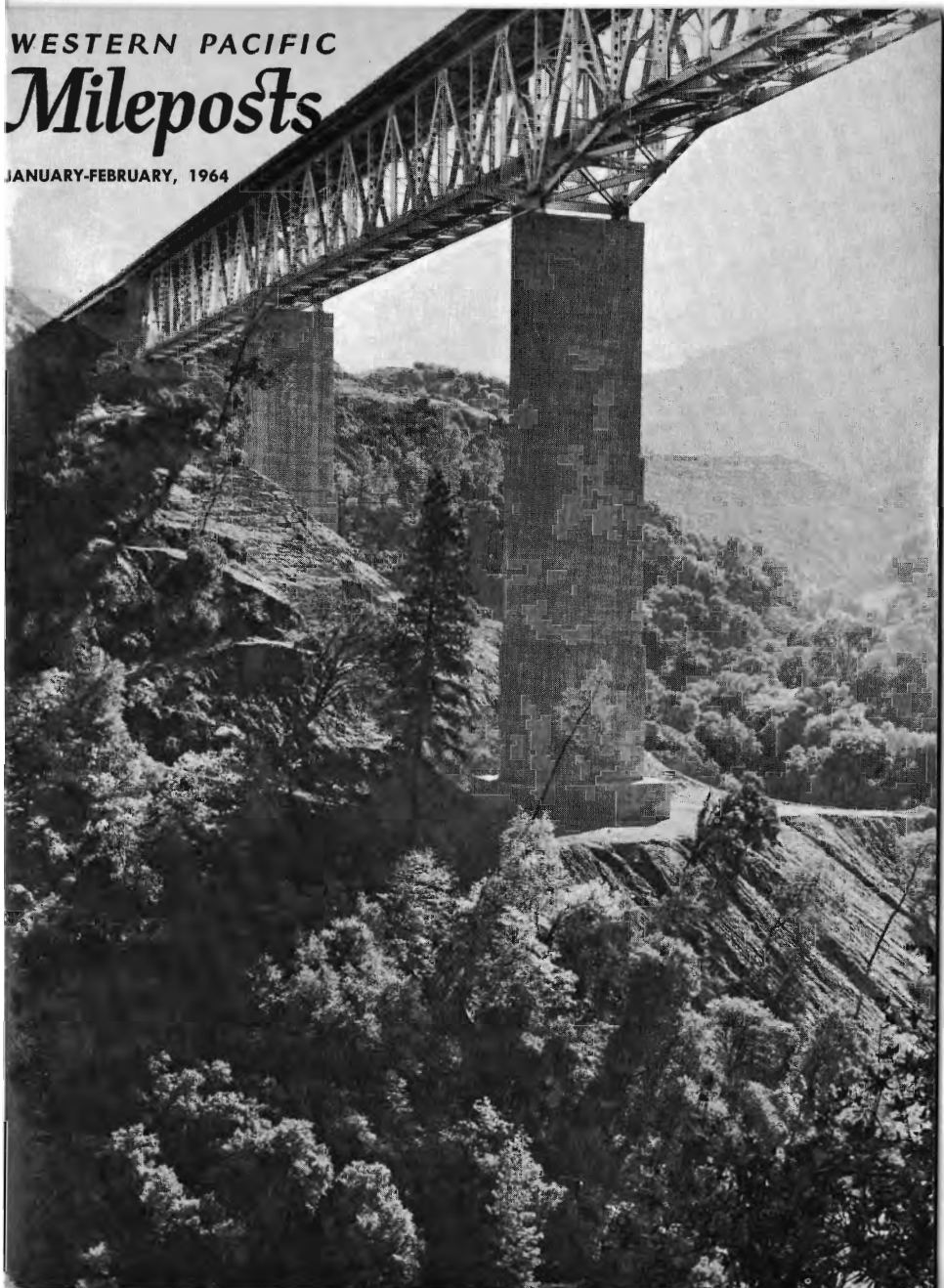


WESTERN PACIFIC
Mileposts

JANUARY-FEBRUARY, 1964



Mileposts

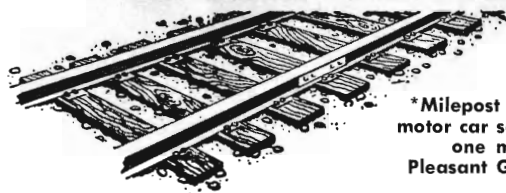
WESTERN PACIFIC

Volume XVI, No. 1

JANUARY-FEBRUARY, 1964

*Milepost No. 155

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. 155: A motor car set out about one mile west of Pleasant Grove, Calif.

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To All Western Pacific Railroaders:

THERE have been some conflicting reports appearing in the press recently related to a recent Western Pacific stockholders' vote and the action taken by Western Pacific's board of directors as a result of that vote. To bring you up to date, the facts are:

1. A special meeting of Western Pacific stockholders was held on January 17 and 18, 1964. Of the total 2,000,169 shares outstanding, 40.81% voted in favor of opposing Southern Pacific's application to control Western Pacific; 39.58% voted against supporting Santa Fe's application; 41.41% voted against supporting the Plan and Agreement of Reorganization with the Santa Fe. Excluding shares owned and voted by the Southern Pacific and Union Pacific in opposition to Santa Fe control of Western Pacific, 19.43% voted for and 20.06% against Santa Fe control, and 19.68% voted for and 21.89% voted against the Plan and Agreement.

2. While both the Southern Pacific and Union Pacific voted their stock at this meeting in opposition to Santa Fe control, neither the Great Northern nor the Santa Fe voted their stock; Great

Northern because the vote was advisory and their position in favor of Santa Fe and in opposition to Southern Pacific control was already a matter of record in proceedings before the Interstate Commerce Commission; Santa Fe because their stock is held in trust under an agreement prohibiting any vote on control matters. However, had these two railroads voted in accordance with their position taken in Control Case proceedings, the total vote would have been 77.18% of the total shares outstanding opposed to Southern Pacific's application; 54.69% would have favored the support of the Santa Fe's application to control Western Pacific; 48.4% would have voted in favor of supporting the Plan and Agreement of Reorganization.

3. On January 28 a special board of directors meeting voted to continue to support Santa Fe control, but to ask the Interstate Commerce Commission to decide the public interest portion of the Control Case first and then, if it found in favor of Santa Fe control, to consider the question of the proper exchange

(Continued on Page 4)

To All Western Pacific Railroaders . . .

(Continued from Page 3)

ratio in the light of up-to-date evidence concerning the relative values of the two stocks. The board of directors also voted to ask the Santa Fe to terminate the Plan and Agreement of Reorganization and Santa Fe has been so requested. The Plan and Agreement was originally entered into in order to make available to Western Pacific stockholders a better chance for a tax-free exchange of their shares, but requires a two-thirds majority vote of stockholders to become effective. The stockholder vote at the January 17 meeting indicated that majority vote would be unlikely.

4. Western Pacific filed its exceptions to the Examiner's proposed Report and Order, taking issue with the Examiner's finding that the Santa Fe offer to exchange one and one-quarter shares for each share of Western Pacific's stock "is in all respects fair and reasonable." This exception was taken because the Examiner's finding was based on evidence and testimony covering years prior to 1961. Western Pacific's position is that any finding concerning the fairness of the proposed exchange further should be based on up-to-date evidence, particularly in view of the Company's improved earnings and financial condition. The exceptions therefore included a request that the Interstate Commerce Commission first decide the public interest phase of the Santa Fe's application and then, in the event of approval of

Santa Fe control, reopen the record for the sole purpose of receiving up-to-date testimony and evidence concerning the relative value of the stocks of Western Pacific and Santa Fe.

Western Pacific continues to support the Santa Fe's application to control Western Pacific.

Sincerely,



About 50 acres of sugar beets stockpiled for shipment.

New industry for Nevada

THE magic of transforming arid acreage into crop producing farm lands was successfully accomplished last year in an area about 28 miles north of Gerlach. The new industry is sugar beets, brought to MILEPOSTS' attention by J. A. Forst, Western Pacific's agent at Gerlach, who took the accompanying pictures during November 1963. "We hope that this will be a continuing business for this area and that it will continue to grow," wrote Forst, "as it is surely a benefit to the community and to our railroad."

According to Spreckels Sugar Co. this was the first time a crop of this nature had ever been grown in the area. "The task of growing these beets in the raw desert ground, irrigating, thinning, cultivating and harvesting was almost herculean," commented J. M. Kendrick, the sugar company's assistant agricultural manager. "The growers, Frances MacKay and Leo and Aldo Mantelli, had to fight the weather, the ground, the distance to supporting suppliers, labor and insects in order to grow and harvest a marketable crop."

It was a project only for the strong-willed and the optimistic. Many unforeseen problems kept popping up when

least expected or desired.

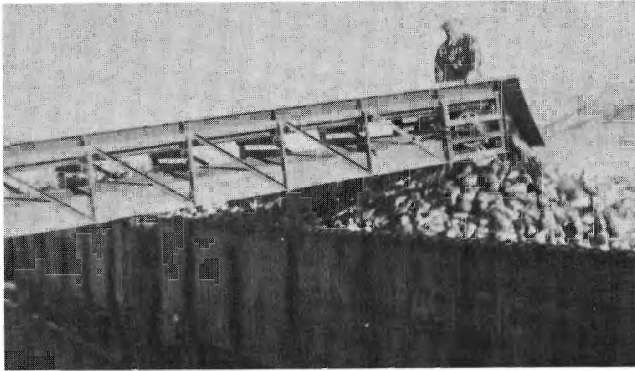
The project began when 1,200 acres were leveled, planed, and ridged up in 30-inch beds and fertilized ready for planting. Planting was started on April 25, 1963 and this operation continued until June 25. Water from deep wells, pumped by diesel power, was applied to germinate the seed and start the crop growing. Because most of this ground had never had anything but sage brush, and had but meager rainfall, it was extremely dry. It took a long time to soak the ground so moisture would hold longer than a day or two. This caused the first irrigation to go very slowly, and thus total crop emergence was much later than was desirable.

