

WESTERN PACIFIC  
*Mileposts*

SEPTEMBER-OCTOBER 1967

**\$1 MILLION CASH  
AND A THOUSAND  
MUSTANGS**

1303

BRANDS

W P 1705

CAPY 135000  
LD LMT 135400  
LWT 70800

WESTERN PACIFIC

# WESTERN PACIFIC Mileposts

Volume XIX, No. 5

SEPTEMBER-OCTOBER, 1967

\*Milepost No. 177

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



\*Milepost No. 177: Straight ahead to Marysville about 1½ miles distant.



Member  
Association  
of Railroad  
Editors

## MANIFEST

	<i>Page</i>
Cover Picture Story on Page 8.....	<i>Front Cover</i>
A Boxcar Gets a Physical.....	3
\$1 Million Cash and 1,000 Mustangs.....	8
Watch For a Good TIP.....	10
R.E.B. . . . ?.....	14
She Carries No Shillelagh!.....	15
People on the Move.....	16
Keeping Track of the Nation's Freight Cars.....	17
WP is Willing People.....	18
"Bill" Hallam Retires.....	20
Retirement.....	21
Mileposts in Gold.....	22
Caboosing.....	24
Dear Editor:.....	33
In Memoriam.....	34
Railroad Lines.....	<i>Back Cover</i>



Oscillograph records the fluctuations of tested variables in an instrumentation van beside the tracks. Data on each impact is logged and compared with previous test results.

## A BOXCAR GETS A PHYSICAL

A MAN wanting to make certain his heart's in tip-top shape usually has the doctor use an electrocardiograph to measure and record changes which occur during a heartbeat. Using electrical impulses, the machine charts electrocardiograms which provide a linear "picture" of the heartbeat and can pinpoint any imperfections.

FreightMaster, a division of Halliburton Company, is doing something similar with a Western Pacific boxcar in testing a new hydraulic cushioning unit at research facilities in Duncan, Oklahoma.

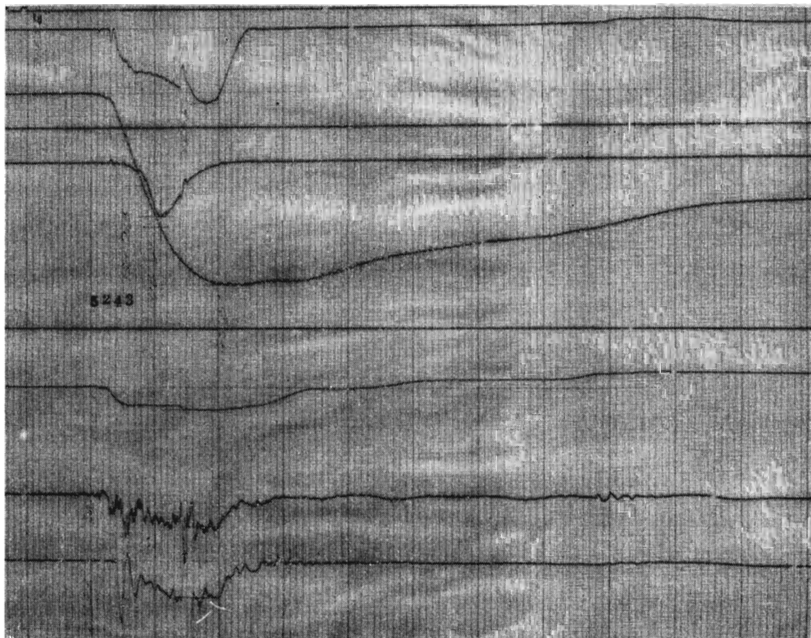
(Continued on Page 4)

## A Boxcar gets a Physical . . .

The Western Pacific car has been assigned to FreightMaster for several months. Actual testing of the experimental cushioning unit on the car began May 31 and will be completed soon. Engineers have compiled data and a stack of oscillograms in an effort to design a new cushioning unit with 55% more stroke than the present FreightMaster device.

The boxcar, loaded with anchored concrete blocks and wired like a heart patient for the tests, came to Duncan from Western Pacific with standard

This typical oscillogram registers six variables on impact. Darker, vertical divider lines enclose tenths of seconds, and the light vertical lines split the tenths into hundredths.



friction cushioning devices. It will be returned equipped with new FreightMaster hydraulic cushioning units and other modifications.

One of the final series of tests took place on July 6. The unit being tested was then shipped to Fort Worth, home of FreightMaster's manufacturing facilities, for modifications before resuming the tests. The unit had undergone nine series of tests, with more than 200 impacts at speeds of 3 to 14 mph, when it was sent to Fort Worth.

The FreightMaster engineers in Duncan simulated the most rigid conditions imaginable to give the new cushioning unit a complete work-out during the testing program. Jack Ste-

(Continued on Page 5)



## A Boxcar gets a Physical . . .

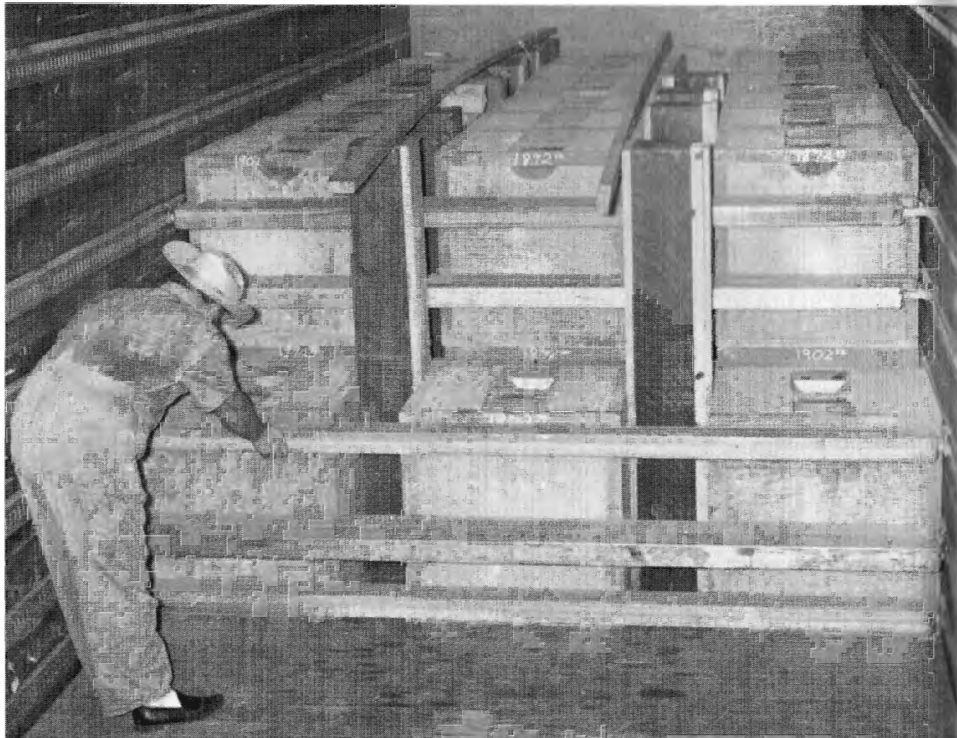
phenson, a Halliburton development engineer working on the project, said the boxcar tests were designed to "establish the optimum performance of the new FreightMaster unit."

The Western Pacific boxcar is a 50-foot, 70-ton car, the standard size used by the Association of American Railroads in its Chicago testing programs, where new railroad products receive final tests and ratings before going on the market. In the Duncan tests, three cars are used: The test car, in this case the Western Pacific boxcar; a

The Halliburton truck propelling the hammer car toward the WP boxcar equipped with the new FreightMaster hydraulic cushioning device is equipped with a special speedometer developed by engineers to register the exact speed called for in various tests. Radio contact is maintained by technician in white hat (right). Running alongside hammer car to connect test wires is blurred figure of another Halliburton technician.

hammer- or striking-car; and a back-up or braking car. The striking car is propelled by a converted Halliburton truck into the test car at varying speeds, and the test variables are recorded on an oscillograph in a van beside the tracks.

(Continued on Page 6)



## A Boxcar gets a Physical . . .

All three cars weigh 220,000 pounds on the rails. The test car is in a free-to-roll condition, with the brakes off. The back-up car, with the brakes applied, "catches" the test car after impact.

Tested variables include (1) impact speed; (2) coupler force; (3) acceleration of the test car and the hammer car; (4) hydraulic pressure in the test unit; (5) porting travel of the FreightMaster unit; and (6) travel of the friction gear on the hammer car. In

A Halliburton technician checks to make sure the concrete blocks anchored in one end of test car haven't been jarred loose by impact tests. The other end of the car is also filled with heavy blocks to give the FreightMaster cushioning unit the most severe tests possible.

In addition, engineers are utilizing an impact recorder which the railroads use extensively in test programs.

**O**BJECT of the tests is to achieve the lowest amount of force on the FreightMaster cushioning unit—which in turn results in lower acceleration, lower coupler stress, etc.

