the Transportation Club of Santa Clara County for two years and he has been honored with a Life Membership in

that group. Evidence of the popularity held for Charley (affectionately known as the "Mayor of Willow Glen") by the entire transportation group in the San Jose area, the dinner held for him was attended by a great many industry people in addition to the entire local rail fraternity. We all hope the billfold stuffed with money given Charley will start him out on a long and full life of well-deserved enjoyment.

The Milpitas Rotarians "debunked" their outgoing top officers in July, which included President KEN DUNTON, WP's agent at San Jose. In congratulating Ken "for a job well done" Ken and Mrs. Dunton were treated to a "This Is Your Life" presentation during the evening affairs.



Daughter Barbara, Ken and Margaret Dunton, son Don, during "This Is Your Life" presentation.

Best wishes to Yardmaster LYNN H. OLMSTEAD who retired from the railroad on June 30 ending 26 years of service which began on July 27, 1936.

Congratulations to Trainmaster PHIL PRENTISS who, after two years as a

director, has been elected president of the Milpitas Chamber of Commerce. Phil won unanimous election by the Chamber's board of directors. He is also a former director of the Oroville Chamber of Commerce. Unfortunately, Phil suffered a stroke on August 9 but is recovering satisfactorily. He is now home and we all send him our best wishes for complete recovery soon.



OAKLAND

John V. Leland
Irma Piver

Our very best wishes to ARTHUR I. REICHENBACH, agent at San Leandro, who began working for Western Pacific on August 14, 1936, and retired on July 31 with 26 years of service.

A recent dinner dance party, sponsored by Shopcraft Federation No. 2 at the Edgewater Inn, was attended by 111 members and their wives. Twenty who worked the night of the big party attended a luncheon there the following day. E. R. CHURCHILL was chairman.

Electrician R. C. "BOB" ROUCH has a rugged vacation planned for October when he will be hunting for moose in and around Idaho.

Car Inspector CLARENCE KOESTER is breaking in a new car to be in readiness for a trip he and his wife, Collette, will make to Minnesota October 1.

Car Inspector JOHN PRICE and Coach Yard Clerk PAUL EVANS enjoyed their visit to the Seattle World's Fair.

PORTOLA

Louise Wilks

Trainman RICHARD A. MORGAN and the former Gracie Ray were married recently. Dick is the son of Conductor and Mrs. CLIFF MORGAN, and the bride is the daughter of retired Engineer



Mr. and Mrs. Richard A. Morgan



Mr. and Mrs. Clyde Knox Meade

KAY RAY and Portola Hospital Stenographer IRMA RAY.

Another recent marriage was that of former Roberta May Cronin, daughter of the late retired Engineer and Mrs. ROBERT E. CRONIN and sister of Engineer ALFRED THOMSEN, and Clyde Knox Meade.



Conductor and Mrs. Thrailkill with their daughter, Bonnie, and her husband, Earl Smith, Jr.



Mrs. Ronald M. Brooks

Also married recently was the former Bonnie Thrailkill, daughter of Conductor and Mrs. WILLIAM THRAILKILL, JR., and granddaughter of retired Conductor and Mrs. W. M. THRAILKILL, SR., who became the bride of Earl Smith, Jr., in a beautiful garden wedding at the home of the bride's parents.

Linda Genevieve Thill was married to Ronald M. Brooks of Nevada City in the Holy Family Catholic Church in Portola on July 14. Linda is the daughter of Fireman and Mrs. PETER J. THILL, and the granddaughter of Conductor and Mrs. OSCAR W. LIND. The newlyweds honeymooned on the Monterey Peninsula and will live in San Francisco where Ronald is employed by Fairbanks-Morse as an electronic technician.

Local clerks and their spouses enjoyed a potluck dinner in Portola Park honoring HANCE MURDOCK and his wife, Madelon, upon Hance's retirement as cashier in the local ticket office. Hance was presented with a beautiful two-suit bag from the group by Assistant Superintendent WILLIAM G. HOWELL. Bill also gave a resume of Hance's years of service with the railroad.

Our sincere condolences to Nurse's Aid MAUDE FULCHER, whose husband, Trainman CLYDE FULCHER, passed away in July.