An invasion of flea beetles, a chewing insect, caused an intensive spray program to be initiated in order to save the crop. Rattlesnakes, numerous in the area, were attracted to the cool shade of the sugar beet top and were another unexpected hazard. Hand labor was minimized to thin the beets and remove the weeds which was taken care of by mechanical means.

The first load of beets came over the scale in Gerlach on November 8

(Continued on Page 6)

Grower MacKay watches loading of sugar beets into Western Pacific gondola.



New industry for Nevada . . . (Continued from Page 5)

and harvest was under way. The beets were stockpiled near the siding until the rain came to Manteca in mid-November at which time 1,800 tons of beets were piled. In order to keep Spreckels' Manteca factory operating, the beets were loaded directly into rail cars for Western Pacific shipment to Manteca. When the 1963 harvest ended on December 18, 132 cars had been shipped.

ACCORDING to Kendrick, beets are being grown in Nevada in the hope that Spreckels' factories might be operated on these beets at a time when local harvest is discontinued because of rain. Cool temperatures permit stockpiling of beets with relatively little deterioration and reasonably large quantities could be shipped from these piles when local beets are in scant supply or impossible to harvest.

The world sugar situation has only a small and indirect effect because Spreckels would attempt to produce the market the maximum sugar possible in

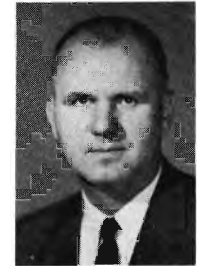
spite of world supplies. This does not touch on all the interrelationships of U.S., Cuba, and World sugars by any means, but Kendrick believes there would be a place for these Nevada beets under most circumstances provided the operation fits the pattern planned for it by Spreckels.

It is pretty much an economic consideration in that the sugar people might anticipate operating a factory during a period when it would otherwise be shut down, thus making more efficient use of a substantial investment.

Spreckels conclusions at the end of the first year at Gerlach are that it left something to be desired, both from their point of view and the growers'. It is felt that the next year could be better for both, and if in time beets are a profitable crop for the grower and if sufficient quantities can be shipped at the time of need to meet Spreckels objectives, a greater degree of permanency can be attached to the Nevada beet crop. It could be several seasons before this certainty.

As Agent Forst said, "the community and Western Pacific hope so, too!"

Christy succeeds Munson as chief operating officer



FOLLOWING the retirement of Harry C. Munson, operating vice president and general manager, February 29, Myron M. Christy assumed new duties as executive vice president and general manager for Western Pacific Railroad. Christy started working for Western Pacific as a traveling accountant in January, 1949 following his graduation from the University of Minnesota.

As executive vice president, Christy will continue to have general supervision over all administrative departments, but also as general manager will have executive supervision over all operating and maintenance matters formerly handled by the vice president and general manager.

During his first 15 years with Western Pacific after starting as traveling accountant, Christy was first promoted in May 1, 1949 to be auditor of payroll accounts. In August of that year he became assistant to general auditor. In October, 1950 he was assigned to the president's office handling a wide range of duties assigned by President F. B. Whitman. Among these duties were the responsibility for reorganization and supervision of the company's purchase and stores operations, the equipment replacement and acquisition program, the conduct of important contract negotiations and extensive participation in the activities involved in refinancing the company's general debt obligations.

In 1954, Christy was appointed assistant to the president and given the additional duty of organizing and heading up the company's newly formed research activities which involved the resolution of a wide variety of problems

aimed towards developing and improving Western Pacific's service for its customers. He was later appointed as assistant to vice president - operations, which afforded him a wide variety of experience in handling the complex activities and problems which reached the general manager's desk. In 1958, following the retirement of Superintendent G. W. Curtis, Christy was appointed superintendent of the western division with headquarters at Sacramento. He continued in that position until January, 1961 when he was made executive assistant to the president. He participated extensively in studies involving various operating conditions in connection with the control case and the negotiation of important joint track-age agreements with the Southern Pacific. Additionally, under the supervision of the president, he prepared a long-range plan involving the future of Western Pacific.

THE 46-year-old executive is a native of Seattle, Washington, where he attended the University of Washington. He later graduated from the University of Minnesota, receiving his BBA degree "with high distinction". He was the fifth WP officer to attend, in the Fall of 1955, the Advanced Management Program at the Harvard Graduate

(Continued on Page 8)

Christy succeeds Munson . . . (Continued from Page 7)

School of Business.

Prior to World War II Christy worked two years in the motor trucking industry and subsequently 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 nearly five years in both line and staff capacities including, as Lt. Colonel, chief transportation officer, Alaskan Theater of Operations. In that position he supervised all Army transportation activities in Alaska, including operations on the Alaska Railroad. He retired

from the Army Reserve Corps as Lt. Colonel, Transportation Corps.

Christy is an enthusiast in skiing, mountain climbing and deep-sea fishing. Occasionally he manages to work in a round of golf but he says—"my scores are not as dependable as Western Pacific's freights although when I'm out on the course it's nice to have the feeling that there are 18 clear aspects all the way 'round."

He presently lives in San Rafael with his wife, Mary, and two children, Susan, 16, and John, 15. His daughter, Susan, is presently in Johannesburg, South Africa, enjoying a year's attendance on a fellowship at Roedean School in that city.

Bill Powell new dining car manager

William J. Powell was appointed manager of Western Pacific's dining car services, effective January 1. Bill succeeds Harold G. Wyman who retired in December.

Western Pacific's dining car and hotel department is headquartered at 1407 Middle Harbor Road, near where the California Zephyr is serviced, cleaned and prepared for its daily run east. Some 100 employees are under Bill's supervision and the department operates on a 365-days-a-year schedule.

Bill was born and educated in Lowell, Massachusetts. He first worked for WP in September, 1952 as a crew dispatcher in the dining car department. Since that

time he has held positions including commissary buyer, supervisor of dining car passenger service, and was most recently assistant manager of the department.

"WP dining car employees take pride in the high quality of food and service which has helped to make the *California Zephyr* an exceptional train for 15 years. During those years," Bill recalls, "many passengers have told us how much they enjoy the train's buffet and dining cars and our unique dinner reservation system, services we intend to maintain."

He is an avid deer and duck hunter and presently is building a cabin in Amador County—"it's no palace," said Bill, "but it's going to be entirely adequate for my needs and I'm having a lot of fun watching it go up." Bill's home is at 3955 Magee Avenue, Oakland.



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:

John E. Asbury, blacksmith foreman, Sacramento, 45 years 1 month.

Frank P. Bravo, telegrapher, Stockton, 34 years 4 months.

Joe Bravo, extra gang laborer, Oakland, 15 years 2 months.

Harold F. Burnett, hostler helper, Oakland, 18 years 2 months.

John F. Cruikshank, waiter, Oakland, 8 years 3 months.

Reuben G. Dalton, supervising icing agent, Portola, 33 years 5 months.

George D. Duchardt, switchman, Stockton, 18 years 2 months.

Elizabeth G. Engel, secretary, San Francisco, 23 years.

Visente Espinoza, laborer, Sacramento Shops, 16 years 6 months.

Herbert H. Gillespie, sheet metal worker, Sacramento, 45 years 8 months.

Clarence C. Glidden, Oakland Terminal switchman, Oakland, 16 years 11 months.

Cayetano Gonzales, section laborer, Stockton, 24 years 5 months.

William D. Good, roundhouse foreman, Oakland, 35 years 10 months.

Homer I. Hall, brakeman, Portola, 26 years 2 months.

Gunnar Johnson, deckhand, San Francisco, 38 years 6 months.

Andreas G. Landeros, Sacramento Northern section laborer, Yuba City, 12 years 6 months

Ralph W. Landon, brakeman, Oakland, 26 years 10 months.

Aliene C. Lee, clerk, San Francisco, 40 years.

Donald McDonald, division lineman, Oroville, 25 years 5 months.

Albert R. Moseley, hostler helper, Oroville, 43 years 3 months.

William J. Nixon, machinist helper, Portola, 18 years 3 months.

Loyal A. Potter, clerk, Stockton, 19 years 3 months.

Alfred L. Rey, store laborer, Sacramento, 10 years.

Arthur E. Roke, yard clerk, Oakland, 39 years 1 month.

Amos O. Royce, car inspector, Stockton, 14 years 1 month.

Norman J. Sanford, B&B carpenter, Pleasant Grove, 10 years 5 months.

John L. Studebaker, draftsman, San Francisco, 13 years 7 months.

Warren I. Tillery, locomotive engineer, Stockton, 35 years 3 months.

John K. Vorisbis, Central California Traction Co. section foreman, Lodi, 24 years.

Alva E. Williams, locomotive engineer, Elko, 45 years.

George F. Williams, locomotive engineer, Stockton, 35 years 2 months.

Gilberto Yberra, hostler helper, Stockton, 18 years.



H. C. Munson retires

HARRY C. MUNSON, vice president and general manager for Western Pacific Railroad, will retire February 29. His 40-year railroad career includes more than 25 years with the Chicago, Milwaukee, St. Paul & Pacific, and over 15 years with Western Pacific.

Born in Oslo, Norway on June 25, 1901, Munson came to this country at an early age. He attended public schools in Muskegon, Michigan, and graduated from Muskegon High School in 1919. After receiving his degree in civil engineering at the University of Iowa in June of 1923, he entered the Milwaukee's engineering department as a rodman. After some eight years of engineering work he was assigned to the operating department as trainmaster on the Kansas City division at Ottumwa, Iowa. He later became assistant superintendent, superintendent, general superintendent and on June 1, 1946, assistant general manager (at Chicago) of lines east of the Missouri River.