Testing of the new lighter, shorter

(Continued on Page 7)

## A Boxcar gets a Physical . . .

unit began in January. The unit on the Western Pacific car is the eighth used since testing began. The first seven units were tested for mechanical performance, while current tests are aimed at the porting design of the unit.

The present FreightMaster hydraulic cushioning device has a 9-inch stroke. The experimental unit has a 15-inch stroke and is basically a new design, utilizing the FreightMaster concept of hydraulic fluid systems.

Though FreightMaster's mechanical engineering group is based at Fort Worth, the engineers work closely with Halliburton's Mechanical Research and Development department at the Duncan general offices.

In Waurika, Oklahoma, FreightMaster engineers and technicians from Fort Worth and Duncan collaborate

on impact tests, sway tests and experimental design work on leased track-age. They use freight cars, accelerometers, strain gauges, dynamometer couplers, radio control and modern monitoring devices. There are also two testing areas in Duncan.

FreightMaster recently modified and rejuvenated a 1925 Pullman car with air conditioning, an all-electric kitchen and sleeping quarters for 10, for use in research testing of cushioning units and related equipment. The 85-foot research car, a former bedroom-lounge sleeper, has a 26-foot instrument room and other testing features. Powered by an under-car engine-alternator set, the car is fitted with FreightMaster hydraulic cushioning units.

### WP Test Car on Display

The Western Pacific freight car tested by FreightMaster, described in the preceding story, will be on display at the "New Concepts Show" being held in Chicago, October 9-12.





# \$1 MILLION CASH AND 1,000 MUSTANGS

**T**HERE was plenty of action on Western Pacific's San Jose branch in July, both on the ground and in the air. The center of attraction was a Brinks' armored truck on a single flat-car, a solid trainload of Ford Mustangs on tri-decker auto rack cars, some mighty diesel power, and a caboose.

The action in the air took place in a hovering helicopter where one of a camera crew from Hollywood's E.U.E. Screen Gems was shooting action on the ground from every conceivable angle as the train pulled out of Milpitas.

Purpose of the busy event was to film scenes for an American Oil Company TV commercial to be used during National Football League games this Fall.

Final details were not available at press time, but in conjunction with the

showing of the commercial during this Fall's games, American Oil Company is announcing a Super Pro Game in which participants can win up to \$1 million in cash prizes and 1,000 1968 Ford Mustangs.

The captive Brinks' armored truck on the flat car was to back the idea of \$1 million in cash prizes. WP's trainload of Ford Mustangs was to dramatize the phenomenal number of cars to be given away.

Western Pacific football fans in the east and midwest watching the football action will learn more about American Oil's give-away program. At the same time they can watch the action which took place on the WP in July. Due to the sponsor's TV ad commitments the commercial may, or may not appear on West Coast stations other than possibly during a championship or playoff game.



Discussing plans for action at Milpitas are Russ Young, D'Arcy Advertising Agency, Chicago, WP's Road Foreman of Engines K. B. Schulthies and Trainmaster R. A. Henderson, and E.U.E. Screen Gem's Producer Jack Daniels.



A Castlewood Country Club golfer takes his eye off the ball to watch filming as helicopter passes over train heading east near Pleasanton.

Russ Young, D'Arcy Advertising Agency, Chicago, talks by walkie-talkie from caboose to cameramen filming the commercial, assisted by Barney Pedersen, WP director advertising, P.R.

Action began as the TV Special left Milpitas. Aboard the train were crew members K. B. Schulthies, road foreman of engines, Engineer H. M. Brown, Conductor D. O. Berkstresser, and Brakemen T. A. Barker, Jr. and C. D. Hein, Jr.



# Watch for a good TIP!

THIS fall, bright new colors will decorate Western Pacific, Sacramento Northern, and Tidewater Southern switch stands. While the targets will be brighter in appearance, the purpose has nothing to do with the national beautification program. "It will, however," predicts Robert L. Petersen, director-Systems and Information Services, "provide a common language for all departments of the railroads."

It is TIP—Track Identification Program—an important aspect of Western Pacific's Management Information and Control System.

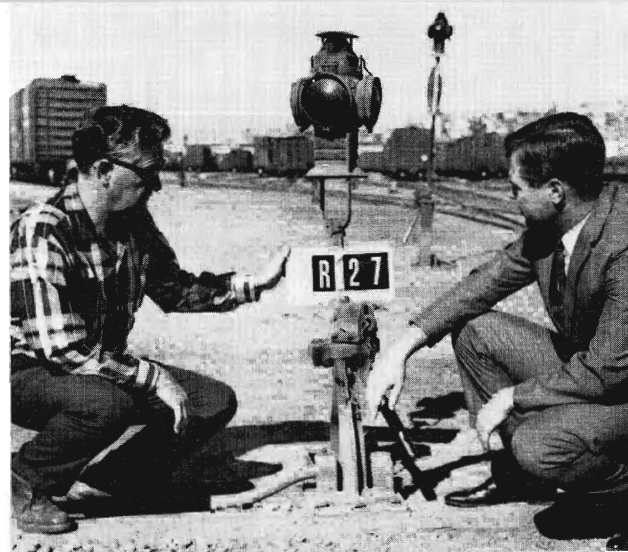
TIP is designed to identify, right down to spot-level detail, if desired, any unique location of the railroad system. "There presently exists a hodgepodge of numbers, names, and references to ancient history," explained James K. Brennan, transportation analyst, who provided information for this report and is setting up the program. "As an example," said Jim, "the 'spur across from the old depot at Hayward.' Or, 'Door 4 at Old Montgomery Ward 14.' Neither identification is accurate. Especially, when Door 4 on this old track has had a half-dozen or more different customers since the one the track is named for! In short, until now there has been no

Yardmaster Reinhold Schmidt (RYA General Chairman) and Transportation Analyst Jim Brennan check TIP sign Yard No. 28 track, 25th street yard, San Francisco.

system to our 'system,' which merely grew like Topsy."

Now, at long last, thanks to the Systems and Information Services department, the railroad will have a uniform method of numbering all tracks by the Track Identification Program. And, thanks to the "exterior decorators" in the Maintenance of Way department under the watchful eye of Ed Batchelder, Engineering department, the switch targets are being marked in smart white on black Scotchlite with these TIP numbers.

To acquaint supervisors of the railroads' various departments, a series of eight seminars were held by Jim Brennan at principal locations along the railroad in March, April and May. The entire program was presented by



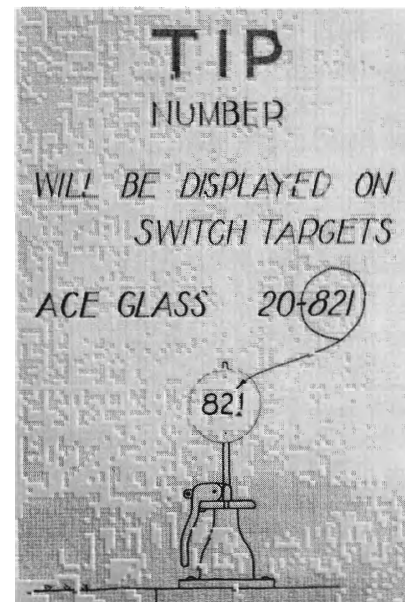
Schmidt and Brennan take closeup look at Rip No. 27 track TIP sign in 25th St. Yard.

Below: Ace Glass Co. spur in Hayward is identified as Station 20, Track 821.

means of pictorial charts to visually explain the method by which TIP will function. These charts showed, for example, how the spur across from the old depot at Hayward can be identified simply as 20-905 (Station number-Track number). Likewise, Door 4 at old Montgomery Ward 14 would become 13-756-04 (Station-Track-Spot numbers). Following the seminars, Brennan and Operating department supervisors selected actual track numbers to be used in the local districts under the supervisors' jurisdiction.

With standard references such as these, one employee will know without question that he and any other employee with whom he is communicating will be describing the same location when referring to the TIP number of any track on the WP-SN-TS system.

(Continued on Page 12)



**'TIP'**  
CONSISTS OF:

'TIP' Number					
T <sub>1</sub>	T <sub>2</sub>	T <sub>3</sub>	S <sub>1</sub>	S <sub>2</sub>	S <sub>3</sub>
TRACK NUMBER			SPOT NUMBER		

To further aid employees concerned, a TIP Manual will be available soon which will clearly explain the new system and how it works. The Manual will have an alphabetical index by customer, and a numerical index by track, which, when used with the marked switch targets, will effectively allow any employee to find his way to any on-line WP-SN-TS shipper location. TIP will, therefore, be good news for Operating department personnel who will no longer have to memorize the peculiarities of different yard track numbering schemes, or the names of every customer using a spur

track over the years. Instead, there will be a logical and consistent program, a schematic map showing the track numbers, and switch targets marked in colorful Scotchlite with that same TIP number.

TIP will be welcome news to Marketing Division forces, too. They will have something to give to the customer without his even asking—something that indicates interest, progress, and an attempt to serve him better through increased efficiency. The customer will also be pleased by the “common language” between himself and the railroad making communications with the yard about spotting instructions, car orders, and inquiries more precise and more satisfying.