Joining the grandparent ranks are Engineer and Mrs. EARL FIGHTMASTER with the arrival of John Douglas Rinne in Berkeley, California.

WENDOVER-SALT LAKE CITY

Esther Witt
J. B. Price

Telegrapher ANNA BELLE ALBRECHT retired on September 3 completing 20 years' and six months' service with



W.P. Anna Belle was born in Paducah, Kentucky, on January 1, 1895. She attended various public schools in the southern states and university in Idaho. Anna Belle learned telegraphy from her

father, Isaac T. Glenn, and her first railroad job was as helper student on the Missouri & North Arkansas at a salary of \$20 a month. She went to work for the Frisco in 1911 at Hoxie, Arkansas, with hours beginning at three in the morning and walked two miles nightly from Walnut Ridge. From 1912 until 1922 she worked as telegrapher and car distributor, and in 1917 Anna Belle was the only lady train dispatcher in the country and handled 383 miles of single track. So far as is known, there have been only four female train dispatchers in railroad history. She returned to railroading in 1942 when she was hired as telegrapher by the late Chief Dispatcher A. P. Michelson, Elko. Her son, Raymond, passed away from polio in 1943 and his daughter, Sherry, has made Anna Belle a proud great grandmother. Her favorite pastimes are travel and gardening and her mascot is a teddy bear in a Scotch plaid suit. On June 28, Anna Belle was presented a 20-year pin from the Eastern Star at a lawn party held at her home. The Eastern Star Club of Wendover gave her a farewell party at the State Line Hotel August 28 honoring her as past president and in recognition of her retirement from the railroad. Anna Belle and her uncle, Mr. Wetherington, age 92, will live at 1447 North Hays, Pocatello, Idaho.

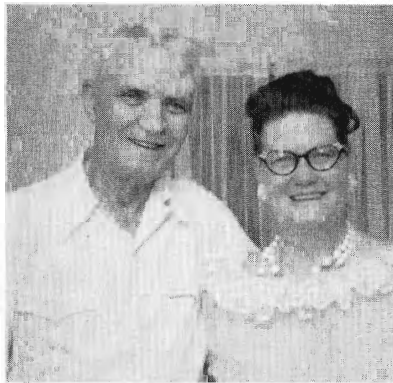
Retired Telegrapher FLORENCE MCCLURE has been vacationing in the Upper Lake Country near Ukiah, Calif.

Retired Switchman and Mrs. HARLAN C. "BOOMER" FORD toured the Northwest and attended the Seattle World's Fair, and Telegrapher and Mrs. JAMES A. FORST, Winnemucca, took in the sights of the Colorado Rockies around Denver and Indian Hills.

Fireman and Mrs. EARL A. HASTINGS have a daughter, Teresa Sue, born on July 13. They have a son, Clint. Grandparents are Waitress IRENE CHARLES and Mr. and Mrs. Ernest Neilson of Wendover. Mary Fitzgerald of Grand Junction, Colorado, is a great grandmother.

We were greatly shocked to learn of the death on June 22 of Mrs. Jessie Dowling, wife of retired Fireman JOHN P. DOWLING, in Grand Junction, Colo.

An open house was held at the home of retired Carman FRED TYROFF on August 2 in honor of Fred's 79th birthday. About 65 friends stopped in to extend their best wishes. Fred retired in 1958 and has lived here for 39 years.



Retired Carman and Mrs. Fred Tyroff

Elder Arlan W. Woodward, son of Conductor and Mrs. A. G. WOODWARD, returned home after completing two and one-half years' mission for the Church of Jesus Christ of Latter Day Saints, in South America.

The American Legion sponsored a going away party on July 21 for Waitress BETTY LANGE who has moved to Elko, where her husband, Harold, is employed in the office of C.P.A. Al Huber. We wish Betty and Harold and their two children, Karen and Hal, much happiness.

SAN FRANCISCO

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

Replacing LEE BROWN as chief clerk of the overcharge bureau is JOHN W. MILLS, JR., a former member of the overcharge claims bureau and until his promotion, interline re-check clerk. Lee Brown's retirement on July 1 was reported in the July-August issue.

COLIN C. ELDRIDGE, assistant to superintendent of transportation, was commended by the American Association of Railroad Superintendents for the fine work he did in connection with their West Coast meeting in San Francisco on August 2 and 3, at which meeting President F. B. WHITMAN gave the opening remarks.