Munson left Milwaukee Road to become assistant vice president-operations for Western Pacific in November 1948. He was appointed vice president and general manager in January 1949, and became, also, a member of WP's board of directors on June 1, 1950.

He was the first of 10 Western Pacific officers to attend, in the Fall of 1951, the Advanced Management Pro-

gram at Harvard University's Graduate School of Business Administration.

During the latter part of 1953, Munson made a tour of the Alaska Railroad with a committee of three appointed by Secretary of the Interior Douglas R. McKay. The party went over that railroad reviewing its overall operations including floating. As a result, recommendations were made for improvement in economy and performance in maintenance, operation and traffic on the railroad which were incorporated in the official report turned over to Secretary McKay.

DURING the more than 15 years spent on the Western Pacific, he saw the completion of its diesel locomotive program (1953) and installation of the modern Traffic Control System of signals; relaying of all its many miles of light rail with a heavy section; the welding of much of the latter into long jointless lengths; extensive re-ballasting programs; the beginning of fast freight train schedules; elimination of, or concrete lining of many of its 54 tunnels; the building of the new 23 miles of line in the Sierra Nevada with abandonment of the 27 miles via the old route; mechanization of maintenance of way activities; elimination or modernization of locomotive terminals; expanded industrial development; elimination of

(Continued on Page 11)

H. C. Munson retires . . . (Continued from Page 10)

money-losing passenger trains and inauguration, in 1949, of the *California Zephyr*; improved working conditions; replacement of freight car fleet to extend average age of WP freight cars now among very lowest; placing into effect, or pending, joint operating agreements with other rail carriers wherein one uses existing facilities (including main tracks) of the other at much reduced costs, and improved service. (Almost 50% of WP's main track Oakland to Salt Lake City is, or will be, used by other carriers).

As a result of such a long range continuing program favorable statistics are produced which in turn bring about a favorable net income.

Munson served four years as a director for the San Francisco Chamber of Commerce, and holds memberships in the American Association of Railroad Superintendents, American Railway Engineering Association, the Newcomen Society, Commonwealth, California Golf

Club, Big Ten, Tau Beta Pi, and Sigma Xi.

Munson married Ruth Evelyn Domer in July, 1928 and they have three children. Harry Carl, Jr., 33, a graduate of Stanford University, married Gladys Cacy in 1961, and they live in Kirkland, Washington. He is employed by Boeing Company. Marilyn Jeanne, 31, married Richard Ross, a classmate at Colorado University, in 1954. They live in Sterling, Colorado where he is in law practice. Marjo Judith, 24, married Harry Cuddy, a former classmate at San Jose State College, in November 1963. He is employed with Wells Fargo Bank at Palo Alto. The Ross's have two sons, one three years of age, the other two months.

Mr. and Mrs. Munson live at 1366 Forest Avenue, Palo Alto. His future plans include some time for temporary outside assignments on rail transportation, attending WP board meetings, some travel, and his interest in all outdoor sports, particularly fishing and trying to return his present 13-stroke golf handicap to his recent 10.



306 former associates and friends attended Harry Munson's retirement party in San Francisco on February 7. Photo shows the honored guest receiving a Retirement Certificate from his successor, M. M. Christy, as Mrs. Munson looks on. At right is Ken Plummer, Jr. who did a masterful performance as MC for the party.

MILEPOSTS



IN GOLD

MILEPOSTS congratulates the following railroaders who are eligible for Service Pin Awards during the months of January and February, 1964:

45-YEAR PIN		
Gerald W. McCauley.....	Chief Clerk.....	Stockton
40-YEAR PIN		
Frank R. Boulware.....	Conductor.....	Eastern Division
35-YEAR PINS		
George J. Benedict.....	Car Foreman.....	Stockton
Royal W. Bingham.....	Section Foreman.....	Eastern Division
Walter E. Moss.....	Conductor.....	Western Division
Jose Quintero.....	Hostler Helper.....	Elko
Edward S. Walshley.....	Machinist.....	Sacramento
30-YEAR PIN		
Raymond A. Retallic.....	Machinist.....	Sacramento
25-YEAR PINS		
Leslie H. Clapham.....	Diesel Shop Foreman.....	Sacramento
David D. Davies.....	Blacksmith Helper.....	Sacramento
Frank G. Lindee.....	District Sales Manager.....	Modesto
Eugene L. Nielson.....	Conductor.....	Eastern Division
Sidney H. Retallic.....	Machinist.....	Sacramento
George J. Welch.....	Asst. Auditor of Revenues.....	San Francisco
20-YEAR PINS		
Edith Bare.....	Government Clerk.....	San Francisco
Louis E. Carson.....	Clerk.....	San Francisco
S. Ferd Dorius.....	Business Manager, Medical Dept.....	San Francisco
Nettie E. Gilbert.....	Laborer.....	Oroville
Levi L. Joseph, Jr.....	Marine Fireman.....	Oakland
Lido J. Libro.....	Electrician.....	Elko
Jacqueline M. Redant.....	Stenographer-Clerk.....	Elko
Clarence E. Rowe.....	Roundhouse Clerk.....	Portola
Leslie D. Rowland.....	Fireman.....	Western Division
Everett C. Schwartz.....	Carman.....	Sacramento
Herbert H. Singh.....	Clerk.....	San Jose
Elsie Stevens.....	Dining Car & Hotel Clerk.....	San Francisco
Albert B. Townsend.....	Conductor.....	Western Division
Dixie M. Wingfield.....	Fireman.....	Eastern Division
Esther A. Witt.....	Yard Clerk and MILEPOSTS Correspondent.....	Wendover
15-YEAR PINS		
Iby B. Bear.....	Section Laborer.....	Eastern Division
Buddy L. Burris.....	Switchman.....	Western Division
Myron M. Christy.....	Executive Asst. to President.....	San Francisco
Richard A. Groves.....	Sales Representative.....	Salt Lake City
Robert F. Johnson.....	Sales Representative.....	Milwaukee
Owen C. Lewis.....	CTC Maintainer.....	Sacramento
Thomas L. Mooney.....	Carman.....	Oakland
John L. Rainer.....	Paint Gang Foreman.....	Western Division
Ida B. Royal.....	Comptometer Operator.....	San Francisco
George W. Vichich.....	Clerk.....	San Francisco
Efford L. Wall.....	Asst. Signal Supervisor.....	Winnemucca
Frank R. Woolford.....	Chief Engineer.....	San Francisco
10-YEAR PINS		
A. W. Decamp.....	Tunnel Miner.....	Western Division
Willie Freeman.....	Clerk.....	Elko
Clarence H. Koester.....	Carman.....	Oakland
W. M. Lake.....	Division Lineman.....	Keddie
A. E. McNally.....	Clerk.....	Oroville
N. J. Sanford.....	Bridge & Building Carpenter.....	Western Division



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:

Edward Allen, retired section laborer, November 5.

John N. Brat, retired Sacramento Northern watchman, November 5.

Frederick Carney, retired telegrapher, November 10.

John P. Connelly, retired roadmaster, December 22.

David H. Coons, retired water service foreman, January 6.

Albert R. Curzwiler, retired marine engineer, November 4.

Lovelder Draper, retired waiter in charge, October 29.

Edgar Flood, retired conductor, January 2.

Lloyd J. Hughes, retired switchman, January 16.

Tomas Lopez, retired laborer, June 25, 1963.

George A. Mix, retired passenger representative, December 9.

Emmet J. Murphy, retired Sacramento Northern general foreman, October 31.

Tony Nemes, retired carman, date not given.

William J. O'Neill, retired superintendent of motive power, November 11.

Frank Pickett, retired carpenter, September 1963.

George A. Pullen, retired agent-telegrapher, December 11.

Paul W. Russell, locomotive engineer, December 25.

George Sharp, retired brakeman, October 31.

Costerroma Steel, chair car porter, November 8.

Merle W. Swezey, retired ditcher engineer, November 25.

A Short Story About Blood

A Western Pacific employee was very, very ill in a hospital. An army was assembled consisting of surgeons, anesthetists, nurses, pathologists, and laboratory technicians. The battle was won and the patient lived. But wait! A big part of this story is missing—the blood transfusions. This blood came from the only factory in existence, the human body. It was contributed by those willing to spend a little time and effort to help save another's life. The hero of this story could have been you—a blood donor.

Many of you have contributed blood in the past and, because your Medical Department has exhausted its blood reserves and is buying and borrowing blood to meet current heavy demands, blood drives are being organized in Sacramento and San Francisco. Your Medical Department will circulate notices of these drives soon and your participation is urgently requested.

In this way you can help to write a happy ending to the next story.

Gilbert H. Kneiss

Funeral services for Gilbert H. Kneiss, assistant to president, were held on February 4 at Berkeley Hills Chapel, Berkeley following his untimely death on February 2 at the age of 64.

As director of Western Pacific's public relations and advertising for most of the 15 years he had been with the railroad, he was successful in gaining national recognition for the company on several occasions.

Among the more prominent accomplishments, the first two occurred in 1949 shortly after he became an employee on January 1. In March he supervised the dedication and inaugural run of the first eastbound *California Zephyr* from Oakland to Chicago which, during the week before, had been christened by Hollywood's charming actress Eleanor Parker. In June of that year he arranged for, conducted the construction of, and supervised the operation of a one-mile track for the operation of a San Francisco cable car around WP's exhibit during the second year of the Chicago Railroad Fair.