The universal use of the TIP numbers will be of immense benefit to other departments as well. Since everyone will have “the same script,” misunderstandings between departments should be greatly reduced. An Engineering department employee, for example, will know precisely the location an employee of the Industrial department is describing during the process of locating a road crossing, new spur, drainage facility, or boundary line for a new industry to be located on the railroad. An accountant will know from a roadmaster’s report the specific TIP number location to be charged for every piece of material installed or removed, and every labor cost in connection with work done at that location. Not only will this effect greater cost control and efficiency in roadway maintenance, it will also make the reporting job easier and more accurate for section foremen and roadmasters.

TIP numbers will also fill the bill

(Continued on Page 13)

**SSI**  
SYSTEM STATION IDENTIFICATION  
CONSISTS OF

SSI Number					
B <sub>1</sub>	B <sub>2</sub>	B <sub>3</sub>	M <sub>1</sub>	M <sub>2</sub>	M <sub>3</sub>
BRANCH LINE MILEPOST			MAINLINE MILEPOST		

MILEPOSTS

*Examples of  
Yard Track Numbers*

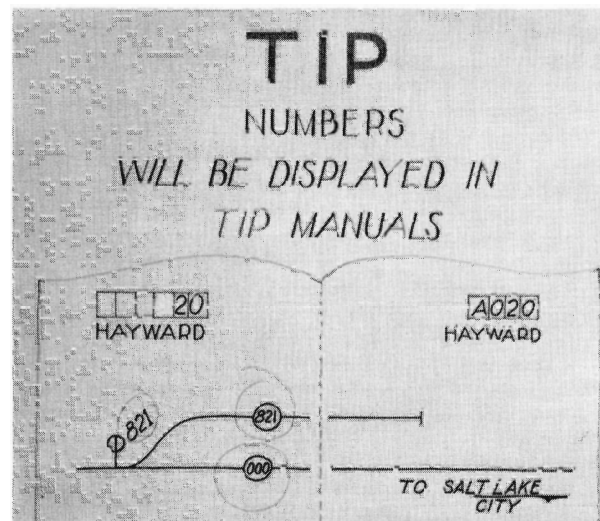
Old No.	TIP No.
• Rip 26	R26
• Roundhouse 4	D04
• Piggyback 2	P02
• East Yard 18	E18
• North Makeup 33	N33
• West Hump 47	W47

for the computer-oriented requirements of the Management Information and Control System (MICS). These numbers will be used on both Input and Output to describe locations for all purposes and final on-line destination of all traffic. The TIP numbers will be used also to print out replies to inquiries made of it as to the status of a particular track at a given time. In the future, when the MICS keeps inventory at track level, the TIP numbers will likewise be used.

As summed up by General Manager L. D. Michelson: “The proper use of the TIP is an important part of Western Pacific’s total Management Information and Control System which has great significance for the future of our railroad and our ability to meet the competitive challenges of rapidly changing technology.”

And that’s a good tip for everyone!

These two pages in TIP Manual show Station 20 for Hayward and Track 821—A020 is Maintenance of Way reporting number for Station 20, Hayward.



SEPTEMBER-OCTOBER, 1967



## R.E.B. . . . ?

**D**EADLINE for this MILEPOSTS issue was too early to report final results of contributions made to the United Crusade by WP employees in the five Bay Area counties of Alameda, Contra Costa, Marin, San Francisco and San Mateo.

However, the editor couldn't resist running this publicity picture of four charming "Willing People" who, at press time, were making a tremendous effort as general office solicitors to top last year's goal-breaking record. Their names, incidentally, are Margarita Morales., Marjorie Naipo, and Judy Utikal, revenue accounting department, and up above, Betty Opperman,

transportation department and MILEPOSTS correspondent.

The 1967 thermometer on the poster shows more than 50 per cent of this year's goal already reached when the picture was taken, with one month to go. Good evidence that WP railroaders in the Bay Area are willing to help others in need, and are unable to say NO to a pretty girl!

MILEPOSTS can't reveal the meaning of the R.E.B. buttons worn by the four girls. However, WP donors in the Bay Area who contributed their *Fare Share* quota to the drive were eligible to guess the meaning of the three letters. The lucky person making the correct guess will receive at the end of the drive on October 13 a handsome clock-radio! If more than one person de-

(Continued on Page 15)

## She Carries No Shillelagh!

**A** PRETTY colleen from Dublin, with smiling Irish eyes, left Chicago September 18 aboard a *California Zephyr* as a first-time passenger. Nevertheless, Kathleen Kirwan will feel right at home as the streamliner heads west across the country.

Kathleen, you see, is one of a team of Coras Iompair Eireann's Rail Hostesses, who service mainline express trains in her native Ireland. She is vacationing in America, accompanied by her sister, a nurse in Chicago's University Hospital.

Miss Kirwan, a qualified nurse, speaks French, Gaelic, and English. Her duties on the C.I.E., however, differ little from those of the *Zephyrette* she will observe during her cross-country travel to San Francisco. Kathleen, too, answers inquiries from passengers about places of interest while en route, assists with accommodations, and aids the elderly and handicapped passengers. She also prepares bottles for babies and baby sits while the mother is in the dining car. Even her uniform, which she has with her, is comparable to the one worn by the



*Zephyrette*. Miss Kirwan, likewise, does not serve food or drinks.

Following a three-day stay in San Francisco and the Bay Area, Kathleen and her sister will travel by train to Los Angeles and St. Louis, and then by bus to Washington and New York, and home to Dublin by plane.

## R.E.B. . . . ?

ciphers R.E.B., a drawing will determine the winner. If no one guesses correctly, the winner's name will be drawn from those of all *Fare Share* givers.

Hard at work heading the WP drive in the Bay Area is Jack Starr, assistant manager — personnel. In addition to the charming foursome in the picture, he is getting fine assistance from Frank

Ahlert, William Brew, Charles Conley, Mason Gordon, Darrell Jennings, John Kaffun, David Laird, Mary McFadden and Norman Neathamer. Also, from William Powell (co-chairman), Frank Rauwolf, Geraldine Ross, Ray Smalley, Andy Steen, Olga Sturlini, Ron Tofanelli, and George Welch.

The R.E.B. winner and final results will appear in the next issue of MILEPOSTS.





Harold Klein

## PEOPLE ON THE MOVE

**H**AROLD KLEIN, formerly district sales manager at New York, was appointed manager marketing-food products, with headquarters at San Francisco.

This is a newly created position and broadens the field of our marketing concept. Hal's responsibility will be to become familiar with all phases of processed foods business, including the processing, storage, distribution, marketing rates, car requirements; in fact, everything pertaining to the process food so that Western Pacific can be of greater service to this field.

Hal is a native of Colusa, Calif., born September 6, 1919. He received his education at Oroville Union High School and San Mateo Junior College, majoring in business administration. He was employed in Bodinson Manufacturing Co.'s shipping department in 1939 and left there in 1942 to serve as a pilot in the U.S. Army Air Corps, flying for the Air Transport Command in the Middle East and India until his discharge in 1945. He furthered his

education while in Egypt by attending a military service school.

Hal first worked for Western Pacific in December, 1945 as a ticket clerk in the passenger department, later becoming passenger sales representative. He entered the freight department as sales representative at San Francisco in July, 1962, and prior to his recent appointment was senior sales representative, and district sales manager, for the railroad's New York Office.

Hal is a member of the Transportation Club of San Francisco, and Palo Alto Lodge #346, F. & A. M. Prior to his move to New York, he was active in Boy Scout work and campaigning for the United Crusade. For recreation, Hal enjoys fishing and hunting.

On February 27, 1943 Hal married Patricia F. Wheeler, a former WP employee and daughter of the late Passenger Traffic Manager Joseph G. Wheeler. The Klein family includes three sons, Harold S., 19, Andrew J., 16, and Matthew J., 6 years. They live at 86 Erstwild Court, Palo Alto.



Bill Blackerby

**W**ILLIAM E. BLACKERBY was appointed district sales manager at Spokane, Wash. He had been senior sales representative there since last April 1, and assumed his new position following the untimely death of Charles N. Tackett on July 31.

Bill, a Texan, was born on April 27, 1932 and received his education in Lutkin. He spent about four years

with the Southland Life Insurance Co. in Houston prior to enlisting in the U.S. Army in 1953.

He first worked for Western Pacific as a clerk in the Marketing Division in February, 1955. He advanced to other clerical positions before becoming a sales representative in 1958 and chief-sales and service in 1963, which preceded his appointment at Spokane last April.

While at San Francisco, Bill was a member of the Transportation Club of San Francisco, and furthered his education at San Francisco State College and Golden Gate College, majoring in business and traffic.

Bill and his wife, the former Betty Harrison of Sacramento, were married on April 9, 1955. They have two children, Karen, 8, and Keith, 7. The family should enjoy the Northwest, as they all participate in boating and water skiing along with other outdoor-life activities.