When JOHN MCINERNEY, chief clerk of station accounts, and his wife, AGNES, code clerk "A" accounting department, retired on July 31, it is believed to be the first time in WP history that a man and wife retired from the railroad on the same day. Agnes joined the railroad on January 25, 1937, and had four months more service than John who started with WP on May 8,



John and Agnes McInerney enjoyed this opportunity to reminisce at retirement dinner given by friends and co-workers. Bill Levy, general auditor (center) seems to be enjoying the fun.

1937, which jointly, adds up to over 50 years of service. Seventy of their friends attended a retirement dinner on July 31 and both were presented with large bags of Silver Dollars.

A talk "Auditing for Management" before The Institute of Internal Auditors, San Francisco Area Chapter, on September 13 will be the first public presentation by MYRON M. CHRISTY since his recent election as executive vice president for the railroad.

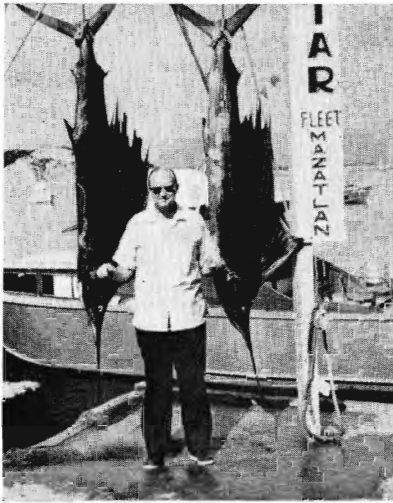
JOHN C. NOLAN retired as manager, freight sales promotion, on July 31 after more than 34 years of service since joining the railroad at Chicago as city passenger agent in 1928. He

had been assistant general passenger agent at Chicago for 10 years when he entered the U. S. Army Transportation Corps in 1942. Upon return to the railroad he was appointed assistant general passenger agent at New York which preceded his appointment as general eastern freight agent in January, 1950. His next promotion was as assistant to vice president-traffic on May 1, 1952.

A service of 39½ years ended on August 31 for MARIE CLOTILDE SULLI-

When Lee Marshall, the lonesome (?) male left the general office marketing department to become sales representative at San Jose, he was given a "going away" luncheon by some of his department's gals. From left are Josephine Spadaro, Ruth Lyons (front), Cari Olson, and Olga Cagna.





During August vacation at Mazatlan, W. E. Van-Skike, chief clerk treasury department, landed these two 9-ft. long, 100 lbs. each, sail fish.

VAN when she retired from the railroad as per diem clerk. Her nearly 40 years of service began on February 12, 1923.

Track Laborer ARTELLIO S. LIPPARELLI retired on August 15, closing out more than 28 years of service which began on May 1, 1934.

SACRAMENTO SHOPS

Marcella G. Schultze

This, I am sorry to say, will be my last article for MILEPOSTS, having decided after much deliberation to accept severance pay rather than take another position because of the movement of accounting work to San Francisco. I've so enjoyed writing for the magazine. (EDITOR'S NOTE: Marcella has never missed an issue with her regular column since her first article appeared in the 20th issue of the magazine in March, 1951! Her reports have always

been interesting and popular with her department co-workers, and they have contributed much to the success of the magazine. Shop and mechanical department employees can look forward to a continuation of this column by NADINE BLAKEMORE, secretary to Mechanical Engineer WILLIAM B. WOLVERTON.)

Belated congratulations to Machinist H. V. BRAND who was assigned the position of night diesel foreman at Portola on June 27.

After 35 years of continuous service, Carman A. A. OTTOSON retired June 29 "to build boats and do odd carpentry jobs for anyone interested." "Gus" was car foreman during the period 1943 to 1948, and since that time had been a cabinet maker in the mill. He was presented with a monetary gift which will help to finance a trip to Minnesota next May "when the mosquitos aren't quite as big as they are in the summer."

