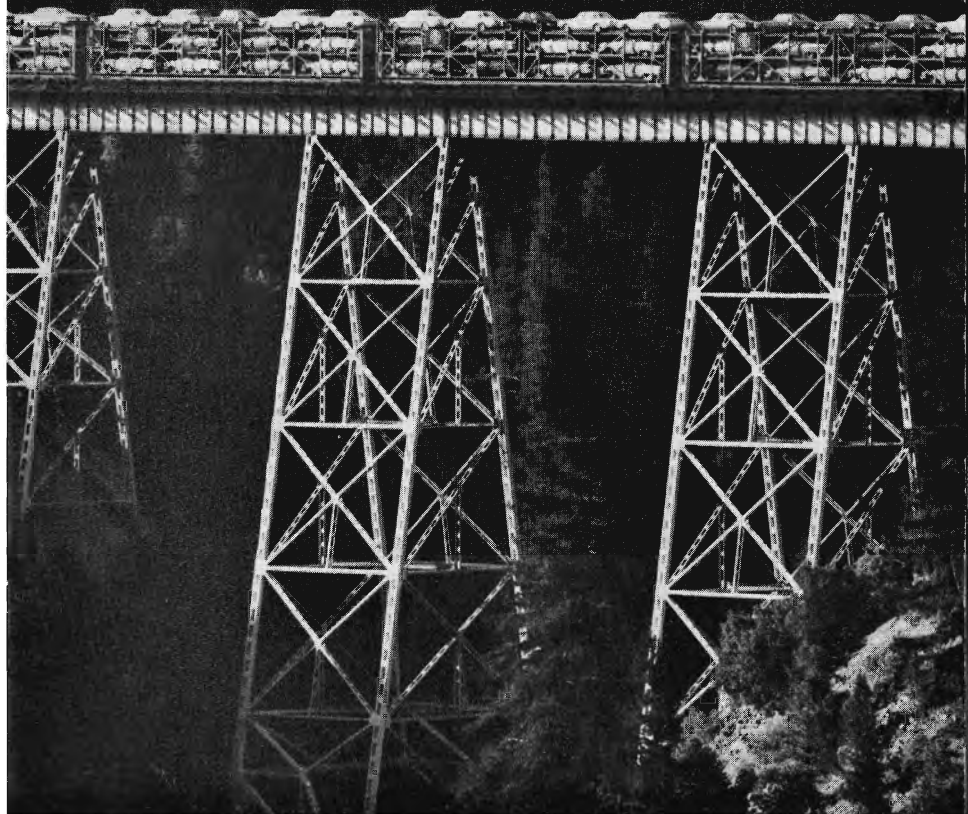


WESTERN PACIFIC
Mileposts

MAY-JUNE, 1966



Mileposts

WESTERN PACIFIC

Volume XVIII, No. 3

MAY-JUNE, 1966

*Milepost No. 169

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



Member
 Association
 of Railroad
 Editors



*Milepost No. 169: Looking east about midway between Trowbridge and East Arbogo.

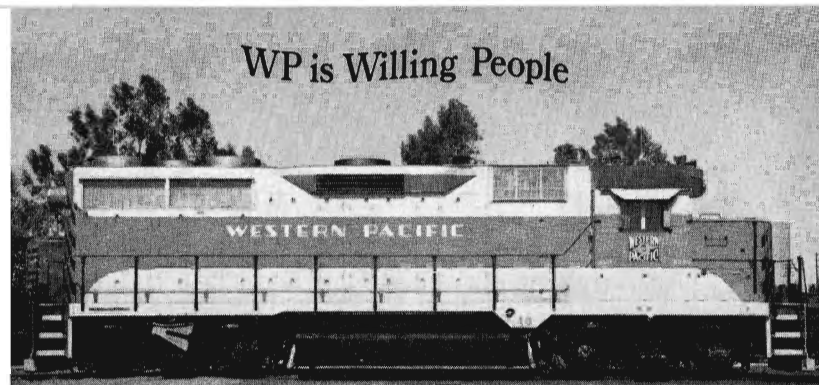
MANIFEST

Page

Tri-Level Auto Rack Cars on WP's SWG Head North on Inside Gateway Route to Bieber. Richard Steinheimer photo...	Front Cover
WP is Willing People.....	3
Industrial Department Promotions Announced.....	6
WP All the Way to Bieber.....	9
Dining Cars Win Third Consecutive Public Health Service Award.....	10
Spend September in the Caribbean!.....	11
Dear Editor:	12
I'm Gunning for the Man from C.R.A.S.H.....	13
Retiring Soon?	14
Retirement	15
\$3 Million Lost in Sickness Benefits.....	18
Travelers Insurance to Handle Railroad Medicare Medical Claims.....	19
Mileposts in Gold	20
Caboosing	22
In Memoriam	30
Railroad Lines	Back Cover



WP is Willing People



Beginning with this issue MILEPOSTS is pleased to begin a series of articles commending Western Pacific and affiliated company employees who are WILLING PEOPLE. The Editor will welcome hearing from any employee engaged in community, civic, charitable or similar activities, or who participates actively in lodge or association work, or who is recognized by name or for proficiency in hobbies, sports, the arts, special achievements as a railroad employee, or for other activities for which "Willing People" deserve recognition.

JOHN C. STERNER, district special agent-claim agent at Stockton, is such a person. Like other members of one of the railroad's smaller departments, John is a busy man on the job, many times through long hours and sometimes tedious work. Nevertheless, John

has found time to be a "Willing Person."