Possibly his most successful publicity for the railroad occurred during World War II years, when Kneiss transferred a Western Pacific business car into service as a blood bank car honoring Charles O. Sweetwood of Elko, the first WP employee to lose his life as a member of WWII armed forces. When the car was decommissioned by the American Red Cross in November 1953 it had traveled more than 28,000 miles over 11 different railroads in four western states, and had collected more than 25,000 pints of blood. A seven-foot

model of the car, the nation's first railroad blood procurement car, became a part of the American National Red Cross Museum in Washington, D. C. on November 24, 1952.

Gil brought the *California Zephyr* into world-wide attention in February 1954 when he arranged to have the streamliner filmed in the Feather River Canyon for "Cinerama Holiday" which was shown in many parts of the world.

Other prominent accomplishments under his supervision included the operation of 15 consecutive "Circus Trains" which carried thousands of Nevada children to the Shrine Circus at Reno; six annual "Cariboo Country Specials," the original one being the first complete train from this country ever to run across the Canadian border and into British Columbia; and several special trains which brought thousands of Sacramento Valley area children to several "Cinerama" shows at the Orpheum Theater in San Francisco.

During Gil's service with Western Pacific he also served as a director of the Public Relations Society of America; as a past president of the San Francisco chapter; and as a past president of the Railroad Public Relations Association. He was general committee member for PRSA's 16th national conference held in San Francisco last November, for which his wife, Emily, was chairman of the board of governors for the Public Relations Round Table of San Francisco, and for many years was a member of the Association of American Railroads' pub-

(Continued on Page 15)



Gilbert H. Kneiss . . . (Continued from Page 14)

lic relations advisory committee.

As an author, his "Bonanza Railroads" (1946) and "Redwood Railways" (1957) are still popular sellers after several editions, and his history of the first 50 years of Western Pacific has been widely circulated as a special feature article in MILEPOSTS (March 1953). His friend and publisher, Morgan North, Berkeley publishing house of Howell-North Books, said: "More than any other person, he was responsible for setting off the chain reaction of interest in Western railroading and its folklore." He was also author of many magazine articles on railroading and Western history, and was instrumental in tracking down and obtaining historic engines and rolling stock, including three of San Francisco's original cable cars. On February 1 he was to have become curator for the proposed San Francisco Maritime Museum on which he had devoted much of his personal time and efforts for several years. Proposals are under consideration to have the Railroad Section of the San Francisco Maritime Museum in Aquatic Park named in his honor.

Kneiss was a member of numerous museum and historical groups, and was one of the founders of the Pacific Coast Chapter of the Railway and Locomotive Historical Society. He was chairman of the chapter for about 12 years, and was vice president of the national chapter. He is a long standing member of the San Francisco Press Club and the Cordones Club of Berkeley.

Gilbert H. Kneiss was born in San Francisco on August 28, 1899, the son of Karl E. and Frances R. (Gilbert) Kneiss. He married Emily Rayburn on February 12, 1920, who plans to con-

tinue his activities in the proposed Maritime Museum.

He was educated at the University of California and received his B.S. in civil engineering with honors at the University of Nevada.

During the years 1938-1940 Gil was technical director for the New York World's Fair "Railroads on Parade" and the San Francisco International Exposition's "Cavalcade of America." He joined Western Pacific on January 1, 1949 as assistant to president-public relations, following service during the early part of World War II as district manager for both the War Production Board and later the Civilian Production Administration.

His home was at 18 Forest Lane, Berkeley, and survivors include his wife, Emily, a daughter Gloria Kneiss Lord of Orinda, and two grandchildren, Cathleen and Janet.

Latest RRB Report on WP annuitants

About 1,500 men and women whose last railroad service was with the Western Pacific were receiving employee annuities from the Railroad Retirement Board at the end of 1962 the Board reported recently.

Their annuities averaged \$125. Some 490 of these employees had spouses who were also receiving \$53 monthly on the average.

During 1962, 160 former WP employees were added to the Board's retirement rolls with annuities averaging \$133.

The Board also reported that some 43,900 employees of the Nation's railroads retired during the year on annuities averaging \$143 a month. Of this number, 77 percent retired because of old age, and 23 percent because of disability.

'Rambling' around at 80

Just to let you know that we enjoy reading MILEPOSTS. I'm a retired switchman (11 years) from Oakland and San Jose, and will be 80 years old this June.

Just purchased a new Rambler 440—automatic transmission and bucket seats. I'm getting ready for more "rambling" next Spring.

With lots of luck to you and your family.

Charles G. Howeth
113 Brown Street
Vacaville, California

* * *

John P. Connelly

The family of the late John P. Connelly, retired roadmaster, wishes to thank all his wonderful friends for their expression of sympathy.

Mrs. J. P. Connelly
3641 Brookdale Boulevard
Castro Valley, California

* * *

George C. Pullen

Will you please notify the Western Pacific employees of the death of George A. Pullen in Sacramento on December 11, 1963.

He was the beloved husband of the late Bessie C. Pullen, loving father of Ralph A. Pullen, Virginia E. Dowdin, and the late George I. Pullen all of Sacramento, and loving grandfather of Arthur LeRoy Dowdin, Jr., of Sacramento.

My father was a native of Illinois and worked on the Western Pacific as agent and telegrapher for 31 years, starting on May 1, 1910. He was agent at Thornton, California at the time of his retirement 22 years ago.

Mrs. Virginia Dowdin
3118 - S Street
Sacramento, California



Dear Editor:

Elwood L. Percell

Mrs. Ed Percell wrote me and asked if I would notify MILEPOSTS of the death of her husband, Elwood L. Percell, at their home in Huntington Park, California on December 20. He had been out of service for several years because of poor health. He died suddenly of a heart attack.

He left his wife, Lucille, no children, and a brother that I know of. He worked out of Elko, Winnemucca and Portola as brakeman and conductor. He was a native of Illinois. During his illness it was necessary to amputate one of his legs which prevented him from getting around and he spent a lot of time watching sports events on his television set. He was a veteran of World War I.

Gus A. Snowberger
122 North Franklin Avenue
San Gabriel, California

* * *

Old passes appreciated

Your article (Old passes wanted, September-October 1962 MILEPOSTS) brought forth over a hundred letters enclosing old passes from all over the country. Many of the letters are very interesting and contained interesting data of a historical nature and we are saving them all.

Of the 35 railroads contacted only had one rejection. At this time the Santa Fe is the only railroad from which we have

an unbroken line of old annuals beginning in 1872 and including 1962, a 90-year period. Next in line is Missouri Pacific, then L&N and N&W.

Up to this time the pass issued by NY&E in 1854 to A. W. Andrews, and signed by Charles Minot, general superintendent, is the most historical one. In September 21, 1951 the Erie held a celebration at Harriman, N. Y. and erected a monument regarding this said Mr. Charles Minot who sent the first Morse Telegraphic Train Order ever issued in the world. Public libraries have the book "Men of Erie" by Ed Hungerford which goes into great detail about Mr. Minot who must have been quite a character back in those early days of railroading.

Jack B. Welles
502 Elm Avenue
Long Beach 12, California

* * *

Merry Christmas from Greece

Just a line to wish you and Oakland WP employees a Merry Christmas and a Happy New Year from one early day railroader (1910-1955).

I understand you publish a WP magazine. Please send me a MILEPOSTS if you can to "old time"—

Gust J. Karras
General Delivery
Kranidion, Greece

It pays to advertise

Word certainly gets around about Western Pacific's popular tour trains. Proof of this fact is the receipt in January of a clipping of a magazine ad referring to our 19-day "Land of Mark Twain" rail-and-river cruise aboard the California Zephyr and SS Delta Queen, attached to a letter asking for additional information. The clipped ad was from a Sunset Magazine over a year old and the letter was from a Miss Anna von Ness, Rosekuddet, Fagernes, Valdres, Norway! She will receive this year's tour folder as soon as it is available and, who knows, perhaps she'll be aboard!

Frank Rauwolf
Manager, Tour Services
San Francisco

* * *

Gilbert H. Kneiss

I would be most grateful if you would express my very deep appreciation for the many expressions of sympathy extended to me in my bereavement by my beloved husband's many Western Pacific associates. It is most comforting to know of the kind thoughts so many had for Gilbert. He was devoted to railroading both by vocation and avocation and Western Pacific was always uppermost in his heart.

I am also most grateful to those of his former associates who have expressed to me a wish that the railroad section planned for the San Francisco Maritime Museum be named in the memory of Gilbert H. Kneiss. It is my sincere hope that this can be accomplished.

Mrs. Emily R. Kneiss
18 Forest Lane
Berkeley, California

(Continued on Page 18)

Dear Editor: . . .

(Continued from Page 17)

Thanks to many!

A little over two years ago a Western Pacific "task force" was created to work on Project O—the Oroville Dam and other related construction projects in the Oroville area. I was the on-ground member of that task force.

This "new" approach has provided rewarding benefits to the Western Pacific and the various contractors involved. These benefits were achieved because personnel in all departments united in the application of our marketing concept. This cooperative effort resulted in the successful production of our principal commodity—Service!

Because of my direct contact with the contractors I receive the pat on the back, or the thank you, when a task has been successfully completed. However, the pats and the thanks also belong to many others. To those who directly or indirectly help provide the tools to get the job done, a warm thank you for your kind cooperation.

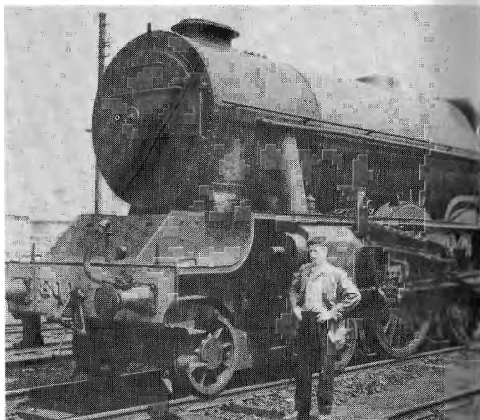
Robert L. Runge
District Sales Manager
Sacramento.