Sheet Metal Worker V. E. JOHNSON and his family received the surprise of their lives when they were called aside while touring the Olympia Brewery in Tumwater, Oregon, en route to the Seattle World's Fair. Advised that they were to be guests of the State of Washington while at the Fair, they were presented with an Honorary Washington Citizens Certificate, signed by Victor A. Meyers, Secretary of State. They were also given the "red carpet" treatment at the Fair. High point was the presentation of a box of Washington State apples to Vern and Mrs. Johnsen and souvenir dollars to the children by Governor Rosselini. The family also received a trip on Puget Sound, and visited a large wheat farm where, as Vern expressed it, "they were treated just like neighbors!"

SACRAMENTO STORE

Irene C. Burton

This department was deeply saddened by the death of THURMAN MÖZINGO at Portola Hospital in July following a lengthy illness. A store helper at the time of the disability which preceded his death, Thurman had been with the department for 20 years. He will be missed by one and all.

During a recent Blood Bank drive at the shops, Nurse EDNA SPRATT reported that Gold Cards were presented to VINCENT LATINO and DANIEL L. GONSALVES honoring their twelfth donation. Eight-time donors receiving Key Chains were MRS. JEAN SMITH, ANDY P. SPRINGER, CHARLES L. ALLEE and GEORGE JOE WIDRIG.

A farewell luncheon was held at the "Crows' Nest" for store and mechanical departments employees who, because of the transfer of work to San Francisco, chose to accept their severance pay from the railroad. Those honored at the luncheon and receiving a gift certificate were GEORGIA CHINDAHL, store department; MARCELLA SCHULTZE (MILEPOSTS' correspondent), A. G. "ROD" RODRIGUES, R. L. "BUD" KIMBALL and WILLIAM "MITCH" MITCHELL. Georgia and Marcella were also each pre-

sented with a corsage by the group.

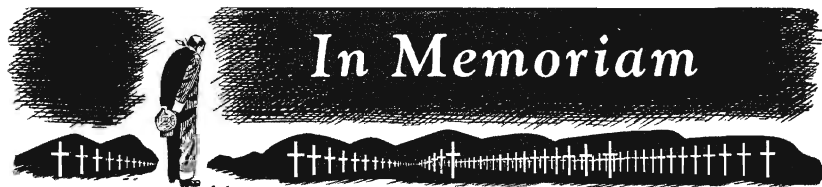
GLORIA QUICK, niece of JIM QUICK, mechanical department personal records clerk, filled in for EVELYN RICHARDSON as stenographer while Evelyn was on vacation.

Outstanding service record

Train Desk Clerk J. F. SILVA retired August 31 with an achievement of having missed only one day from work in 35 years because of illness! A get-together was held to celebrate his retirement and 65th birthday on the afternoon of his retirement and he was presented with fishing equipment by fellow workers. Silva and his wife live in Bryte, California.

The WP Sacramento Employees Federal Credit Union was the honored member at the July meeting of the Sacramento Valley Chapter, C.C.U.L. Among those attending the dinner were (below) in front, Frank O'Leary, vice president; Howard Brecht, treasurer-manager; William Kennedy, board member. Seated behind table are, from left, Mrs. Ada Fasseti; Truman Fasseti, board member; Edna Spratt, secretary credit committee; Lavon Robinson, chairman supervisory committee; Nathalie Kennedy. Standing, from left, are Abraham Lymas, board member; Edward Hawkins, chairman educational committee; Irene Burton, secretary board of directors, secretary Sacramento Valley Chapter; and board member; and Richard Kinzel, chairman credit committee.





In Memoriam

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

Evan L. Benjamin, retired head payroll clerk, August 18.

Guy M. Blair, retired agent, June 14.

Charles W. Brandt, retired head timekeeper, August 14.

John M. Burke, retired extra gang laborer, July 1.

Wilmer C. Chapman, Jr., fireman, July 26.

Katherine E. Danahy, retired clerk, May 16.

Richard J. Eby, retired switchman, May 4.

Clyde Fulcher, brakeman, July 25.

Irvin E. Gaskill, retired carman-welder, June 26.

Carroll G. Hurd, retired conductor, August 1.

Arnold C. Jackson, locomotive engineer, August 11.

John L. Lynch, retired car inspector, August 2.

Ray Mayes, Sacramento Northern brakeman, July 18.

Alva C. McCaulley, Sacramento Northern yard conductor, August 6.

Marshall W. Moorehead, Alameda Belt Line desk yard clerk, July 14.