He is presently secretary of Stockton WP Employees Federal Credit Union and still serves as member of its board of directors which he has done since

(Continued on Page 4)

A reflection of John's image appears on the face of the plaque on his desk which he received after serving as president of the Mid-Valley Claims Association in 1964.



WP is Willing People ...

(Continued from Page 3)

the union's inception in 1953. He is a member of the executive board of the San Joaquin County Peace Officers Association, and a Life Member of the California Peace Officers Association. During 1964 John was president of the Mid-Valley Claims Association in which he continues to play an active role, and he takes an active interest in the Pacific Railway Club.

A native of Chicago, John first worked for WP as patrolman on July 24, 1934, was promoted to special agent-claim adjuster, and has held his present position since March 4, 1946.

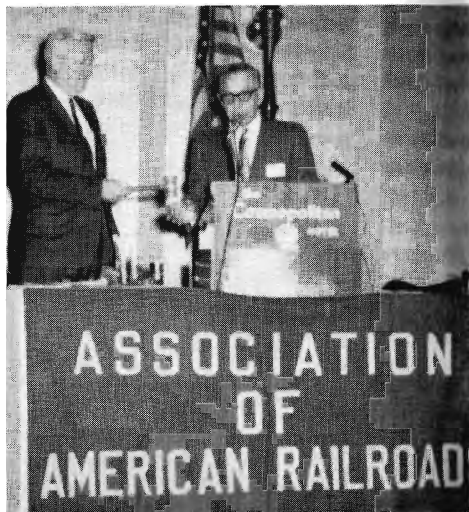
* * *

"Willing People" are those like WILLIAM F. PADEN, freight claim agent for the railroad, who at Denver on May 19 was elected to the office of chairman, Freight Claim Division, Association of American Railroads. It was the Diamond Anniversary meeting of the division, which was founded in 1881 and is one of the oldest organized groups in the railroad field.

The division has a threefold objective: prompt and lawful settlement of freight claims with claimants; prompt and equitable apportionment among carriers of amounts paid in settlement of freight claims; and the study of causes of loss and damage in connection with freight shipments and the suggestion of measures for damage prevention.

Membership approximates 460 freight claim officers of all Class I railroads throughout the U.S., Canada, and Mexico.

"Bill" joined Western Pacific in 1945 after 13 years in freight claim activi-



Bill receives the Chairman's gavel from outgoing Chairman A. H. Ducret, Milwaukee Railroad. Photo by W. C. Emerson, Western Pacific.

ties with the C & EI. He was appointed freight claim agent for WP on January 1, 1958.

* * *

The Sales & Marketing Executives Association of San Francisco awarded a Distinguished Sales Award plaque on April 22 to PAUL E. FORKJEN, WP's senior sales representative at San Jose. Paul's entry in the award program was based on his industrial development accomplishments during 1965, when he doubled the production record of any other salesman.

Paul's recognition as a "Willing Person" is not exactly new. During last year he was also a director of the Transportation Club of Southern Alameda County, Fremont; president, director and regional officer for the Delta Nu Alpha Transportation Fra-

(Continued on Page 5)

WP is Willing People ...

(Continued from Page 4)

ternity of San Jose; and an active member of the Transportation Club of Santa Clara County.

Paul came to WP in 1950 as an accounting department clerk, was later a clerk in the passenger, division and rates, and sales and service departments. He became chief clerk in the San Jose marketing office in 1955, sales representative in 1957 and senior sales representative in 1962.

Paul and his wife, Eleanor, who attended the Award Breakfast, have two children, Diane 10 and David 7. Paul maintains a beautiful garden, specializing in roses and camellias at their 1719 Hallmark Lane home in San Jose.

* * *



Paul holds his winner's placque



Speaker Frank J. Hyatt

"We want to congratulate you for the fine presentation which you made before the recent Railroad Workshop at the 47th Annual National Scale Men's Association Conference in Atlanta," read the opening paragraph in a letter to FRANK J. HYATT, WP general scale inspector, from the secretary of the Scale Journal Publishing Company dated May 19.

In recognition of Frank's presentation, the letter went on to request that he furnish the magazine with his speech material for publication so that members not present at the meeting could benefit from Frank's fine report.

Frank Hyatt became scale inspector for the railroad in July 1964 following the death of Edward D. Murphy. He evidently learned his trade well from his former boss who was highly respected by the Scale Association for his knowledge and willingness to help, and Frank is following right along in Ed's footsteps. During three of the last four Scale Association meetings

(Continued on Page 6)

Industrial department promotions announced

With the retirement of F. B. Stratton on April 30 (see Page 15), and the appointment of William P. Ludwig, Jr., as manager of industrial development beginning March 1 (reported in the March-April issue of MILEPOSTS) additional changes in the staff have been announced, effective May 1.

As head of the department, Ludwig has been appointed director of industrial development and real estate. His biography was reported in the last issue, accompanied by his picture.

O. L. Hocker, industrial agent since October 1, 1964, is appointed assistant to director of industrial development.

"Dick" was born in Roseville, Calif., on November 30, 1927 where he attended high school and later, at Sacramento, Heald's Business College. He



O. L. Hocker

first entered the business world in 1947 as office manager for Valley Express in Sacramento. During 1949 and 1950 he was rate clerk for Bishop & Bahler, Sacramento, and first came to Western Pacific in 1951 as chief clerk in the marketing office at Sacramento. Two years later he took this title with him to Oakland and later that same year, and for the next four years, he worked out of Oakland as sales representative.

He entered the industrial department in 1957 as chief clerk and became assistant industrial agent in 1959. In 1961 "Dick" was placed on special assignment as sales promotion assistant for about one year before returning to the industrial department in 1962 as assistant industrial agent.