* * *

A friend in Ireland

It is most necessary that I write you at this period, the 10th Anniversary of my relationship with you and Western Pacific MILEPOSTS. We exchanged some nice letters in that time and my knowledge of California and your railroad is greater as a result of MILEPOSTS.

In May, 1961, Maureen and I got married. We honeymooned in Belgium and London and had a great time. In July, 1961 I transferred from Wagon and Coach Supply Store to Stationery



Above: Self portrait of Ben Byrne with retired locomotive No. 800 "Meadbe," Class B.L.A. 4-6-0, built in Ireland in 1939. Below: Diesel locomotive No. B-129, 960 h.p., built by General Motors in 1960. Passenger train is at Malabride on Belfast-Dublin line of which 15 of this type are in service.



Store and am still there. In April, 1962 a baby girl born into the Byrne family and we had her christened Edna Mary. Blonde and blue eyes. My dear mother passed away on December 29, 1962 from a heart attack and I lost a great friend. She was a fine example of human

(Continued on Page 19)

Dear Editor: . . .

(Continued from Page 18)

nature and I would not go wrong by following many of her ways.

In August, 1963, Maureen gave birth to a baby boy. We call him Donald Patrick. He is a fine young man and gives us no trouble.

Last year I began the beginning of an electric model railway. It is a double "0" gauge and the railway is expanding rapidly.

By the way, we have no steam working on our system now—all diesel power (hydraulic and electric).

Thanks for your interest and with hopes for another 10 years!

Bernard C. Byrne
11 Mountjoy Square
Dublin 1, Ireland

* * *

Another friend in England

I don't believe I have ever received a Western Pacific wall calendar and I was wondering whether you would send me a 1964 calendar or a pocket calendar if you issue them. (Editor's note: WP issues no calendars.)

Thanks to MILEPOSTS I am kept pretty well in touch with Western Pa-

"This is the kind of day I'd just like to sit in front of television and not wake up until tomorrow."

Even when a motion picture on a coast-to-coast plane is bad no one ever walks out!

The quickest way to get a doctor these days is to turn on the TV set.

When you are sitting on top of the world give a thought occasionally to the ones who are carrying it on their shoulders.

cific. I am pleased to hear that Santa Fe and not Southern Pacific got control of Western Pacific. (Editor's note: Not yet—see Pages 3 and 4). After all the cuts in equipment and services on SP just imagine what Donald Russell would have done to WP, and the *California Zephyr* for a start? With Santa Fe in control things should improve quite a lot. They don't call them "America's go ahead railroad" for nothing.

It has been a pleasure writing these few lines.

The compliments of the Season to you and family!

Peter R. Green
15 Sonderburg Road
Holloway, N. 7
London, England

Revised booklet on Railroad Retirement Act

A booklet answering questions most often asked by railroad employees and members of their families about benefits payable under the Railroad Retirement Act is now on sale by the Superintendent of Documents. In announcing the revised edition of the booklet "Questions and Answers on the Railroad Retirement Act," the Railroad Retirement Board stated that it is based on the law as amended through December 1963.

A wide range of topics are covered in the booklet such as coverage under the Act, eligibility requirements, calculation of benefits, and duration and suspension of benefits. Also discussed are questions relating to the financing of the railroad retirement system, how to apply for benefits, and appeals procedures.

Copies may be purchased from the Superintendent of Documents, U. S. Government Printing Office, Washington 5, D. C. for 45 cents each.



Caboosing

(Editor's note: MILEPOSTS welcomes DON J. LANDGRAF, new correspondent for our Chicago office. Following two years' service in the U. S. Navy during World War II, Don entered Shurtleff College, Alton, Illinois in 1946 and then transferred to St. Louis University in 1947. His first Western Pacific service was as a clerk in the St. Louis office in November, 1956. He was transferred to Cincinnati as chief clerk in June, 1957, went to Cleveland as sales representative in December, 1959, and has been chief clerk in the Chicago office since May, 1963.)

CHICAGO

Don J. Landgraf

The past Holiday season, ROSE LUPE, passenger clerk, again set up our WP train display. However, Rose had to be cautioned about exceeding our speed restrictions following several derailments, one of which left the engine in the timetable rack!

MARGARET TUNNEY, receptionist, will become a June bride this year when she marries Bob Noetzel. DON LANDGRAF, FRED SWEENEY, and big GENE SCHMITTGENS have announced they will begin a fast the early part of May to better prepare themselves for Margaret's reception. A rumor persists that Mr. Noetzel has eliminated three names from the invitation list.

JAKE EPHRAIM, sales representative, and family recently spent two weeks in Florida. Jake returned with a beautiful

tan and empty pockets, as evidenced by his hesitancy to pay the tab after a coffee break.

Sales Representatives GEORGE SCHROEDER and DICK HAGEN, voiced their annual appeal to have their territories extended South 300 miles or more as the Chicago area weather has again caused an early demise to their golf games.

Two new faces are in the Chicago office since our last report: KEN RANK, general sales manager, by way of Chicago-Detroit-San Francisco-New York; and KATHRYN MARLAS, chief rate clerk, by way of Fox Business College, Chicago.

WINNEMUCCA

Ruth G. Smith

Miss Linda Wilton and Fireman GARY HOXSEY were married here on November 30. The new Mrs. Hoxsey is the daughter of Major and Mrs. Joseph Wilton of the Winnemucca Radar Base. Gary is the son of Conductor and Mrs. WILLIAM A. HOXSEY of Winnemucca.

Brakeman and Mrs. RALPH MOORE are the parents of a daughter born December 3 at Humboldt General Hospital. The baby, named Janna Lee, is the second child in the family.

Joe L. Sutton, son of Motor Car Repairman EDGAR G. SUTTON, has been promoted to technical sergeant in the Air Force. Formerly assigned to Homestead Air Force Base in Florida, Sgt. Sutton has been transferred to Colorado

Springs, Colorado as an air police flight commander.

Track Supervisor GEORGE WRIGHT has been transferred to Portola. MIKE MOUDY has taken over as track supervisor here.

Katherine Coleen McMahon, daughter of Track Supervisor and Mrs. H. A. McMAHON of Salt Lake City, was married December 14 to Lawrence Patrick Frankoski of Reno.

VERNA YEAGER will relieve this correspondent as roundhouse clerk while I am on leave. Cashier HENRY MENTABERRY will assist her as MILEPOSTS correspondent. The Smiths are going south again this year to Bullhead City, Arizona on the Colorado River.

OROVILLE

Helen R. Small

The St. Thomas Catholic Church was the setting for the double ring wedding of Linda Louise Brandt and Thomas James Higgins. The bride is the daughter of Carman and Mrs. CLARENCE R.



Mr. and Mrs. Thomas J. Higgins

BRANDT. The newlyweds were honored at a reception in the church hall. After a week in Carmel the couple plan to make their home in Carmichael.

Born to A. W. Mattos and wife (Patty Dudley) a son, Timothy Shawn, on November 22. Carman and Mrs. JACK DUDLEY are the proud grandparents.

Friends will be glad to know that Roadmaster R. J. MOUNKES' wife was able to come home from the hospital for Christmas. She had been hospitalized for many weeks following surgery and serious illness, and is now improving slowly.

Shovel Operator MERLE W. SWEZEY died November 25. He is survived by his wife, Elsie; daughter, Beverly Caborn; and son, Merle W., Jr. of Oroville; also, several grandchildren and two brothers of Oroville.

Mrs. Florence Pigg, widow of former employee WOODFORD "BILL" PIGG, died at her home in Plano, Illinois on December 29.

The Oroville WP Employees Federal Credit Union declared a 5% dividend to members for the year 1963. The annual meeting was announced for January 31.

Congratulations to W. F. Stevens on his promotion to position of diesel terminal foreman at Oroville. "Steve" was born August 31, 1911 in Chicago. After completing a correspondence course in banking, finance, and business law, and in 1936 a course in diesel engineering, he installed and maintained the diesel electric power plant for Basin Mining Company. He came to Oroville in 1937 to handle the first diesel equipment for Butte County Roads Department and in 1939 opened his own auto parts shop here. He joined Halls-Scott Motor Company in Berkeley in 1941, building and



W. F. Stevens

testing engines for the British Fair Mile, a heavily armed patrol boat. While there he met a British engineer, Reid Railton and worked with him in designing the Railton Red Lion which set land speed records in the Salt Lake beds. He returned to Oroville in 1944 and became a machinist for Western Pacific. He was promoted to roundhouse foreman in 1947 at which time he went to Oakland to maintain *California Zephyr* equipment. In 1950 this work was transferred to Oroville and "Steve" returned here and received his latest promotion in December 1963.

He is married, has three daughters: Mrs. Pat Rossaur of Chico; Joyce, employed by P.I.E. in Oakland, and Janis Lynn, age 9, at home. One granddaughter, Lisa Rossaur, is two years old. "Steve" enjoys fishing and gardening.

One way to stop getting parking tickets is to remove your windshield wipers.

NEW YORK CITY

James B. Hansen

Starting the New Year with Western Pacific at New York are MARY ELLEN MOYNIHAN, secretary to Sales Manager W. M. WORKMAN, and KAREN O'DONNELL, who handles the teletype machine among other duties.

New York enjoyed a very "White Christmas," but Senior Sales Representative JOE MASON missed the Winter Wonderland. Joe was getting his annual sun tan on the sunny beaches at Miami, Florida.

Big doings in our town in 1964 with the World's Fair opening. All of us here at your Western Pacific office extend a friendly invitation to all who plan to visit the Fair to stop by, say hello, and meet your off-line representatives at 516 Fifth Avenue.