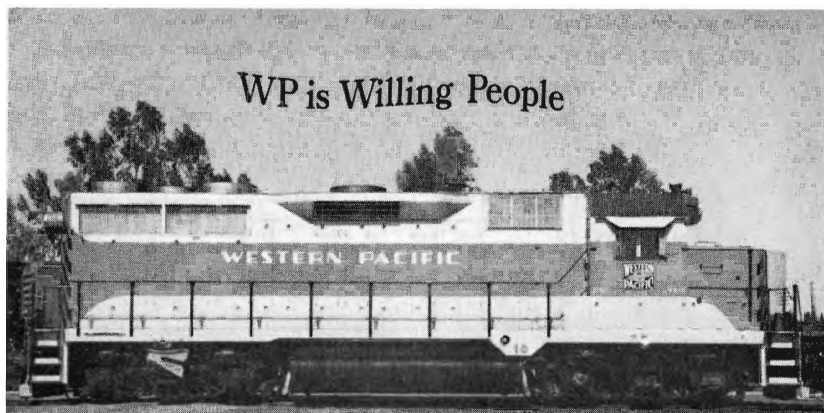
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## Keeping track of the nation's freight cars

**T**HE first computerized system to keep track of the country's entire fleet of 1,800,000 freight cars will be established by the Association of American Railroads. The announcement was made by AAR President Thomas M. Goodfellow on July 5. Called TeleRail Automated Information Network (T.R.A.I.N.), the system, with its nationwide reach, is designed to serve as an effective means of dealing with localized freight car

shortages. A *Railway Age* editorial described T.R.A.I.N. as being the boldest, most decisive attack yet on the problem of freight-car utilization. "Coupled with the fast-approach-advent of a nation-wide system of automatic car identification (ACI), it can have the most far-reaching consequences for railroads, shippers, and the consuming public's growing transportation demands," said R.A.

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## A Doctor Learns Why

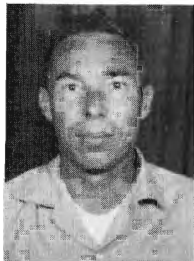
**L**AST July, Foreman George D. Gieber, signal test gang #4, set a fine example as one of Western Pacific's "Willing People" by voluntarily coming to the rescue and offering assistance to a family of six stranded in the summer heat on the Great Salt Lake Desert.

George's willingness, and mechanical ability, is best evidenced by a letter from Thomas L. Hudson, M.D., Department of the Army, Letterman General Hospital, San Francisco. The letter, which follows, was received by the railroad's signal department in Sacramento, and was sent to MILEPOSTS by Chief Clerk Cy Bates.

"I would like to take a few minutes of your time to pay homage to one of your employees.

"While crossing the Great Salt Lake

Desert on July 3, 1967, I encountered car difficulty 18 miles east of Wendover, Utah. I flagged down several cars, and sent for help, but none ever arrived. After waiting for nearly three hours in this unenviable situation, Mr. George Gieber, of your Salt Lake City office, passed us going the other direction, voluntarily turned around, and offered us assistance.



"Mr. Gieber determined the cause of the water leak in my car, sealed it temporarily, and used his drinking water to fill the radiator. I was now able to 'hobble' into Wendover to have it more permanently repaired.

"Mr. Gieber is what I classify as a true humanitarian, and was a friend in a time of need. I surely speak for myself, my wife, and my four children

(Continued on Page 19)

when I express our sincere thanks to him for rescuing us from the salt desert of Utah.

"I am writing you this letter so you will know our appreciation to Mr. Gieber, and so that you will be aware of such an outstanding person in your organization."

**G**EORGE GIEBER was born in Waterville, Kansas on February 15, 1932. He entered Western Pacific service on August 27, 1956 as a signalman on Signal Gang #4 at Elko. Two days later he was assigned to the position of TCS maintainer, working from Wendover-east. He remained there

until August 31, 1959 when he was transferred to Signal Test Gang #1 on the western division. About one month later George became relief signalman-maintainer with Test Gang #4 then working at Hawley, Nevada. He next worked as TCS maintainer at Knolls, Utah in October, 1961, and has been foreman on Test Gang #4 since November, 1966, working out of Salt Lake City.

George and his wife, Arloene, have six children. Their two sons are David, 14, and Gene, 11. The four daughters are Sheri, 13, Teri, 12, Carol is nine, and Lori is six.

## Keeping Track . . .

T.R.A.I.N. will be operated by a new AAR department under the direction of Vice President Carl L. Byham, an AAR computer specialist.

Based in Washington, D.C., the automated rail data network is to be tied in directly with the rapidly growing number of advanced information systems on railroads by computer links with all Class I railroads. This will, in turn, spur the expansion of these individual-line systems.

T.R.A.I.N. will provide the AAR Car Service Division with complete reports of car locations by railroads and car flows through principal rail gateways, and will permit more rapid mobilization of equipment to meet shipper demands for cars.

Action of the AAR directors followed submission of recommendations by an "ad hoc" committee of top rail transportation experts who studied the resulting benefits of a centralized car movement information system de-

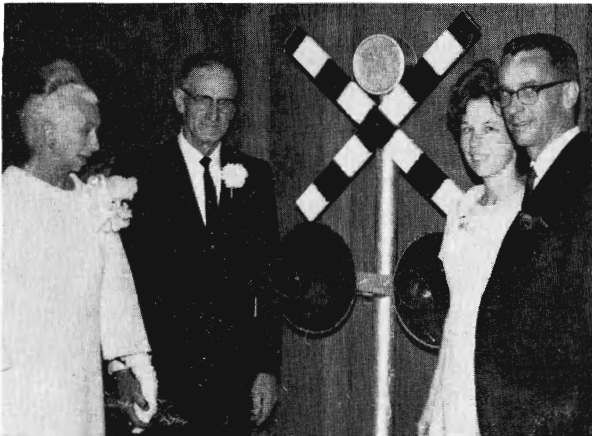
signed to better serve the shipping public.

In closing its editorial, *Railway Age* said "it's hard to say precisely what T.R.A.I.N., plus ACI, will mean in terms of improved car use. The AAR does point out that even if turn-around is increased by only 10%, this would be the equivalent of adding 150,000 cars to the nation's fleet."

## Habermeyer Renamed R.R.B. Head

The appointment of Howard W. Habermeyer by President Johnson to his fourth term as chairman and public member of the Railroad Retirement Board was confirmed by the Senate on August 23.

Habermeyer, 52, started with the Board in 1936, only one year after the railroad retirement system was established. From a job as messenger, he rose to head one of the largest offices in the Board before he became chairman in 1956.



Ruby and "Bill" Hallam with son Gerald Hallam and his wife Ronnie.

Photo by John Gavey, signal dept.

## "Bill" Hallam retires

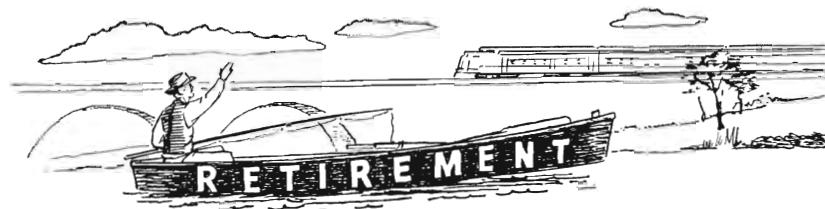
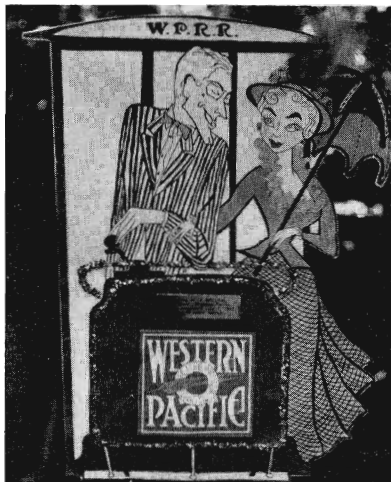
Signal Supervisor Wilford J. "Bill" Hallam ended a WP career of 42 years and four months on June 30. At one time or another he had quite probably worked on every piece of signal apparatus in use on WP today.

According to Cy Bates, chief clerk, "Bill" was born in Bancroft, Idaho, on April 25, 1903. After three years in the U.S. Army signal corps he began his railroading with the SP's coast division on February 2, 1923. He left that railroad about six months later, but returned on February 2, 1924, for another 10 months service. He became a signalman for WP at Elko in February, 1925, then signal maintainer, signal gang foreman, and signal inspector, and on July 1, 1961, was appointed to his last position as signal supervisor at Sacramento.

Appropriate decorations for the retirement dinner were made by Alice Angiulo, division engineers office. Photo by John Gavey.

"Bill" and his wife, Ruby, have three children. Gerald Hallam and his wife, Ronnie, have four children and live in Sacramento. Daughter, Mrs. Betty

(Continued on Page 21)



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

*Harry L. Alt*, locomotive engineer, Keddie, 30 years 7 months.