"Dick" served in the U.S. Navy during World War II, and in 1959 married the former Bea Carrillo, then secretary to the director of industrial development. They have three children, Richard 5, Michael 3, and Laura 1. The Hocker home is at 1853 Via Rancho, San Lorenzo, Calif.

He's a great competitor with the golf clubs, backed with an easy, fluid swing which matches his easy-going personality. This characteristic also makes him adept at hunting and fishing.

Arthur J. Bugni, chief clerk for the industrial department since June 1, 1963, was appointed assistant industrial agent.



A. J. Bugni

"Art," a native of Butte, Montana, was born on September 28, 1933. After receiving a B.A. degree in business management and finance from Armstrong College, Berkeley, he hired out as stenographer-clerk in WP's general office on September 28, 1956. From January 1957 "Art" spent two and one-half years as stenographer-clerk in the Oakland district sales manager's office and in June 1959 accepted a position as chief clerk for Standard Realty & Development Company. He was appointed chief clerk in the industrial development and real estate department on July 1, 1963.

"Art" married the former Anne English of Arbuckle, Calif., on Thanksgiving Day, 1955, and they have three daughters, Kris 15 (stepdaughter), Linda 10, and Kelly nearly 7. The "family," however, is somewhat larger for the most part of the time since "Art" and Anne have been foster parents for the past three years. It's not uncommon to see two, three, four or more little children around their home until such time as they are adopted. "We find it difficult to part with the little ones when adoption day comes around," "Art" and Anne confess, "but we usually don't have to wait too long before we have some new personalities in our home at 5732 Ross Street, Oakland."

"Art" was president of Sigma Kappa

Lambda fraternity while at Armstrong College, holds a real estate salesman's license, has a pretty fair bowling average, and enjoys watching double-headers at Candlestick Park.

* * *

Ernest E. Evans, chief clerk in the Oakland marketing division office since October 1, 1965, returned to the Industrial department as chief clerk effective May 16.

Ernie's first WP position was as roundhouse clerk at Keddie on January 26, 1942. During the following eight and one-half years he held various positions in the operating department, last of which was in the freight station at Oakland.



Ernie's self portrait

He entered the marketing division as steno clerk at Oakland on September 22, 1950 and came to San Francisco as a clerk on April 9, 1952. Following service as sales and service clerk and junior rate clerk he became chief clerk to the general agent on August 1, 1954, and sales representative in San Francisco on June 1, 1955. From January 16, 1957 he was sales representative at Oakland until he entered the industrial department on April 15, 1964 as industrial clerk, which preceded his position as chief clerk, Oakland.

Ernie was born on March 10, 1920 in Vail, Iowa where he received his high school education. He married the former Margaret Williams of Grantsville, Utah in 1946, and they have two children, Craig 14, and Tracy 7 years.

(Continued on Page 8)

WP is Willing People ...

(Continued from Page 5)

Frank has attended, he has been on the program by request. He is a charter member of the Association's railroad division.

In order that he can do a better job in talking before groups about his work, and because he enjoys the activity, Frank is rapidly improving his technique through active participation in the Forty-Niner's Toastmasters Club of San Francisco.

Frank first worked in WP's telegraph office in 1946 following three years with the Navy in World War II, later held other transportation department positions before entering the scale department in 1955.

Industrial department ...

(Continued from Page 7)

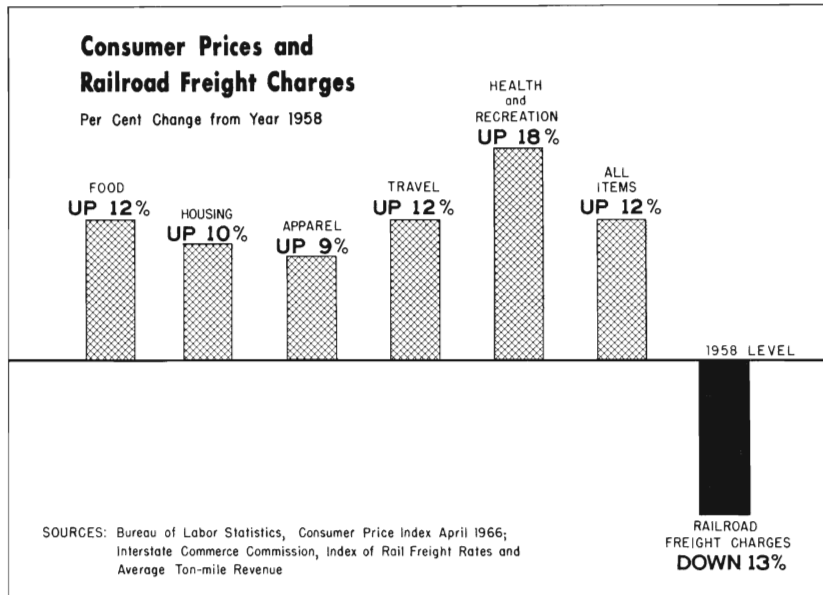
Their home at 11 Chatsworth Court, Oakland, was built by Ernie who acted as his own general contractor.

Musically inclined, Ernie plays the organ and saxophone and for several

years until just recently often played in dance combos.

He is also an excellent photographer, having exhibited at the Oakland Camera Club and in other photo salons, and likes to fish. He also devotes time working for his Latter-Day Saints Church.