ELKO

Theda Mueller

BETH WOODWARD, assistant timekeeper, started the new year off being a very proud grandmother. Her daughter, Kerry Lipparelli, presented her family with a son, Dennis Mathew, who had the honor of being Elko County's first baby born in 1964! Dennis was the recipient of many lovely gifts donated by Elko merchants.

Engineer A. E. WILLIAMS retired November 13, having worked continuously since November 2, 1918. His retirement plans include much leisure time which he certainly deserves after having been "on call" for 45 years. His retirement, however, was marred by the death of his brother, IRVIN E. WILLIAMS, who died December 5 after a lengthy illness. Irvin was first employed by Western Pacific on December 8, 1920. We express our sympathy to his family.

We also extend sympathy to the

family of PAUL W. RUSSELL. Paul died following surgery at St. Joseph's Hospital in San Francisco on Christmas Day. Paul, an engineer, had worked on the eastern division since 1937.

Miss Deanna Lynne Nielson, daughter of Dispatcher and Mrs. EVAN L. NIELSON, was married during the Christmas holidays. Deanna became the bride of Ronald Clinton Worthington



Mr. and Mrs. Ronald C. Worthington

at the First Presbyterian Church on December 27. The newlyweds were both raised and educated in Elko. Ronald attended the University of Nevada for two years, and Deanna attended Ricks College in Rexberg, Idaho. They plan to live in Las Vegas, where Ronald is employed by the Nevada State Highway Department.

Car Foreman and Mrs. GEORGE LEWIS and Engineer and Mrs. CLINTON

RICE vacationed in San Francisco during the holidays and all attended the Shrine East-West Game there.

Miss Janice Dore, daughter of Agent R. A. DORE, relieved PBX Operator Florence Duncan while Florence vacationed over Christmas week. Janice is a freshman at the University of Nevada and was home on her Christmas vacation. She works as relief clerk when not attending school.

KEDDIE

Elsie Hagen

Conductor ALDEN THOMAS, whose wife died from injuries in an auto accident in which he was also injured, is now home although on crutches. He is feeling much better but it will be some time before he is entirely well.

We wish to correct an error in the September-October issue where it was reported that the mother of Mrs. Glenn Metzdorf had died. It was the mother of her husband, Conductor GLENN METZDORF, as Mrs. Metzdorf's mother is living in Quincy.

Fireman and Mrs. KENNETH BEARD, from Stockton, and their two boys were in Quincy just before the holidays and told us that his father, OTTO BEARD, is in the hospital. Otto was roundhouse foreman here before he retired, and we all hope for his recovery soon.

Engineers IVER GREGORY and RALPH LUZZADDER were both patients in the Quincy Hospital but have now recovered their health.

WALTER STINSON, who retired as boilermaker at Portola in 1933, died on December 24 at the age of 92. He had been hospitalized since August. He is survived by a son, Walter, Jr., Shingle Springs, and two daughters, Genevieve Anderson, San Gabriel, and Annie Stinson, Roslindael, Mass.

Conductor ALDEN THOMAS' son, Cpl. Richard Thomas of the Marines, was home from Camp Pendleton for the holidays.

Conductor and Mrs. WILBUR STUBBLEFIELD, SR. are grandparents again. Their daughter, Mrs. Marilyn West presented them with a daughter, Teresa Kathleen. Their other grandchild is a boy.

RAY KENNEY, son of Yardmaster BARNEY KENNEY, was sworn in recently as a member of the California Highway Patrol and is now in a 16-week training period at the Patrol's Academy in Sacramento. One of 144 cadets from all parts of California, Barney is receiving instruction in more than 60 subjects with emphasis placed on traffic laws, traffic supervision, accident investigation, first aid, preservation of evidence, legal procedures, and operation of patrol vehicles. He was a brakeman for WP after leaving military service and is now married and has two children.

Brakeman and Mrs. DELBERT AZEVEDO are the parents of a son, born in Stockton on Christmas Day. He has been named Christopher Darrell.

STOCKTON

Elaine Obenshain

Fireman and Mrs. J. G. STAPP announced the arrival of Katherine Marie on December 5. The Stapp's have two older children, Sandra, 4 years, and Mike, just two.

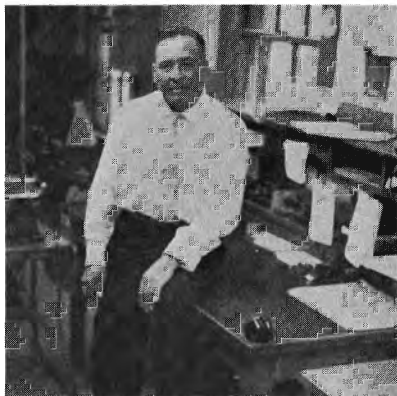
Train Desk Clerk and Mrs. D. S. GREGSON welcomed their first son when David Scott, Jr. was born December 15. The Gregson's also have a 7-year-old daughter.

Mrs. Roy Mundell, widow of Switchman ROY MUNDELL, recently returned from a visit with retired Switchman and

Mrs. J. L. SATTERLEE, who now make their home in Florida. Mr. Satterlee is feeling 100% better since his retirement, has a new home, and is able to take care of all the yard work.

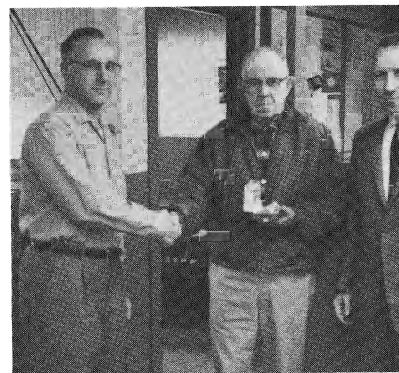
We regret to report the deaths of retired Tidewater Southern Brakeman JACK CRAWFORD on December 12; retired Water Service Foreman DAVID H. COONS on January 6; and the mother of Engineer N. L. PILATTI during the Christmas holidays.

On November 29 Telegrapher FRANK P. BRAVO retired with 34 years and 3 months service. Frank first worked for WP on August 3, 1929. A dinner in his honor was held at Minnie's in Stockton where he was presented with complete fishing equipment.



Frank P. Bravo

On December 31 Baggage Janitor LOYAL A. POTTER retired with 21 years and 5 months service. He first came to WP as a patrolman at Sacramento on July 9, 1942, transferred to ticket clerk, Marysville on September 17, 1944, and has also worked at Oroville, Portola and here. The Potters, who live in Yuba City, have two daughters



L. A. Potter, center, receives watch from BRC Local Chairman E. P. Miller, left, and Assistant Trainmaster-Agent H. K. Reese on day of his retirement.

and three grandchildren. Fellow employees presented him with a Benrus wrist watch, appropriately inscribed, so he will know when it's time to go fishing or work in the yard.

Best wishes for a long and happy retirement to Mechanical Department Laborer GILBERTO YBARRA, who retired

December 31 with 18 years of service. He came to work for WP on January 2, 1946.

Engineer J. C. MOFFITT was recently appointed a member of the board of directors of the new Metropolitan Stockton Transit District by the Stockton City Council and San Joaquin County board of supervisors. The directors are presently studying ways and means of inaugurating the first publicly owned and operated bus system in the City of Stockton.

Switchman P. E. DODSON was inducted into the U. S. Army, departing for Fort Ord on January 8. With him goes our best wishes.

Clerk W. BROOK GIFFORD has transferred to Modesto where he is working as ticket clerk for the Tidewater Southern.

A pot luck dinner dance was held at Willard Hall, Stockton, on December 9 honoring Engineers W. I. "BUCK" TILLERY and GEORGE F. WILLIAMS, who retired on December 2. Planning committee for the affair was Engineer

Hostler Helper and Mrs. Phil Gomez' home was colorfully decorated at Christmas. Nativity scene figures were a family project. Phil cut the figures, son Philip sketched in faces, etc., and Mrs. Gomez did the painting. The attractive display was on their patio and Santa, sled and reindeer were on the front lawn.



R. W. TURNER who also acted as MC, and Mrs. Zelda Lyles, wife of Engineer O. E. LYLES. The honored guests were each presented a roll of toilet paper to which had been stapled 114 one dollar bills.

"Buck" Tillery was born in Jewel Co., Kansas. He started his railroad career in 1916 on the UP as a stationary engineer, went firing for that road in October, 1916, and later worked for the D&RGW and Rio Grande Southern. During his varied career he worked as an extra in silent films, at one time with Gloria Swanson, and was also a cowboy in a movie with William S. Hart. He became a boilermaker helper for WP at Stockton on July 1, 1928 and went firing on August 25, 1928. The Tillerys bought a new trailer and auto and plan considerable traveling and fishing.

George Williams was born in Canadian Texas. He spent the early years of his life on cattle ranches. He became a WP hostler helper in 1928 under

Roundhouse Foreman Briggs, and started firing on October 11, 1930. The Williams' have one daughter, one granddaughter, and one great-grandchild. George plans to play golf everywhere he can find a golf course, fish, and help Harrahs Club disburse their money.

Stockton Western Pacific Employees Federal Credit Union held its 10th Annual Meeting on January 23. A dividend of 4% was declared for the year 1963. Assets of this Credit Union have grown from \$83 in 1953 to \$157,921.08 in 1963, and shareholders total 372 members. During the last year the Credit Union made 109 loans, totaling \$92,609.75.

Elected to the Board of Directors for the ensuing year were: Conductor K. W. CRAIG, Carman ANDY GIANETTI, MRS. ESTHER PILATTI, Clerk C. C. SKINNER, and Special Agent-Claim Agent J. C. STERNER.