*Frank R. Boulware*, conductor, Salt Lake City, 43 years 3 months.

*Sherman Cooper*, switch foreman, Stockton, 25 years 10 months.

*Frank Espinoza*, track rider, Winnemucca, 35 years 7 months.

*Carl H. Flaig*, cashier, San Francisco, 37 years 7 months.

*Buck Gilbert*, dining car cook, Oakland, 7 years 11 months.

*William H. Graham*, station agent, Warner, Utah, 30 years 9 months.

*Dale O. Groshart*, locomotive engineer, Oakland, 25 years 2 months.

*Wilford J. Hallam*, signal supervisor, Sacramento, 42 years 4 months.

*Roy D. Jayne*, locomotive engineer, Oakland, 23 years 10 months.

*Denver R. Jenkins*, sheet metal worker, Stockton, 12 years.

*Morris F. Jester*, dining car cook, Oakland, 21 years 10 months.

*Nuncio D. Leonardini*, boilermaker, Sacramento, 9 year 5 months.

*William S. Manning*, telegrapher, San Francisco, 22 years 2 months.

*Sam Oliver*, second cook, Oakland, 18 years 5 months.

*Juan C. Ortega*, track laborer, Barro, Utah, 14 years.

*Andrew E. Saunders*, machinist, Stockton, 15 years 11 months.

*David J. Shelton*, dining car waiter, Oakland, 25 years 8 months.

*Manuel V. Souza*, janitor, San Francisco, 20 years 10 months.

*Raymond C. Stith*, switchman, Oakland, 33 years 1 month.

*George W. Strattan*, dispatcher, Sacramento, 22 years 11 months.

*Helen M. Williams*, per diem clerk, San Francisco, 26 years 1 month.

### "Bill" Hallam retires . . .

Faragher of Bountiful, Utah, has nine children, and daughter Mrs. Linda Lee Altman lives in San Luis Obispo.

"Bill" intends to spend most of his time working for the Church of Jesus Christ of Latter-day Saints. He has been Stake Patriarch at Sacramento for several years, and for over ten years was a Bishop. He presently teaches two classes on Sundays, and Mrs. Hallam teaches a family relations class for young people.

Many of "Bill's" friends were present at a retirement party held in Sacramento on July 15.

# MILEPOSTS



# IN GOLD

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

**45-YEAR PIN**  
 G. Mendoza.....Track Laborer.....Division

**40-YEAR PINS**  
 Louis J. Fischer, Sr.....Locomotive Engineer.....Division  
 Frank F. Lemmon.....Locomotive Engineer.....Division  
 Frank E. Howell.....Conductor.....Division  
 S. V. Lampley.....Locomotive Engineer.....Division  
 James C. Rice.....Locomotive Engineer.....Division  
 Joe F. Silva.....Train Desk Clerk.....Division

**35-YEAR PIN**  
 Elton R. McPherson.....Blacksmith.....Sacramento

**30-YEAR PINS**  
 Joseph D. Blackmore.....Locomotive Engineer.....Division  
 Robert W. Crumacker.....Day Diesel Foreman.....Portola  
 Gillis B. Day.....Baggageman-Caller.....Oroville  
 F. S. Lagomarsino.....Store Records Clerk.....Sacramento  
 Fern M. Lester.....Chief Clerk-Marketing.....Stockton  
 John A. MacFarlane.....Switchman.....Division  
 Harry D. Manit.....Train Desk-Crew Clerk.....Portola  
 Jack D. McClure.....Locomotive Engineer.....Division  
 Leslie V. Noble.....Water Service Maintainer.....Division  
 Thomas S. Rutherford.....Locomotive Engineer.....Division  
 Jack E. Shannon.....Locomotive Engineer.....Division  
 James E. White.....Conductor.....Division  
 Robert R. Williams.....Locomotive Engineer.....Division

**25-YEAR PINS**  
 Charles H. Avery.....Locomotive Engineer.....Division  
 Gird C. Burk.....Locomotive Engineer.....Division  
 Chester R. Burnett.....Brakeman.....Division  
 Johnnie J. Carbrey.....Laborer-Mechanical.....Stockton  
 Clarendon E. Christy.....Locomotive Engineer.....Division  
 Walter A. Clausen.....Conductor.....Division  
 Robert W. Cunha.....Draftsman-Mechanical.....Sacramento  
 Carolyn Crowley.....Freight Claim Investigator.....San Francisco  
 Willard J. Curtis.....Laborer-Mechanical.....Oroville  
 William H. Davis.....Conductor.....Division  
 May Denning.....Statistical Clerk-Accounting.....San Francisco  
 Fred Derrigan.....Marine Deckhand.....Oakland  
 William L. Fisher.....Locomotive Engineer.....Division  
 David A. Ford.....Machinist.....Oroville  
 W. C. Gaskin.....Dining Car Waiter.....Oakland  
 Edgar A. Goff.....Conductor.....Division  
 Rae W. Grummett.....Locomotive Engineer.....Division  
 Richard K. Harrison.....Locomotive Engineer.....Division  
 James W. Hefferson.....Conductor.....Division  
 Roy D. Jayne.....Locomotive Engineer.....Division  
 Marie M. Kistler.....Claim Clerk.....Sacramento

(Continued on Page 23)

Vern L. Mechling.....Locomotive Engineer.....Division  
 Frances H. Makar.....Accountant-Aud. Rev. Dept. San Francisco  
 Clyde M. Peacock.....Locomotive Engineer.....Division  
 William L. Powell.....Locomotive Engineer.....Division  
 Willie Prewitt.....Dining Car Waiter.....Oakland  
 Virginia A. Rustan.....PBX Operator.....Stockton  
 David C. Smith.....Switchman.....Division  
 Lee E. Smith.....Conductor.....Division  
 Sidney J. Smith.....Fireman.....Division  
 Ruth A. Stone.....Statistical Clerk-Accounting.....San Francisco  
 Maurice Story.....Locomotive Engineer.....Division  
 Melvin R. Strang.....Conductor.....Division  
 Lorin V. Thompson, Sr.....Machinist.....Oroville

## 20-YEAR PINS

Ralph L. Adams.....Carman.....Oakland  
 Stanley E. Dinkel.....Sales Manager.....Stockton  
 John C. Dullea.....District Sales Manager.....San Jose  
 Harold J. Coldsmith.....PR Clerk (RPD).....Sacramento  
 James E. Hightower.....Roundhouse Clerk.....Stockton  
 Kenneth J. Knapp.....Signal Maintainer.....Tracy  
 Rose A. Lupe.....Stenographer-Clerk-Marketing.....Chicago  
 C. A. Maton.....Communications Lineman.....System Gang  
 Henry P. Mentaberry.....Cashier (MILEPOSTS Correspondent).....Winnemucca  
 Preston A. Nuffer.....Cashier.....Wendover  
 Gawn D. Reid.....Store Helper.....Oakland  
 Meryle W. Reigner.....Sales Representative.....New York  
 B. G. Rumsey.....General Communications Supervisor.....Sacramento  
 Porfirio F. Saenz.....Rate Analyst-Marketing.....San Francisco  
 Clifford R. Schuetz.....Ticket Seller.....Sacramento  
 Joe. L. Suddreth.....Storekeeper.....Stockton  
 Frank B. Thompson.....Mail Truck Driver.....San Francisco

## 15-YEAR PINS

Lorin R. Barge.....Machinist Helper.....Oroville  
 C. W. Beauchamp.....Conductor.....Division  
 Evelyn P. Bergin.....Personal Record Clerk.....Sacramento  
 Marie Bowers.....Accountant.....San Francisco  
 Keith S. Brogan.....Sales Representative.....Los Angeles  
 Emily J. Brown.....Kitchen Helper.....Portola Hospital  
 G. D. Call.....Communications Lineman.....Oroville  
 V. Catanho.....Locomotive Engineer.....Division  
 L. T. Clark.....Locomotive Engineer.....Division  
 Eddie Cosby.....Coach Cleaner.....Oakland  
 J. C. Gray.....Conductor.....Division  
 Albert D. Hachquet.....District Special Agent-Claim Agent.....Elko  
 Hilton D. Hobbs.....Signal Maintainer.....Wendover  
 W. S. Kuszyk.....Yard Checker.....Oroville  
 R. L. Meyer.....Switchman.....Division  
 Francis C. Mohatt.....Roundhouse Foreman.....Keddie  
 R. T. Nolan.....Switchman.....Division  
 John J. Parrett.....Signal Maintainer.....Salt Lake City  
 William J. Powell.....Manager-Dining Car Dept. ....Oakland  
 J. F. Pennington.....Switchman.....Division  
 Herschel E. Sims.....Car Foreman.....Stockton  
 John T. Smith.....General Supervisor-Roadway Work Equipment.....Oakland  
 Gerald C. Turville.....Brakeman.....Division  
 A. N. Waigton.....Dozer Operator.....Division  
 C. S. Watson.....Conductor.....Division

## 10-YEAR PINS

John F. Annala.....Switchman.....Division  
 Charles Bright.....Switchman.....Division  
 Robert W. Chambers.....Dispatcher.....Sacramento  
 Richard G. Chase.....Night Roundhouse Foreman.....Oakland  
 Michael B. Church.....Laborer-Mechanical.....Portola  
 Stanley J. Daniels.....Brakeman.....Division  
 William Karkmeyer.....Machinist.....Oroville  
 Morris C. McManus.....Trainmaster.....Portola  
 Jose Nunez.....Carman.....Stockton  
 Loren K. Ogburn.....File Clerk-Freight Claims Dept. ....San Francisco  
 Harold R. Rowe.....Switchman.....Division





# Caboosing

## CHICAGO

Maureen Wright  
for Don J. Landgraf

Our Receptionist MAUREEN WRIGHT is a real "Willing Person" and came to my rescue with all this news of our office.