EXPANDING RAILROAD EFFICIENCY: COUNTERFORCE AGAINST INFLATION



Creating one of the nation's major counter-inflationary forces, average railroad freight charges have been reduced for seven straight years and are now 13 per cent below the 1958 level. In contrast, all major categories of the BLS Consumer Price Index continue to rise, with the latest government report showing the overall Index up by 12 per cent over 1958. Railroaders have managed this opposite trend, according to the Association of American Railroads, by pushing widespread efficiency meas-

ures permitting a gathering overhaul of the rail price structure. The reductions are the end-product of the industry's \$22-billion post-war modernization program, merger-induced efficiencies, gradual updating of Iron Horse-era work rules and new customer services. One measure of the national benefit: The 13 per cent reduction in average rail freight charges will mean savings for American rail shippers this year alone of nearly \$1.5 billion.

—Association of American Railroads (5-26-66).

MILEPOSTS



WP all the way Keddie to Bieber

A recent purchase from Southern Pacific of about 5.267 miles of track between Westwood and Mason, Calif. now gives Western Pacific entire ownership and operating rights of its 112-mile fourth subdivision between Keddie and Bieber. Western Pacific freights previously operated over the five-mile portion under a joint track-charge rights agreement with SP.

The change came about when Southern Pacific received permission to abandon a portion of its Westwood Branch extending from Susanville to Mason.

By means of the 112-mile line, Western Pacific has a direct connection at Bieber with the Great Northern and at Stockton with the Santa Fe for a

This six-unit diesel powered long freight heads north over the Keddie wye to begin its run over the Inside Gateway Route to Bieber after starting its through run from Oroville.

through freight service between Southern California and the Pacific Northwest.

The line was placed in operation on November 10, 1931 when WP's President Harry Adams and GN's President Ralph Budd shook hands from the pilots of their respective steam engines, WP 204 and GN 3351. The line was originally referred to as the "Keddie-Bieber Line" and/or the "North Line."

The line was renamed the "Inside Gateway Route" in January, 1950 when WP-GN-SFe officials and other dignitaries attended ceremonies all along the three-railroad route to announce the joint north-south through freight service.

Industrial department ...

(Continued from Page 7)

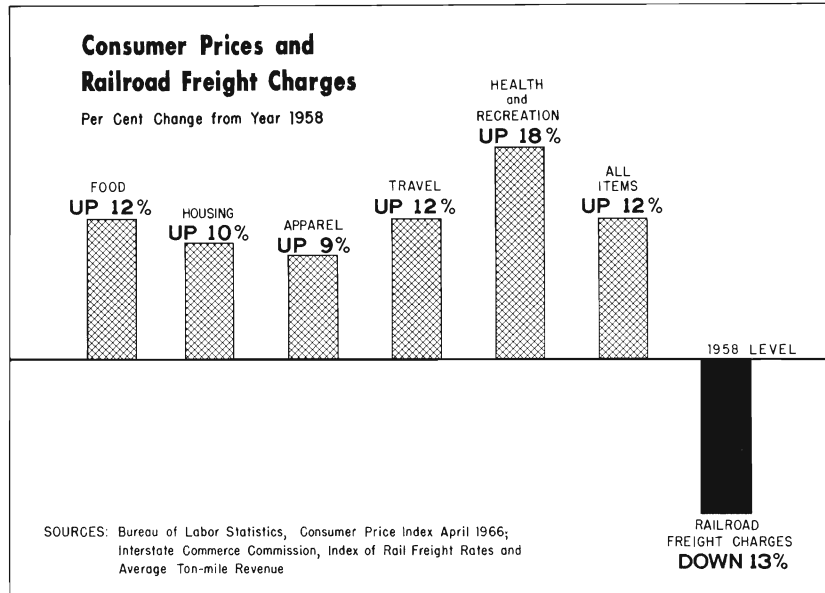
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—Association of American Railroads (5-26-66).



WP all the way Keddie to Bieber

A recent purchase from Southern Pacific

This six-unit diesel powered long freight heads north over the Keddie wye to begin its run over the Inside Gateway Route to Bieber after starting its through run from Oroville.

through freight service between California and the Pacific

WP all the way Keddie to Bieber (Page 9)

* * *

The I.C.C. has postponed
effective date of abandonment
which has delayed this purchase

The Editor

placed in operation on 1931 when WP's President and GN's President hook hands from the respective steam engines, N 3351. The line was red to as the "Keddie/or the "North Line." renamed the "Inside e" in January, 1950 SFe officials and other ended ceremonies all -railroad route to ant north-south through



Refer to:

April 26, 1966

Mr. Walter C. Brunberg
Vice President, Traffic
Western Pacific Railroad Company
526 Mission Street
San Francisco, California 74105

Dear Mr. Brunberg:

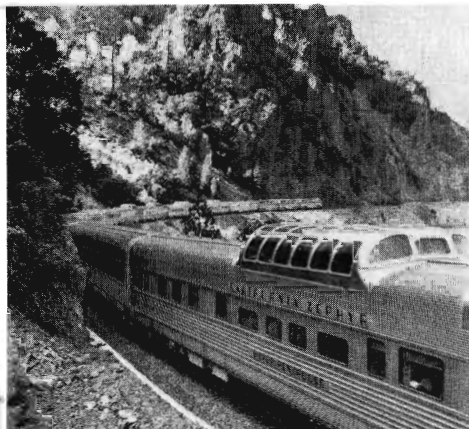
For the third consecutive year the Western Pacific Railroad Company has attained an excellent record of sanitation aboard its four operating food service cars and in the operations which support this very significant activity. Therefore, I would like, on behalf of the Surgeon General, to commend the Western Pacific Railroad Company for its efforts which aid the Public Health Service in reducing the incidence of preventable disease.

In awarding this Letter of Commendation the Public Health Service indicates its desire to continue, in future years, to support the effort which you and your employees expend toward maintaining good sanitation.