Elected to the Credit Committee



Mr. and Mrs. W. I. Tillery



Mr. and Mrs. G. F. Williams

were: Assistant Trainmaster R. M. VERHAEGE, Clerk H. L. ROSS, and Clerk D. S. GREGSON.

Treasurer Mrs. Esther Pilatti now has regular business hours from 3:00 to 5:00 p.m. each day Monday through Friday. The Credit Union office is located in the office building at Stockton Yard.

PORTOLA

Loy Hibbs

The Clerks' Union held its Christmas party at the Red Feather on December 17. The affair honored RUEBEN DALTON who retired as supervising icing agent. The honored guest was presented with a portable typewriter from the clerks, and Superintendent of Transportation KENNETH V. PLUMMER made the presentation. About 60 persons attended the party. The Daltons plan to remain in Portola.

Congratulations to FOY COLE, who will succeed Rueben Dalton as supervising icing agent!

Yardmaster and Mrs. "HANK" PARRISH announced the arrival of twins to the family of their son and daughter-in-

law, Mr. and Mrs. Richard H. Parrish in Melbourne, Australia. We were saddened to learn that the boy, Wayne Allister, 2½ pounds, lived only three days, but the girl, Allison, 3½ pounds at birth, was at last reports doing pretty well. Richard is a research officer for the Wildlife Services of Australia.

Lana Parrish, daughter of Yardmaster and Mrs. "HANK" PARRISH, is now attending the University of the Americas in Mexico City. She is majoring in Spanish and is living at the home of a Spanish family who speak only the native tongue.

DeWitt Brown, son of Division Surgeon and Mrs. C. A. BROWN, plans to leave about February 15 to cross the U. S. by train. He will stop in Kentucky to visit with grandparents and to check on a school and then proceed to New York. From there he will fly to Stuttgart, Germany to visit with Baron Wagner of Neckarsulm for approximately one month. Baron was one of the foreign exchange students attending school here and he stayed with the Brown family during the school year 1960-1961.



Reuben Dalton, right, gets a good hold on his typewriter and the hand of Ken Plummer, Jr. who made presentation.

Mrs. Violet Bristow, wife of Diesel Foreman FRANK BRISTOW, was installed into office of Noble Grand of the Rebekahs. She is also the conductress in the Portola Chapter of the Order of Eastern Star.

MRS. CLARA KNOX, Portola Hospital employee, received her 20-year pin recently. She later left for a visit in Kansas City with her mother who had been ill and has now reached the grand age of 90 years.

MRS. EDITH SPEAGLE, x-ray technician at Portola Hospital, was installed into office of Vice Grand of the Rebekahs at Portola. She is the wife of Brakeman DAVID SPEAGLE.

SACRAMENTO SHOPS

Marge Crawford

Approximately 350 people attended Western Pacific's annual retirement party in Sacramento on December 7 to honor the largest number of retirees ever feted on this annual occasion. This year's retirees numbered 95 who, along with other guests and employees, heard President Whitman commend the hon-



ored guests for the many years of loyal, devoted service to Western Pacific. Together, their service to the railroad and to the public totaled some 3,000 years. Fifteen of these employees had 40 or more years of service and 31 had between 30 and 40 years of service. Special mention and appreciation is expressed to the Committee for a well-planned program, dinner and dancing, and to ALYCE ANGUILO, secretary to division engineer, for the gala party decorations!

Out of five employees in this department who returned to the college classroom in 1962, three are still enrolled. Chief Clerk HY O'RULLIAN has just successfully completed a course in advanced accounting and is now studying specialized phases of the subject. Accountant STAN HEANEY has transferred from accounting to data processing, and Secretary JEAN SMITH is in her second year of stenotype.

An attractive new addition to the mechanical department is MRS. NORMA FRENCH, former store department clerk, who is relieving employees on vacation.

A revised timeroll system has just



Head table and some of the honored guests at Sacramento retirement party. Others enjoying the party are shown at bottom of opposite page.

been installed in the mechanical department which will be more compatible with the present data processing system and will further streamline the payroll system. Assistant Auditor of Disbursements, JOHN L. MURPHY, Assistant Manager of Method Design CARL GALLAGHER, and Chief Clerk HY

O'RULLIAN have just completed the educational phase of the new program at various terminals in this department.

Congratulations to WILLIAM F. STEVENS, our new diesel terminal foreman at Oroville, replacing R. T. RONAN, retired, and to new Oroville foreman, P. T. BAUER and G. P. POWERS.

Santa was good to all the employees in the chief mechanical officer's office at Sacramento. Each of the employees received a Christmas cake and a canned ham. The donor was the office coffee break fund.

Our deepest sympathy to BOB CUNHA, lead draftsman, whose father died on December 7.

A dinner, honoring R. T. "RAY" RONAN for 25 years as diesel foreman at Oroville, was given recently at Prospector's Village, Oroville on his retirement after 46 years of railroad service. The dinner, sponsored by the American Railway Supervisor's Association, was attended by 88 members from points from as far as Winnemucca, Stockton, San Jose and locally. General Diesel Supervisor J. F. FLYNN was MC. During

"Some people are funny," an office worker told his co-worker. "You just found that out? What happened?"

"Well, I know a guy who hasn't kissed his wife for 10 years. Then he goes out and shoots a guy who did!"





E. T. Cuyler, chief mechanical officer, presents last bell from WP steam locomotive to Luther Burbank High School for use at rallies and home sports events. Accepting bell are Student Body President Michael Johnson and Principal Oliver Livoni, right. The 100-lb. bell from Locomotive 303 is 46 years old. Photo taken by Sacramento Bee.

Ray's years as foreman he was for 20 years president and general chairman of the association.

Diesel Foreman DON DAVIS presented Ray with a "money tree," and he also was given a plaque on which were mounted tools he had made when he was an apprentice at the SP shops in Roseville in 1916. Ray also worked for the Northern Pacific, the Milwaukee, New York Central, Chicago & North Western and the Santa Fe.

Feted also at the dinner were Machinists O. C. SHEPARD, RALPH DROWN, FRANK THOMAS, C. C. HARVEY, and WILLIAM NIXON, who have retired.

WENDOVER-SALT LAKE CITY

Esther Witt, J. B. Price

Our most sincere sympathy to Conductor STANLEY C. GUDMUNDSON and his family on the death of his mother, Mrs. Anna Mae Gudmundson on November 15.

We were glad to have former Switch-

man GENE JONES and wife, Joan, stop by for a visit while enroute from Idaho to California for the winter. Lots of news to catch up on since way back when, not only for us but also for the Jones family.

Little Miss Christy is the 7-lb. 11-oz. bundle of joy that joined brother Calvin on October 17 in the home of Mr. and Mrs. Sherman Tingley in Seattle. Mrs. Tingley is the former Kathleen Anderson, daughter of Water Service Maintainer and Mrs. VARIAN ANDERSON. The Anderson's son, Otto and his wife of Springville, also presented them with a grandson to join two other Anderson children, Eugene and Nadine.

Condolences are extended to Waitress IDA MAE BOYLES, whose father Harvey A. Gann, 64, died on November 26 in Standish, California.

Mr. and Mrs. Glen Morgan announced the marriage of their daughter, Vila Dean, to Michael McCann Waters on December 11 in Ely, Nevada.

Michael is the son of Agent and Mrs. LEO P. WATERS. Best man was Switchman JAMES E. BOYD. Mrs. Patricia Matthews, sister of the bridegroom, was matron of honor.

We hope Brakeman FITZGERALD TURVILLE will recover soon from a broken leg suffered in a fall.

Welcome to Roadmaster and Mrs. JACK H. JONES and family who were transferred here from Portola. We're happy to have them with us.

Mr. and Mrs. Russ Lewis announced the birth of a daughter, Patricia Delores, born in the L.D.S. Hospital in Salt Lake City on December 4. They have two sons, Cody and Peter. Grandparents are Agent and Mrs. LEO P. WATERS, and Mrs. Elmer Lewis of Durrant, Oklahoma. Mitzi was guest of honor at a stork shower in the Red Garter Room at the State Line Hotel on December 3.

The Ladies Auxiliary of the Saltair Lodge 494, Brotherhood of Railroad Trainmen, held their annual Christmas party at Ramada Inn on December 17. Mrs. Fern Parker was chairman, assisted by co-chairmen Mrs. Dora Johnson and Mrs. Clara Collins. Mrs. Helen Kunz, president of the organization, welcomed 27 members at the party.

On December 10, Brotherhood of Locomotive Engineers Lodges 222, 55, 713, 846, and 794 held their annual retirement party at Carpenter's Hall in Salt Lake City to honor all those who retired during the year. There were 250 persons in attendance and all reported having a delightful time.

Our ranks were saddened on December 12 by the death of Engineer I. E. WILLIAMS, and again on December 25 by the death of Engineer PAUL W. RUSSELL. These men were well liked and will be sadly missed and we extend our sincerest sympathy to both families.

SACRAMENTO STORE

Irene Burton

As a grandfather, HORACE LATONA is doing very well. In late November his daughter and son-in-law, who live in Texas, presented him with a granddaughter. On Horace's birthday, December 24, a grandson arrived at the home of his son and daughter-in-law in Sacramento.

Officers for the Railway Clerks, Capital City Lodge 266, were installed in January. A buffet supper and dancing were on the agenda for the evening. Our congratulations to those installed by WILLIAM MILLER, assistant general chairman — ALTON E. DABBS, president; JACK MILLER, vice president; EVELYN RICHARDSON, recording secretary (all store department employees); and DON RICHMOND, financial secretary, transportation department.