Thurman J. Mozingo, retired store helper, July 11.

James T. Perkins, retired Sacramento Northern section foreman, July 5.

Herbert W. Pettengell, retired shop laborer, July 28.

George W. Reinhardt, retired machinist, date not given.

Norman E. Ross, former carman, July 6.

William A. Sommers, retired locomotive engineer, August 12.

Richard J. Wallace, retired locomotive engineer, May 25.

Frank H. Walters, retired bridge & building carpenter, no date given.

Bernard B. Wendland, Sacramento Northern locomotive engineer, July 7.

Charles Elsey

Charles Elsey, retired president of Western Pacific, died on August 18, one month prior to his 82nd birthday.

Elsey, whose entire railroad career was spent with Western Pacific, retired as its president on December 31, 1948. His long service with the railroad began during construction days in 1907 and ended 41 years later.

Annie Louise Taylor and Charles Elsey, his parents, were pioneer Forty-Niners, his father coming across the plains via the southern route and his mother being born on the high seas

(Continued on Page 35)

Charles Elsey...

(Continued from Page 34)

en route around the Horn, arriving in San Francisco in the Fall of 1849. The elder Elsey prospected for gold in the Feather River country, but, unlike most of the Forty-Niners, he foresaw the transient nature of such a livelihood and invested his gold in farming and cattle raising—the future of California.

Son Charles Elsey was born at Oakland, California, on September 19, 1880. His first employment was in 1895 as a messenger for Haggin & Tevis, whose operations extended from Alaska to Mexico and whose interests included gold, silver and copper mines (Anaconda, Homestake, and the Ontario Silver Mining Co., Park City, Utah); cattle-raising (largest in the West); and the Rancho Del Paso, comprising 44,000 acres devoted to the breeding of thoroughbred horses, the yearlings being auctioned off each year in Madison Square Garden. Eventually, Charles Elsey became purchasing agent for this vast network of enterprises.

Elsey became associated with Western Pacific as assistant treasurer in 1907; was elected treasurer in the following year; promoted to vice president-finance in 1921; to executive vice president in 1929; and to president in 1932. During his tenure of office, the Western Pacific progressed from virtual obscurity to national prominence.

Among the English language's many puzzling words is "economy"—which means the large size in soap flakes and the small size in automobiles.

According to Herb Caen, S.F. Chronicle columnist, they're about to equip all Stock Exchange seats with safety belts!

New railroad book— "Sacramento Northern"

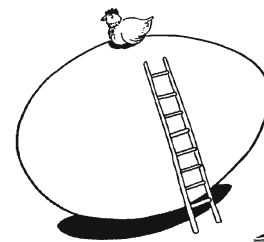
A new book covering the complete history of the Sacramento Northern Railway and its predecessor companies is being released about October 1. The book is being published in two parts. Part I, titled "Sacramento Northern," will cover a very detailed history of the railroad, and its 204 pages contain many interesting pictures.

Part II will be a pictorial supplement, and will include a complete roster of all equipment operated by the railroad. The release date for Part II will be announced in MILEPOSTS as soon as the information is available.

Part I and Part II will each sell for \$3.00. Copies may be obtained from Ira L. Swett, author and publisher, 1416 South Westmoreland Avenue, Los Angeles 6, California.

Safety Tip!

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IS TOO BIG**



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RAILROAD LINES



The Seaboard had 15% more passengers in July 1962 than a year ago and more than in any July in a peacetime year.

Erie-Lackawanna opened a new piggyback terminal at Huntington, Ind.

Boston & Maine filed application with ICC seeking Federal government guaranty of another loan—this one for \$1 million to reimburse its treasury for past expenditures.

Thirty-two Class I railroads failed even to earn their fixed charges during first half of 1962.

Transportation Association of America surveying 50 state Attorneys General in attempt to uniform nationwide standard or daylight time and effective dates.

Chesapeake & Ohio establishes rates covering points in New York state and on the C&O system on piggyback freight handled on train-ferries across Lake Michigan.

The U.S. Department of Labor presented the Missouri Pacific an award for "outstanding contribution to the training of young men in industry."

First all-piggyback train between South Florida and the Midwest has been put in service by the Atlantic Coast Line.