Sincerely yours,

Albert H. Stevenson
Assistant Surgeon General
Chief Sanitary Engineering Officer

Pleased with Award are District Car Foreman David Laird, Vice President-Marketing Walter Brunberg, Director of Passenger Sales Russ Cleland (standing) and Passenger Service Supervisor Manuel Norman. Presenting the PHS Commendation were Richard Moore and Clyde Eller, right.



Spend September in the *Caribbean!*

ARE YOU, or others you know, interested in a leisurely, scenic and colorful vacation tour to the enchanting Bahamas? If so, little can compare to Cliftours' popular rail-water Caribbean Paradise Cruise in September.

And, getting there and back is half the fun!

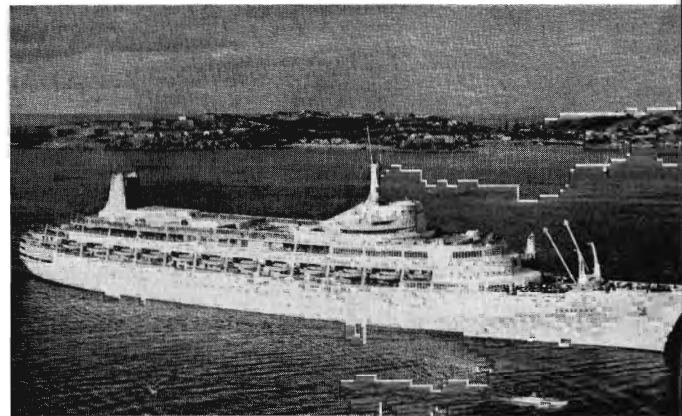
While getting there aboard the California Zephyr, you'll have a closeup look from a Vista-Dome car at some of America's outstanding scenery. Leaving New York City aboard the SS Oceanic, you'll cruise some of the most colorful waters to be found, enroute to Nassau.

Homeward bound aboard the P&O Orient Lines' Flagship SS Canberra, you'll cruise the Caribbean, pass through the Panama Canal, along the west coasts of Central America, Mexico and California, and through the Golden Gate.

The tour begins on September 5 from San Francisco-Oakland, and ends in San Francisco on September 27. Stopovers include two days each in New York and Nassau, part of a day in Panama City, and a day in Acapulco. Special tours will be made at stopover points, and you will have ample opportunity for sightseeing, shopping, swimming and loafing on your own time.

Complete information is available from Frank Rauwolf, manager of tour services, 526 Mission Street, San Francisco 94105 (Phone 982-2100, local 520).

Traveling to and from the Caribbean is a pleasure, crossing scenic America on the California Zephyr (above) and cruising the colorful waters aboard the Canberra, pictured at the right.



MAY-JUNE, 1966



Dear Editor:

Slide show of Zephyr

I want to thank you for your prompt, courteous, and generous service. The color *California Zephyr* pamphlet had a perfect picture on the back, and the other pamphlets were fascinating and will add a lot to the narrative accompanying my slide shows. I can now make a title with the picture you sent me.

Again I compliment Western Pacific on running a fine train, and assure you that I will recommend highly the route to all those I know planning a cross-country trip by train, as did I.

Guy Lohman
20201 Kilbride Drive
Saratoga, California

* * *

Irish railroader-student

As a MILEPOSTS' reader and correspondent of yours for many years, I thought you'd like to know I am taking part in a Trade Union study tour in The Netherlands. I was one of twelve students at the College of Industrial Relations, Dublin, selected for the tour which is sponsored by the Council of Europe. During their stay the group will travel extensively and will be guests of the Dutch Trade Union Congress. Rev. Father Liam McKenna, S.J., lecturer at the College, leads the group.

I am now employed in the diesel

stores, stores section M.E. (Rail) Dept. for the Irish Railways at Inchicore. I obtained the college diploma in social, economic and Trade Union studies by completing the four-year course in these subjects and am now attending the college for post diploma lectures in current affairs.

Always enjoy MILEPOSTS and I hope everything is going well for WP.

Bernard C. Byrne
11 Mountjoy Square
Dublin 1, Ireland

* * *

Slipped zip

Received my copy of MILEPOSTS and sure enjoy reading it from cover to cover. Would sure miss it.

I sent you my Zip Code number but it was wrong on the magazine. Please correct it as I understand the Post Office will not deliver this type mail without the Zip Code.

An old retired friend.

E. L. Tomlinson
6425 - 18th Avenue
Sacramento, Calif. 95820

* * *

Vincent Carr improves

Vincent Carr had a light stroke on his left side on March 24 and while still in St. Anthony's Hospital he is getting along very well. Therapy is walking him with a walker. His arm has life so we are hoping he will soon

(Continued on Page 13)



I'm gunning for the man from C.R.A.S.H.

I'm sure you've all heard of that dreadful organization C.R.A.S.H.

That stands for—

Cars Roughly and Shockingly Handled

I certainly hope this secret society doesn't have an agent in your freight yard. But, if one gets in there, by chance, I hope you'll help me gun him down.

I'm Miss Careful Handling

I'm dedicated to preserving freight. I need your help, Mr. Railroad Man.

Won't you join my team?

(Did our pretty heroine get her man? See next issue's exciting episode!!!)

Dear Editor: . . .

(Continued from Page 12)

be as well as ever. He enjoys receiving cards so much and I'm sure the writers' good thoughts help him along.

He still plugs Western Pacific and just received a card from our neighbors telling how much they enjoyed the lovely *Zephyr*, delicious food and beautiful scenery while crossing the country.