WILLIAM B. COOK, assistant sales manager, and his wife, Margaret, enjoyed a wonderful three-week second honeymoon tour of Europe during August. Their travels, which included France, Germany and Switzerland, will be long remembered and cherished.

Congratulations to SHARON FOYS, DF clerk, on her recent engagement to Mr. Paul Wollek. A spring wedding is planned.

It's GIRLS, GIRLS for the Chicago office! GARY J. MEIER, sales representative, and his wife, Nancy, announce the arrival of their first child, Susan Marie, 7 lbs. 3 ozs., born July 31. KEVIN M. JANIAK, sales representative-special equipment, and his wife, Tina, also are parents of a daughter, Susan Michele, 8 lbs. 6 ozs., who arrived on August 13. Our chief clerk has suggested a "pause" in this type of activity to reduce heavy cigar smoke in our office.

KATHERINE ANNE BURKE, piggyback clerk, spent her long-awaited one-week vacation in September at the Castaway's in Miami Beach, Fla. The

reason, she said, was for much-needed rest?

Tracing Clerk CAROL CALLAN, and her pilot-husband, Bob "Lindberg" Callan, flew down to Acapulco, Mexico, this past spring to spend seven wonderful days eating tortillas and drinking Margaritas. Incidentally, Carol has taken up golf lessons and is now shooting in the 80's—weather that is!

PICASSO'S "gift to Chicago" was unveiled recently amid orchestras and banners, and the structure has certainly created a controversy in our city. The big question seems to be "Beauty or Beast."

## KEDDIE

Elsie Hagen

There have been some personnel changes in Keddie. Engineer CLARENCE BANCROFT, who has been working in the Canyon, is now back in Keddie, where Brakeman W. F. FILBECK is also now working. Engineer ROBERT SMALL, who has been at Keddie, is now working east out of Portola. Engineer ED HALE, who has been living in Quincy and working out of Keddie, moved to Stockton from where he now works.

After Agent and Mrs. PETE HANLEY spent their vacation in San Jose visiting with son Robert and his family, their other son, Pete, came from Texas

for a visit bringing with him a friend, Miss Cheryl Russel. Their daughter, Mrs. Jane Chase and family, who have been living in New York, are now back at home in Danville.

DON W. SEGUR, retired conductor, died on July 6 at the age of 81. He came to the WP on December 6, 1916, after working on the Boca and Loyaltan and retired from service after 35 years on February 14, 1951. He had been a resident of Plumas County for 42 years and lived in Keddie for over 18 years. He is survived by his wife, Anna, of Paradise, a son, Don, of Portola, and a niece, Mrs. Marjorie Dunn of Quincy.

Svend DuPont, father of Mrs. BOB HOLT, died in August. Mrs. Holt worked in the Keddie depot as relief clerk on occasion. Her husband is Engineer ROBERT HOLT.

Assistant Roadmaster AL OVERTURN had to go to Illinois because of illness in his family, and Roadmaster J. J. MARTIN is getting along fine after surgery.

## OROVILLE

Helen R. Small

Congratulations to Clerk A. B. TEDD and LaVerne Zieser, who were married in Tijuana, Mexico, on July 15. The new Mrs. Tedd is a radio dispatcher with Auto-Phone Company.

Patty McVean, daughter of Train Desk Clerk and Mrs. S. E. McVEAN, has been training to become a telegrapher and worked her first assignment at Oroville yard on September 5. Her brother, STUART E. McVEAN, JR., was also recently employed as a telegrapher.

Jon R. Carpenter, son of Brakeman and Mrs. ARDEN L. CARPENTER, left Au-

gust 21 for eight weeks training at San Diego with the Marine Corps. Our best wishes go with Jon.

Retired Carman MONTE MATICH died at a local hospital on August 22. He had been employed by WP for many years before his retirement. He is survived by a cousin, Mike Evich.

We were sorry to learn of the death of Conductor DON W. SEGUR on July 6 at the age of 81. He is survived by his widow, Mrs. Ann Segur, of Paradise, and a son, Don Segur, of Portola.

The birth of a son on July 6 brings our congratulations to Switchman and Mrs. JAMES R. STUART.

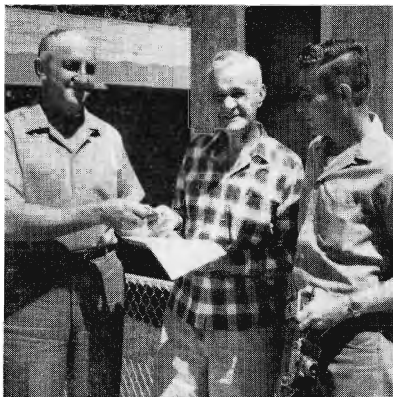
Carman J. N. "JACK" DUDLEY has been unable to work for several weeks because of illness, and we hope his recovery will be soon.

Retired Engineer A. W. FULLER died in a local hospital on September 9 at the age of 74. A native of Illinois, he had moved to Oroville, the last time in 1939. He retired from WP in 1958 with 40 years service, the last 12 on the *California Zephyr*. He was a member of Portola Lodge 795, Brotherhood of Locomotive Firemen and Enginemen. Wilbur was one of the oldest amateur ham radio operators in California, having licensed his station W6AF in 1924.

## WINNEMUCCA

Henry Mentaberry

JOHN A. HAMILTON, retired yardmaster, in July received a 50-year Membership Pin in the Brotherhood of Railroad Trainmen. BRT's General Chairman Jack C. Cooper, of Portola, made the presentation, witnessed by Cliff A. Cross, president of Winnemucca Lodge 313. "Ham" first belonged to the Snowy Range Lodge No.



John A. Hamilton, center, receives a 50-year BRT pin from General Chairman Jack Cooper, left, as Cliff Cross, president, looks on.

30 in Denver, transferred to Lodge 288, Cheyenne, in 1931, and then to Lodge No. 841, Portola. In 1939 he transferred to Winnemucca and was promoted to yardmaster, which post he held when he retired in June, 1966. In all of his 50 years of railroading, "Ham" never missed a day because of illness, according to Cooper. He served in Europe in World War I with the Army of Occupation. The Hamiltons have three sons, Jack, "Bill," and Charles, and a daughter, Mrs. Margaret Price. There are nine grandchildren. "Bill" (H. S.) is an assistant to freight pricing manager for WP.

HUGH EDMONDS, who retired as a conductor in October, 1954, died July 17 in Humboldt General Hospital after several days confinement. He would have been 78 this October, and had worked for WP for 30 years. Our sincere condolences to his widow, Beatrice, and other members of a large family.

## SACRAMENTO

When not teaching English at Norte Del Rio High School, ERNIE BRACCHI works summers as a clerk in the 3rd and "R" streets freight office. During June each year, Ernie, his wife, Dorie, Kim 3, Arne 1½ and their dachsie, Gretchen, vacation at Clear Creek Junction on WP's inside gateway route. This summer, Ernie's camera reported activities of WP employees along the Fourth Subdivision which appears on the opposite page.

OTTO L. BECKER, 2nd T&T Operator "SR" "pulled the pin" on June 30 after 24 years and seven months service. Superintendent JOHNNY LUSAR expressed appreciation on behalf of the railroad for Otto's years of faithful service. Coffee and cake were served, and a cash present from many friends was given Otto with best wishes for a long and happy retirement.

Otto Becker, center, receives double handshake from Dick Griffin and Johnny Lusar.



Roadmaster Fred Reith with his Hy-Railer #19



Extra Gang #230 include, from left, Laborer Robert Fernandez, Machine Operator Richard Couch, Foreman Tony Atencio inside car, and Laborer Marvin Harris with their work car.

## Ernie Bracchi's Pictures



Almanor Railroad Engine #166 picks up from WP at Clear Creek Jct. on Monday through Friday. There are about 11 miles of Almanor Railroad track between Chester and Clear Creek Jct. Because of protracted winter, snow plow was still attached when picture was taken June 23!



West Local pulling out with Brakeman G. J. Cooper and D. J. Amos on rear platform. This Local switches on Monday, Wednesday, and Friday.

## SACRAMENTO STORE

A. E. Dabbs

We will miss three of our Sacramento store helpers who are on military leave. To them go our very best wishes, and the hope that we will be able to welcome them home soon. . . .