SAN FRANCISCO

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

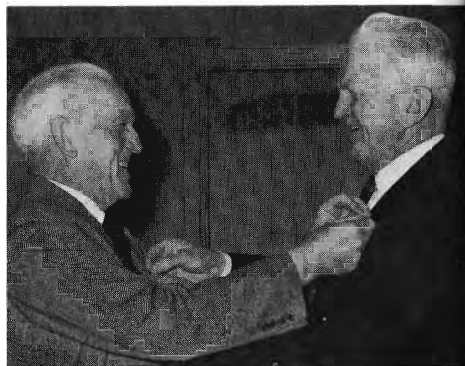
SIDNEY HENRICKSON, chief clerk, engineering department, reports that all her many friends were saddened by the death of Miss Katharine Rose Fagan, sister of Miss ELIZABETH "MOLLY" C. FAGAN, MILEPOSTS' correspondent and engineering department secretary. The death occurred in San Francisco on January 3.

HELEN KUNTZ, clerk in the industrial department, is on a medical leave which began just about the time her daughter died suddenly in Alaska making it necessary for Helen to fly there to accompany the remains home. During Helen's absence, her position is being filled by MARY MARCEL, former employee in the marketing division's passenger and freight departments.

After 23 years with Western Pacific tiny ELIZABETH G. ENGEL retired as secretary to assistant to general manager, VP&GM's office. "Beth" is a native of San Francisco and entered WP's law department as a stenographer on December 16, 1940. She transferred to the vice president's office on August 10, 1953. The former Elizabeth Deatherage was married on August 12, 1952 to Rudy Engel who, a few years ago, was elevator operator at general office. Her many friends wish "Beth" many continuing happy years which should not be too difficult for this cheerful and light-hearted little "gal".

Succeeding "Beth" in her former duties is MARY PISANI, a five-year employee with the railroad, who has experience in the marketing, passenger accounting, chief special agent and treasury departments, some of which was relief work.

A group of marketing department employees gave a farewell party on November 26 to FRANK SCHMALENBERGER, their chief-sales and service, shortly before he left for Los Angeles to assume new duties as district sales manager there. In addition to best wishes and fond adieus Frank was also in-



Chief Engineer Frank R. Woolford, left, and Vice President Harry C. Munson, now retired, recently presented each other with 15-year Service Pins.

structed not to "go Hollywood" and to "keep the smog in the Southland".

CLARENCE L. DROIT, retired corporate secretary, and his wife, Florence, left their home in Park Merced, San Francisco, about January 1 and are temporarily located at 1200 Alpine Road, Walnut Creek. They expect to move into an apartment in Rossmoor Leisure World, now under construction in Walnut Creek, about June 1.

Newest employee to become an I.C.C.



Enjoying coffee and cake at Frank Schmalenberger's "going away party" are Mary McCullough, steno-clerk, Mary Doll, sales-service clerk, Barney Pedersen, assistant to VP-Marketing, and over Barney's shoulder, Jim Baker, manager sales-special equipment for the railroad.



WP's I.C.C. practitioners, standing from left: T. P. Wadsworth, Penn Abbott, Larry Zaro, J. N. Baker. Seated are Bill Bowdidge, Walt Treanor, E. L. Van Dellen, and R. W. Bridges. Not available for picture was Ken Cochran, Portland, Oregon, and W. B. Cook, Chicago, Illinois.

practitioner is BILL BOWDIDGE, marketing department. Other WP practitioners are E. L. VAN DELLEN, W. G. TREANOR and R. W. BRIDGES, law department; and T. P. WADSWORTH, J. N. BAKER, J. P. ABBOTT, L. ZARRO, marketing department, San Francisco; K. E. COCHRAN, Portland, Ore.; and W. B. COOK, Chicago. To qualify one must either be an attorney or pass an examination in transportation law with a recommendation from three other practitioners. Few non-lawyer practitioners appear before the I.C.C. but the knowledge is beneficial to one's work. Bowdidge studied at Golden Gate College under Attorney Walt Treanor and was tutored by Jim Broz of Defense Traffic Management Service, Oakland.

OAKLAND

John V. Leland

Demurrage Clerk EDITH SUTTER almost didn't make it back after so enjoying three very pleasant weeks in Hawaii during the latter part of 1963.

Trainmaster JAMES K. BRENNAN and his wife, Marilyn, announced the arrival of Jude Kearney Brennan, 5 lbs. 12 oz.

on December 16 and our congratulations to this family!

Retired Marine Chief Engineer ROY S. TAFT and his wife celebrated their 50th Wedding Anniversary January 5 aboard the Lurline at sea. The couple who live in San Francisco have two grandsons, Raymond, Jr. and Roy Taft also of San Francisco. Our best wishes to all the Tafts.

Down San Jose way CHARLES H. MYERS, retired sales representative, was re-elected secretary-treasurer for the Transportation Club of Santa Clara County. And when the Club held their annual Christmas dinner dance on December 13 at the San Jose Country Club it was only natural that old jolly St. Nick was none other than our retired Trainmaster PHIL F. PRENTISS. Phil has been such a fine Santa Claus on so many occasions that he must by now feel as though he is the original little old guy with the "Ho-Ho-Ho" and white whiskers.

Welcome back to work at Oakland terminal after prolonged illness, are Stenographer IRMA PIVER and Roundhouse Clerk CHESTER MAXWELL.



Agent and Mrs. Bill Graham look over one of the "Naked Trees" by their home in Warner, Utah, which prompted his poem, below.

The Naked Tree

By William H. Graham

As I view the trees around the place,
A lone peach tree stands in disgrace.
A week ago it was happy and bold,
Not even a thought it would ever turn cold,
But from the north came a freezing breeze
And stripped that tree of all its leaves.
The leaves became wrinkled resembling a
frown,
As they fell softly down to the ground
And as they twirled to the earth beneath,
It would seem they were trying to form a
wreath.

* * *
A cherry tree near by seemed quite perplexed,
Knowing for sure that it would be next.
An apricot tree, a sympathetic fellow,
Put on a dress of gold and yellow,
It rustled its leaves and stood in the cold,
What it may have thought will never be told.
The pear seemed worried about all this mess,
With spots of red and gold in its dress.
The apple, a neighbor so strong and serene,
Continued to wear its color of green,

But the cold wind whistling through its
leaves,
Gave warning to all, their leaves must freeze.

* * *
A willow well known for its weeping ways,
With limbs bending downward as if in a
daze,

Its leaves falling slowly, they cannot stop,
Each one resembling a crying tear drop.
While they all stand together, limbs hand in
hand,

Whispering so softly and they all understand,
That their season is over, it will not be long,
When leaves fall to the music of the "Old
Swan Song,"

They know their fate as only a tree can,
That shedding their leaves is a part of God's
plan,

Then old mother nature relieves them of
pain

And puts them to sleep until spring comes
again.

* * *

WP's Tooele Branch line runs between station and the Grahams' home surrounded by trees and white picket fence.



Author William H. Graham

WRITING poems is a sideline for William H. Graham, agent at Warner, Utah on the railroad's Tooele Branch. He loves nature, especially trees, and was prompted to write *The Naked Tree* after receiving a request for a poem from a publishing company in Appalachia, Virginia. "I've always had a weakness for trees," said Bill. "I think it started when I was in school and read in *McGuffey's Reader* about 'Woodsman, Woodsman, spare that tree' which ended up by saying that 'only God can make a tree' and I've had a yen for helping Him in the growing department ever since. My wife, Ruth, told me that I should have been a tree. When I questioned her about this statement, asking if she was suggesting that I would have made a convenient post for dogs or just remarking about my love for trees, she only smiled. I still don't have the answer to that!"

"Mr. R. W. Hardy, explosive inspector for the A.A.R. sent a copy to Railway Age, and one of our good 'Mormans' asked for a copy for church work," Bill added. The poem, however, was accepted by Young Publications, Appalachia, Virginia, to appear in a forthcoming anthology titled *Cavalcade of Potery*, Best Poems of 1963.

Bill, who claims that he has been around a long, long time but still isn't very old, has a diversified railroad career which began as a section laborer in 1906 for the Southern Pacific. He later became an SP relief section foreman, a telegrapher-agent, brakeman on both freight and passenger service, switchman, and traveling freight and passenger agent. He took five years time out from railroading in the early 1920's and became a bank cashier, and was the first elected County Treasurer of the then new county of Hidalgo, New Mexico. Back to railroading, Bill became the first SP agent at Lake Tahoe, California, and later during World War I was agent at Deming, New Mexico (Camp Cody).

He first worked for Western Pacific as a telegrapher at Wendover in September 1936, later working as relief agent at Winnemucca, Doyle and Herlong. He received his first WP agency at Gerlach in 1940, and has been agent at Warner, Utah since April 5, 1943.

Aside from railroading and writing poetry, Bill loves to hunt and fish and has several fine guns and lots of fishing gear, not to mention two wonderful Brittany Spaniel bird dogs.

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RAILROAD LINES



Missouri Pacific's new 2,500-h.p. diesels will carry on their sides a large gray eagle against solid blue background, believed to be first painted design other than trademark ever used on a diesel locomotive.

* * *

Burlington Lines, third road to do so, will begin push-pull commuter-train operation this year.

* * *

Chicago & North Western's new \$1 million piggyback facility at Proviso Yard near Chicago, one of the country's largest, has estimated capacity of 700 largest highway trailers daily.

* * *

Pullman-Standard is building for Atlantic Coast Line for delivery next spring, a 135-ton capacity Tenelon covered hopper car claimed to be largest on the rails, featuring six-wheel trucks and automatic interior washing system.

* * *

Great Northern has put into service new UNIVAC III \$1.5 million electronic computer system in St. Paul data processing center.

* * *

Northern Pacific speeds freight schedules providing 24-hour faster arrival on shipments between Chicago and Twin Cities to points west of Pasco, Washington.

* * *

Two new piggyback operations involving the New Haven and its subsidiary the New England Transportation Co. expected to handle record of more than 50,000 trailers in coming year.