Mrs. Vincent J. Carr
862 - 44th Avenue, N. E.
St. Petersburg, Florida 33703

In appreciation

I retired from Western Pacific as machinist at Oakland on April 29, and would like to thank each and everyone who so kindly contributed toward my retirement fund.

I enjoyed working for Western Pacific during the 15 years I was with the Company, and would like to continue to receive MILEPOSTS at my new address.

Thomas A. Sykes
P.O. Box 806
Winnemucca, Nevada

Retiring Soon?

These tips will make it easier

IF you are one of those Western Pacific railroaders who will soon end your railroad career, don't overlook checking into the following benefits. "And," reminds William A. Tussey, manager of personnel, "they should be completed before that last day rolls around!"

Medical

If you qualify under present regulations of the Employees' Medical Department, you are entitled to its benefits. Qualifications include continuous employment status with the Company for at least 15 years, an active payroll status for a minimum of 10 years, and being a contributor in good standing immediately preceding retirement.

Payment of dues is presently required in advance on not less than a quarterly basis. Your first payment must be made BEFORE the end of the month following the month in which you last contributed compensated service.

Questions will be answered by S. F. Dorius, business manager, or Maxine Landuyt, secretary, Medical Department, general office.

Medicare

Medicare is a two-part program for people who have reached age 65. The BASIC PLAN provides certain hospital and related services. The VOLUNTARY SUPPLEMENTARY INSURANCE PLAN pays the major part

of doctors' bills and other health services. It is recommended that you enroll in the month before you reach 65.

Contact the Railroad Retirement Board to determine benefits available to you and your wife.

Insurance

Subject to conditions provided in the insurance contract governing your craft, you may be entitled to continuation of these benefits after retirement. Copy of the appropriate pamphlet may be obtained from your supervisor, your union representative, or information from Frank Ahlert, assistant auditor of disbursements-insurance, general office.

Lifetime Pass

If you are entitled to a Meritorious Annual Pass, your supervisor can make arrangements to furnish you with a Lifetime Annual Pass.

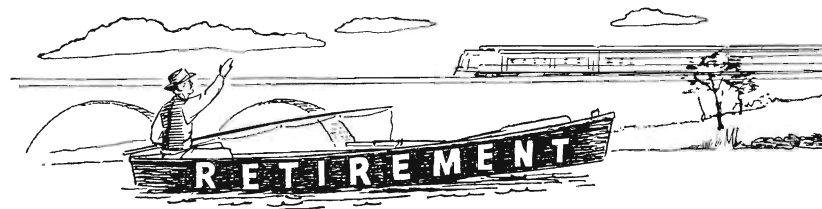
MILEPOSTS

If your current home address is not on file with the Company, you should arrange to complete Form 2641-Rev., Change of Address. This form is available from your supervisor.

Annuity Eligibility

Original birth certificates or other satisfactory record is necessary to provide proof of age. Original marriage certificate is necessary to apply for a spouse's annuity. Your supervisor can give you the address of the nearest Railroad Retirement Board office who

(Continued on Page 15)



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:

Elisabeth Borgwardt, communications clerk, San Francisco, 12 years 9 months.

Jesus Garcia, Sacramento Northern section laborer, Sacramento, 21 years 8 months.

Carl D. Heady, carman, Sacramento, 24 years 3 months.

Edward W. Jayhe, brakeman, Oakland, 29 years 10 months.

Bert E. Kezar, Central California Traction Co., locomotive engineer, Stockton, 37 years 10 months.

Everett C. Mullins, carman, Stockton, 23 years 9 months.

Archie H. Nourse, switchman, Stockton, 23 years 9 months.

Leocadio H. Sanchez, Sacramento

Northern track laborer, Sacramento, 10 years 8 months.

Klaus Sievers, M. of W. machinist, Oakland, 20 years 9 months.

Thomas A. Sykes, M. of W. machinist, Oakland, 14 years 11 months.

Francisco T. Tafolla, Sacramento Northern section laborer, West Sacramento, 24 years 11 months.

William L. Walk, machinist, Oroville, 19 years.

Frank B. Stratton

After 44 years and four months' service, Frank B. Stratton retired on April 30 as director of industrial development. He had been in the industrial development department for nearly 20 years, first as industrial commissioner.

"Bert" was born in Sonoma County on October 2, 1900. He first came to work for WP as an office boy in the president's office in August 1920 for a salary of \$85 a month, but resigned one year later. In January 1922 he returned to WP as secretary to general manager, transferred to the president's office as stenographer seven months later, and returned to the general manager's office as secretary in February 1923. For the next 23 years "Bert" was employed in the traffic department, first in July 1923 as agent perishable freight service. He

(Continued on Page 16)

Retiring Soon?...

(Continued from Page 14)

can determine your eligibility. Ferris V. Henderson, chief retirement and unemployment agency, general office, will answer any questions concerning eligibility for payments under the Company's Provisional Retirement Plan.

Retirement . . .

(Continued from Page 15)

became a general agent at San Francisco about two years later and from July 1927 was perishable traffic agent for three years.

He went to Seattle, Wash., on October 21, 1931 as general agent, leaving there on May 1, 1943 to accept a commission

in the U.S. Army from which he was honorably discharged with the rank of major. He returned to WP on November 1, 1945 as assistant to freight traffic manager at San Francisco, and was appointed industrial commissioner on July 1, 1946.

"Bert" was responsible for many industrial transactions which have developed some of WP's most important customers, among them Ford Motor Co.'s assembly plant at Milpitas. The first and last industry "Bert" located on the railroad was one and the same—General Foods plant at San Leandro, and their new plant at Stockton.

More than 75 people attended a testimonial dinner for "Bert" given by the local chapter, Society of Industrial Realtors, shortly before he retired. He was given an honorary membership in the Society.