MIKE PERRAULT, who completed basic training at Fort Lewis, Wash., where he won the lightweight boxing championship for his division, and is now receiving jungle training at Fort Polk, Miss.

JIMMY CURRAN, now receiving his training.

PAUL ENSELE, now serving with the Army Ordnance Department in South Vietnam.

Our deepest sympathy to NINO PONCIONI and his family, and to RICHARD WOLF and his family, on the recent loss of their beloved mothers.

Purchasing Clerk HORACE LATONA enjoyed a week's vacation during the Labor Day period, and Billing Clerk LAVON ROBISON spent a week visiting friends, including a few nice days in San Francisco.

ELAINE ROUSE, filled in while Lavon was on vacation and in the general office at Sacramento, and also for Horace.

## WENDOVER-SALT LAKE CITY

Esther Witt, J. B. Price

We had several welcome visitors at the office since our last report. Retired Engineer CECIL G. TRUMBO and his three grandsons, returning to Salt Lake after a trip to Lehman Cave and a night in Ely, Nev.; Retired Engineer and Mrs. JAMES G. ALBERTSON who were callers at the home of T&T Line-man and Mrs. THOMAS M. SHEA; and

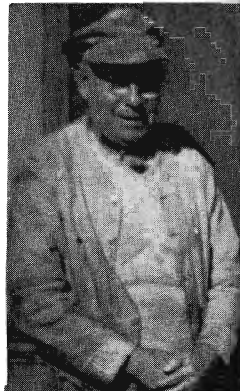
Switchman ELDEN H. WILLIAMS of Sacramento during his vacation.

Deepest sympathy is extended to Conductor and Mrs. ROBERT E. JONES on the death of Ida's mother, Mrs. Mary Ann Burningham on August 14; and to Conductor and Mrs. WALLACE BURNINGHAM, on the death of Wallace's father, John A. Burningham on July 26.

We're glad to have Engineer BEN F. KING back at work after many trips in and out of the hospital. His doctors are finally finding relief for Ben and we hope that good health will be his.

Switchman and Mrs. GERALD D. SHEPHERD and children Wendy, Randy, Ranae and Wayne journeyed to Springville on September 3 to join Gerald's parents, Mr. and Mrs. John D. Shepherd, in a family reunion. There must have been a great deal of reminiscing among the 42 relatives present!

A genuine born and bred Scot, immigrating to America while still in his teens just in time to be a soldier in World War I, was retired Mechanical Foreman ROBERT COLVIN. Bob went to work for WP in February, 1937, after working for the SP for some time. He was sent to Wendover as roundhouse foreman in 1943 where he remained until sickness forced him to retire on May 5. Bob smoked a pipe and many is the person he vexed while talking on the phone with his Scotch brogue and pipe clenched in his



teeth. We'll miss Bob, but as his health is slowly returning, all we can say is it is all for the best. He asked to say "Thanks!" to all who contributed to his monetary gift. We wish it could have been presented in person to a swell guy!

A warm welcome is extended to Mechanical Foreman and Mrs. GRANT J. MORGAN, and their children Candy, Sandy, Ricky, and Miss Julie who arrived on August 4. We hope their stay will be enjoyable.

## SAN FRANCISCO

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

Travel to far-off places was popular for several general office railroaders during the past two months. JOE WILIAMSON, passenger department, got away from it all during a trip to Mexico including, first, Puerta Vallarta and Taxco. Then up a small river by boat to the tiny village of Yellapa for a week's stay with a population of under

200. "There were no streets, but the food was great," said Joe, who dined on wild pig and turkey, and enjoyed ricea, a fresh made liquor brought in each day from the mountains. In addition to just relaxing, Joe came home with a fine collection of beautiful color slides quite different from usual scenes of Mexico.

ALTHEA BRIGGS, also passenger department, enjoyed a 10-day stay in the Hawaiian Islands which was, she said, as beautiful as she had expected, and she came home with an excellent tan for which the Islands are noted.

Similar experiences were had by RITA CONNOLLY, TOFC department, who greatly enjoyed her first visit to the Islands, and is ready to go again.

A nearly four-week trip to Mexico began in October for JOHN ROSSI, president's office, and his wife, CATHY, personnel department who, in addition to a camera will take along a tape recorder to pick up native color.

EVE VAN SKIKE left the employ of the WP S.F. Employees Federal Credit

When Power Coordinator Larry Contri (right) received his 40-year Service Pin in August he told Secretary Rose Rinaldi and Superintendent Ken Plummer "this will probably be my last one as I have just about three years to go before retirement. Then instead of chasin' engines like those in the picture Ken holds, I'm gonna start chasin' girls!"





When David Copenhagen director market development, received a 35-year pin in August witnesses, one for each of Dave's seven years with WP, were Fred Tegeler, VP-Finance, President Christy doing the honors, Walter Brunberg, VP-Marketing, E. L. VanDellen, VP-General Counsel, and Lee Michelson, general manager.

Union on August 31 after more than 10 years of loyal service, first as assistant treasurer and since 1963 as treasurer and general manager. Eight days later, Eve and husband, WALTER, treasury department, departed on a trip to the South Seas. Unfortunately for "Van" he will have to return home in four weeks and because of crossing the International Date Line will arrive in San Francisco three hours before he leaves Auckland on October 6! Eve will continue alone via Tasmania, Bangkok, the Philippines, Taiwan and Hong Kong, and will arrive home via Japan on December 4.

HELEN WILLIAMS retired September 1 after 26 years in the car records department. Helen was honored at dinner, and at a luncheon in the Sheraton-Palace's garden court. Another luncheon for Helen was enjoyed by "old timers" from the department at ELEANOR MADSEN's Hayward home.

Chief Special Agent WILLIAM F. BOEBERT received a letter dated September 5 from Mrs. Grace Thompson of Marcola, Ore., that her husband, TROY THOMPSON, was improving after

a severe heart attack. However, he took a turn for worse and, according to a Marcola newspaper, Troy died on September 5 at a local hospital at the age of 70. He was a former yardmaster at Winnemucca.

Chief PBX Operator KATHRYN JACKSON and Operator LOUISE LARSEN have been absent because of illness and it is hoped that they will soon be answering your calls.

Director of Passenger Sales R. J. CLELAND received a letter from Robert T. Engle, Manager World Headquarters, Toastmasters International, that MAX A. POTTER, chief-baggage and rate bureau, was awarded a Certificate of Merit for having successfully completed the Toastmasters International basic speech training program. On September 23 and 24, Max was very much in evidence in Golden Gate Park's Polo Field, helping to smoothly run the San Francisco Sheriff's Posse sixth annual benefit Horse Show. Max is well known in Marin County riding circles for his continuous helpful activities. Max's trick show horse Radar is always a popular feature in Bay Area shows.

## STOCKTON

Elaine Obenshain

2nd Lt. Terry N. Osterdock, son of Engineer and Mrs. JOHN OSTERDOCK, reported to Manheim, Germany, for a three-year tour with the 97th Signal Battalion, U.S. Army. His wife, Lee Ann, accompanied him.

A younger son of the Osterdocks, Airman 3/c Timothy J. Osterdock, recently graduated from the Air Force medical service specialist school at Sheppard AFB, Texas.

Navy Fireman John P. Rice, Jr., son of Engineer and Mrs. JOHN P. RICE, recently completed the operations and maintenance course for nuclear submarine auxiliary machinery at the Naval Submarine Base, New London, Conn. He has been assigned to the newest nuclear submarine, the *USS Whale*, which will be commissioned soon.

Switchman GARY L. COLUMBIA, son of Engineer and Mrs. M. L. COLUMBIA, was recently promoted to Marine Lance Corporal while serving with the First Motor Transport Battalion, First Marine Division, near Da Nang, Vietnam. Engineer Columbia reports having seen Gary on the Frank McGee Report on TV not too long ago.

Felix J. Martinez, Jr., CT-2, U.S. Navy, son of Roundhouse Clerk and Mrs. F. J. MARTINEZ, was honorably discharged in August after having served two years in Turkey and two years in Puerto Rico.

Conductor JAMES W. WOOD and wife, Kathleen, have returned from a vacation spent visiting her parents in London, England. They also visited Yarmouth, England, and Paris, France.

Conductor R. F. THORPE and family are in the process of moving from Winnemucca to Stockton, and we hope

they will enjoy their new home in Stockton.

Gary Rossiter, son of Clerk ETHEL ROSSITER, who spent the summer at Chiclayo, Peru, under the American Field Service Program, returned September 5. Gary reports a very interesting trip and is happy to be back in the U.S.

Congratulations to Car Department Laborer and Mrs. C. H. SMITH, whose first child, a son was born on September 13. Ethel and Larry Rossiter are the proud grandparents.