"Bert" and his wife, Ruth, left on a Pacific Far East Lines freighter May 21 for a trip to the Orient, and future plans will develop after their return to their home at 828 LaJennifer Way, Palo Alto. Since "Bert" is an avid low-handicap golfer he undoubtedly



will have a few "irons in real estate" just to keep in touch.

* * *

Charles E. Vincent

A lot of people at general office did a double take on May 31 when a well-dressed individual entered their office, for it wasn't often that they had seen him in such attire. The clothes they were more familiar with was slacks, shirt, tie and a long smock. But since it was Charley Vincent's last day on the job after 38 years with Western Pacific, he took advantage of the occasion.

Charley was born in Greenleaf, Minnesota on May 27, 1901. After attending high school in Minneapolis, and four months before his sixteenth birthday, he became the second youngest enlisted man in the U.S. Navy during World War I, entering with his parents' consent in January, 1917. After 18 months overseas serving on mine sweepers, destroyers and battleships, Charley entered the Navy Printing Office in New York where he received his apprenticeship. Following his discharge as Seaman First Class in March, 1921, he returned home to spend eight months. He then re-enlisted in the Navy for another four years, which included two years in charge of the Navy print shop on Yerba Buena Island (now Treasure Island) in San Francisco Bay.

Charley's first job in private industry was with Western Pacific as supervisor of the duplicating bureau when that department first opened in the Mills Building in 1928. On June 29, 1943, he was back in military service, this time in the printing depart-

(Continued on Page 17)



These two photos of Mabel and Charley during a round of golf clearly show why Charley always comes in second. "It's easy to beat him," said Mabel, "as he seems to have a fondness for sand traps on any course."



Retirement . . .

(Continued from Page 16)

ment of the U.S. Marine Corps, Department of the Pacific. He returned to WP three years later as supervisor of WP's duplicating bureau, continuing in that position until he was made stationer at San Francisco on July 1, 1963.

Charley was division chairman for the Brotherhood of Railway Clerks in 1949 and 1950 and again from 1955 to 1963.

His first wife, the former Anna C. Scullion, died on July 20, 1958, after a marriage of 34 years and they had one daughter, Mrs. Adrienne H. Sousa, and three granddaughters, Candace Ann, 15, Pamela Marie, 14, and Robin Diane, 11. On February 14, 1959, Charley married the former Mrs. Mabel E. Schroers, a sister of Mrs. Beth Engle, former WP law department and labor relations department employee. Mrs. Vincent has two children by previous marriage, Rick Schroers, 23, senior machine operator in WP's duplicating bureau, and Sandra E. Schroers, 20,

a bookkeeper for the Independent Order of Foresters' insurance department.

The only thing frustrating to Charley is his inability to beat his wife in golf but he still hopes for that possibility. He can still claim to be the best fisherman in the family, and these two sports will occupy much of his leisure time, in addition to some travel, and making improvements to the home at 8 Tarrant Court, San Rafael.

Parcel Post bill advances

The House Post Office subcommittee has approved a bill that would permit larger and heavier packages to be carried in parcel post. The vote 6 to 1, is expected to ease the way for clearance of the bill by the full House Post Office Committee. The Post Office Department wants the legislation passed, claiming it would permit the generation of more than \$100 million in new parcel post business annually and help offset the heavy parcel post deficit. REA Express has said that passage of the legislation would put it out of business within six months.—*Railway Age*.

\$3 Million Lost in Sickness Benefits

"Last year about 25,000 railroad employees lost some \$3 million in sickness benefits because they filed their applications late," reports Howard W. Habermeyer, chairman of the Railroad Retirement Board.

The law requires that sickness applications reach the Board within 10 days after an employee becomes sick. Benefits are lost unless the employee has a sound reason for late filing. Not

knowing about the 10-day filing requirement, nor not having an application handy, are not valid excuses.

"In a great many cases," said Habermeyer, "the payment of benefits is delayed because the application is filled in incorrectly.

"The two most common mistakes made," he said, "are a wrong social security account number and illegible handwriting."

You Can Get ALL Your Sickness Benefits PROMPTLY!

HERE'S HOW

Do This Now

Get a SICKNESS APPLICATION with a DOCTOR'S STATEMENT attached.

Print your name and social security account number on both forms.

Put the right half of your CERTIFICATE OF SERVICE MONTHS AND COMPENSATION (BA-6) in the envelope which comes with the application.

Keep the envelope where your spouse or other members of your family can find it quickly.

Do This if You Get Sick

Get the SICKNESS APPLICATION and DOCTOR'S STATEMENT filled out immediately.

Send both forms with your CERTIFICATE OF SERVICE MONTHS AND COMPENSATION to reach the Board within the 10-day time set by law.

If you are late in sending in the forms, include an explanation for your delay

in the same envelope. Otherwise, you may lose benefits.

If you need assistance, get in touch with your nearest R.R.B. office.

RRB Annual Report

The Railroad Retirement Board's annual report for 1965 has been released to the public. Requests for copies should be directed to the Superintendent of Documents, U. S. Government Printing Office, Washington, D.C. 20402. Price per copy is 60 cents.

The report summarizes the financial, administrative, legislative, and legal developments in the programs under the Railroad Retirement and Railroad Unemployment Insurance Acts during the 1965-66 fiscal year. It also includes a statistical summary of operations under the programs and statistical tables on selected characteristics of benefits and beneficiaries.