Adine Anne Wakefield, daughter of Engineer and Mrs. L. D. WAKEFIELD, and Robert Lester Gnekow, were married at Morris Chapel on June 24. Adine, a fourth generation Stocktonian, graduated from Stagg High School with honors and was in California Scholarship Federation, Nursing Club, and International Club. She has a majority degree in Job's Daughters Bethel 277. She has completed her third year as a nursing major at Chico State College and will resume



Mr. and Mrs. Robert L. Gnekow



her college studies in Stockton. The bridegroom is a fifth generation Californian, was graduated from Lodi High School, Delta College, and from Chico State in January. He served three years in the Army and is now employed by the San Joaquin Department of Public Assistance.

## OAKLAND

John V. Leland

Janis Preston, daughter of Oakland Sales Representative and Mrs. LEE PRESTON, has been installed as Hon-



ored Queen of Bethel No. 238, International Order of Job's Daughters, Walnut Creek, Janet is 16 and a senior at Pleasant Hill High School.

Switchman RAYMOND C. STITH closed out his long career with Western Pacific on September 1. Ray's 33-year service with our railroad began on July 28, 1934. As shown in the picture at top of next column, Terminal Trainmaster ANDY STENE (left) did the hon-



ors for "our gang" by passing on their best wishes to Ray for a long and happy retirement, with the hopes that he'll stop by and see us.

## ELKO

Henry Wallock

Army Warrant Officer WILLIAM J. THOMPSON, WP employee of Stockton, and son of retired Engineer and Mrs. WILLIAM THOMPSON of Elko, received the Air Medal in Vietnam on August 31, for combat aerial support of ground operations while serving with the 191st Assault Helicopter Company. Bill entered the Army in January 1966 and was stationed at Fort Rucker, Alabama, before arriving overseas last May. He is a graduate of Elko High School and attended Sierra College in Rocklin, Calif. His wife, Deborah, lives in Stockton.

Retired Road Foreman of Engines CLIFFORD H. FIELDS made the news in his home town of Gold Beach, Ore., when he hooked and landed a 32-pound chinook at the bell buoy on Au-

(Continued on Page 35)



# Dear Editor:

## John H. Crenshaw

I would like to report the passing of my husband, John H. Crenshaw, on June 28. He was a locomotive engineer for the Sacramento Northern for a number of years until illness forced his retirement in 1957.

Please continue to send me MILEPOSTS, if possible, as we both have enjoyed it through the years. Thank you.

Mrs. John H. Crenshaw  
9812-A San Antonio Avenue  
Southgate, Calif. 90280

\* \* \*

## Happy to oblige

Please change my address so that I will continue to receive MILEPOSTS. As a patron of WP I enjoy the magazine very much. It has been my pleasure to send quite a little business your way.

Lauren H. Dodds  
501 Forest Ave., Apt. 606  
Palo Alto, Calif. 94301

\* \* \*

## "Willing People"

I would like to express my appreciation to all "Willing People" who helped to make my trip on the *California Zephyr* between Sacramento and Keddie, August 18 and 22, so superb. Ev-

eryone from ticket agents to engineers to Zephyrettes did a commendable job in making my vacation a wonderful experience. Although many did their utmost to make my trip a pleasure, one porter, Mr. Payne, must be singled out for special recognition in public and personnel relations. Mr. Payne took complete charge of my baggage, summoned me with courtesy from the Vista Dome when my stop was approaching, and gave me friendly advice about various points of interest. His service has never been equalled on any railroad I've previously traveled. Certainly this trip was an experience I will long remember and I hope that it will be possible to take similar trips on this beautiful streamliner next summer and in years to come.

David E. Reed  
45 Starlit Circle  
Sacramento, Calif. 95831

\* \* \*

## "Youngster" on the go

Last month Mildred, my "gal," and I had a wonderful trip to Yellowstone National Park, through Montana to Seattle, down through the Big Trees and home. We intended to visit a retired engineer in Seattle, who worked most of his time at Winnemucca and

(Continued on Page 35)



## 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:

*Tom A. Alerich*, retired carman, Sacramento, May 1967.

*Joe Barton*, retired B&B Miner, Oroville, May 1967.

*James R. Bedford*, retired Sacramento Northern brakeman, Columbus, Ohio, June 1967.

*James E. Brady*, retired Oakland Terminal switchman, San Francisco, date unknown.

*John H. Crenshaw*, retired Sacramento Northern locomotive engineer, Southgate, Calif., June 1967.

*Alejandro Dominguez*, retired track laborer, Sacramento, July 1967.

*Hugh Edmonds*, retired conductor, Winnemucca, July 17.

*Amos W. Fuller*, retired locomotive engineer, Oroville, September 9.

*Thomas Gallagher*, retired B&B carpenter, Sacramento, August, 1967.

*Leonard F. Gartner*, retired general agent, Cincinnati, Ohio, June 7.

*Warren D. Hogarth*, Alameda Belt Line switchman, Alameda, June 25.

*Peter J. Lund*, retired conductor, July 5.

*Matto Matich*, retired carman, Oroville, August, 1967.

*Martin C. Moran*, retired Sacramento

Northern brakeman, San Francisco, August 1967.

*Sylvester B. O'Gar*, retired switchman, San Francisco, August 1.

*Norman J. Sanford*, retired B&B Carpenter, Las Vegas, Nev., April 1967.

*Don W. Segur*, retired conductor, Paradise, Calif., July 6.

*Keith C. Thomas*, dispatcher, August 23.

*Troy Thompson*, retired switchman, Winnemucca, September, 1967.

*Russell E. Timberman*, retired clerk, Stockton, June 1967.

*Frank E. Vaughn*, retired B&B foreman, Sacramento, May 31, 1967.

\* \* \*

### Charles N. Tackett

Charles N. Tackett, district sales manager at Spokane, Wash., died of a heart attack in his office on July 31, just a few days prior to his 64th birthday. He had been under a doctor's care and had planned for retirement later this year.



(Continued on Page 35)

Charley was born in St. Francis County, Ark., on August 11, 1903. He began his railroad career in California as a clerk for the Union Pacific in November, 1927. He entered Western

### Dear Editor: . . .

Elko, but he had a stroke the week before we arrived, lived two days, and passed away before we got to see him. The man, Frank Kanavan, leaves his wife, Beatrice, who will remain in Ret-sil, Wash., where they lived and he died—Box 686 for those who may wish to send a sympathy card. I called Jimmy Lynch as we came through Sacramento but he wasn't home. Next month we plan a trip by car to Niagara Falls and up into Ontario, Canada. Better do it now as I'll be 83 years running this November. When you see Lee Michelson say "hello" for me.

G. A. "Gus" Snowberger  
122 North Franklin Ave.  
San Gabriel, Calif.

### Charles N. Tackett . . .

Pacific's operating department two years later and transferred to the traffic (now marketing) department at Oakland in 1943. He was city freight agent at San Francisco in 1944 and went to Spokane on November 1, 1945 as traveling freight agent. He had been sales representative at Spokane since January 1, 1959 and was appointed district sales manager last April 1.

He was a past president of the Spokane Transportation Club, and held memberships in the Spokane City Club, Early Birds Breakfast Club, Athletic Round Table, and Elks Club. He was also a member of Lodge No. 564, F. & A. M., Oakland, Scottish Rite Bodies, and El Katif Temple A.A.O.N.-M.S., Spokane.

Surviving are his wife, Rosamond, and two daughters, Mrs. Avalon R. Young, and Mrs. Charlotte A. Gallo-way.

### Caboosing . . .

gust 8. (Editor's note: A picture in the paper is living proof; unfortunately it could not be reproduced in MILEPOSTS.)

Walter "Mike" Morton, son of Engineer and Mrs. GLENN MORTON, graduated from helicopter flight training school at Fort Rucker, Alabama, on June 30. His mother pinned on his warrant officer pin and his father pinned on his wings. After the graduation the family motored back to Elko so "Mike" could take another big step in life by taking Miss Valerie Fox, daughter of Mr. and Mrs. BERT FOX of Elko for his wife on July 8. A short



Mr. and Mrs. Mike Morton

honeymoon was spent in California, and upon return to Elko "Mike" had to report for duty flying helicopters in Vietnam. We wish the young couple much success and happiness with the hopes that "Mike" will soon return home again.

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Atlantic Coast Lines and Seaboard Air Lines railroads merged on July 1 to become the Seaboard Coast Line.

\* \* \*

Up from 44 per cent of total shipments during first half of 1966, railroads in first half this year hauled 2.4 million new motor vehicles, or 50 per cent of all vehicles shipped.

\* \* \*

Union Pacific introduces "Uni-Pac" passenger ticket covering both transportation and meals on City of Los Angeles and Challenger between Chicago, Omaha and Los Angeles.

\* \* \*

Illinois Central joined the third computer generation with August 7 opening of its \$15.5 million Mid-American Information Network (MAIN Central).

\* \* \*

Association of American Railroads report officially that railroad profits dropped to \$264 million in first six months of 1967, down 39% from comparable 1966 figure; second quarter downturn was 45% below 1966 figure of \$260 million.

\* \* \*

"Project Gasbuggy," a Union Pacific experiment in nuclear stimulation of a natural gas reservoir, will be detonated in New Mexico's San Juan basin in mid-October.