Travelers Insurance to handle railroad Medicare medical claims

The Railroad Retirement Board has appointed the Travelers Insurance Company of Hartford, Conn., as the sole intermediary for handling claims of railroad employees and annuitants under the medical services part (part B) of the Medicare program. This includes the payment of doctor bills. This arrangement will apply to all qualified railroad employees and members of their families, as well as to all railroad retirement beneficiaries in the country.

The appointment was made under powers delegated to the Board by the Department of Health, Education and Welfare. The selection of Travelers as the nationwide intermediary was made by the Board pursuant to a joint rec-

ommendation by railway management and labor.

Travelers will handle all claims for doctor bills benefits coming from railroaders and family members who are, or will be, enrolled for this coverage. The company will administer this program through a network of offices scattered throughout the country.

A list of these offices together with other information on this program will be supplied to all enrollees before July 1, 1966.

A fellow came home late from a party one night, roared up his driveway, tore out 16 feet of hedge and smashed through the doors of his garage. One neighbor observed: "It's a good thing George didn't have his car!"

You still pay regardless

You may have noticed a change in the amount of your last paycheck. Don't blame it on WP's payroll department—they didn't goof.

Any change you noticed can probably be attributed to your Uncle Sam. He decided that, while income tax was still on your (and his!) mind, that May 1 was about as good a time as any to institute some changes in income tax deduction schedules. It's a little complicated, like all tax matters, but what it amounts to in general terms is this:

If you've been receiving a refund from your "Uncle" each year, your payroll deductions for income tax will be reduced. You'll have more money each payday, but a small or no refund

next year. If you've been paying the tax collector an additional sum at income tax time in addition to what was taken from your paychecks, you'll have a larger sum withheld from each paycheck. This will eliminate most or all of that big additional payment at tax time next year.

"The idea is to make it possible for more taxpayers to break even," said John L. Murphy, assistant auditor of payrolls. "The amount of tax withheld from paychecks during the year should about equal your total tax bill—resulting in little or no refund, little or no additional payments."

But your "Uncle's" going to get it—either way!

MILEPOSTS



IN GOLD

MILEPOSTS congratulates the following railroaders who are eligible for Service Pin Awards during the months of May and June 1966:

40-YEAR PINS		
Vernon C. Brain.....	Locomotive Engineer.....	Western Division
Ira B. English.....	Locomotive Engineer.....	Western Division
35-YEAR PINS		
B. Eiquihau.....	Section Laborer.....	Eastern Division
30-YEAR PINS		
Frank T. Calnan.....	Code Clerk "B".....	San Francisco
John P. Carroll.....	Sales Representative.....	San Jose
James W. Daniel.....	Telegrapher.....	Eastern Division
Clarence E. Dodds.....	Carman.....	Sacramento
John C. Evans.....	Bill & Demurrage Clerk.....	San Jose
G. A. Galbraith.....	Conductor.....	Western Division
W. F. Goldsberry.....	Telegrapher.....	Eastern Division
Iver D. Gregory.....	Locomotive Engineer.....	Western Division
Ray W. Huffmon.....	Dispatcher.....	Western Division
Evert Humphreys.....	Clerk.....	Western Division
Lloyd W. Hurd.....	Brakeman.....	Eastern Division
Elmer K. Jones.....	Boilermaker.....	Oroville
Valden L. Kimball.....	Conductor.....	Eastern Division
Archie A. Lucey.....	Locomotive Engineer.....	Eastern Division
Emma McClure.....	Chief Clerk, Law Dept.....	San Francisco
Kenneth F. McNeill.....	Conductor.....	Eastern Division
T. E. Murphy.....	Conductor.....	Eastern Division
F. D. Nugent.....	Conductor.....	Eastern Division
N. Poncioni.....	Storekeeper.....	Sacramento
Frank J. Rauwolf.....	Manager Tour Services.....	San Francisco
C. M. Rockwell.....	Conductor.....	Eastern Division
David A. Skootsky.....	Head Freight Claim Investigator.....	San Francisco
Emil E. Slaughter.....	Conductor.....	Western Division
Andy E. Stene.....	Terminal Trainmaster.....	Oakland
William H. Thraillkill.....	Conductor.....	Western Division
Theodore Travins.....	Interline Switching Clerk, Sr.....	San Francisco
James W. Walsh.....	Carman.....	Oroville
Samuel L. Worthington.....	Locomotive Engineer.....	Eastern Division
25-YEAR PINS		
Arthur W. Bowers.....	Carman.....	Elko
Clarence R. Brandt.....	Carman.....	Oroville
Martin H. Buckley.....	Agent.....	Reno
Russell L. Burch.....	Clerk.....	Oakland
Virgil A. Burch.....	Carman.....	Oroville
Kenneth W. Craig.....	Conductor.....	Western Division
Morris M. Deeley.....	Sales Representative.....	Pittsburgh, Penn.
Lorenzo Ghilardi.....	Blacksmith Helper.....	Sacramento
William B. Gray.....	Night Roundhouse Foreman.....	Oroville
Jay R. Kump.....	Electrician.....	Elko
Harold E. Parks.....	Fireman.....	Western Division
Carl C. Rathburn.....	Carman.....	Portola
Harry K. Reese.....	Asst. Trainmaster - Agent.....	Stockton
Ralph F. Sarbach.....	Roundhouse Foreman.....	Portola
John L. Wallis.....	Locomotive Engineer.....	Western Division

(Continued at top of next page)

The railroads' freight car fleet numbers nearly 1.8 million units—enough to form a train 15,000 miles long, spanning the continent five times. This fleet has a "lift" capacity of 107 million tons.

Some Difference

The difference between a statesman and a politician is that a statesman thinks he belongs to the state and the politician thinks the state belongs to him.

MILEPOSTS

20-YEAR PINS

Otis O. Albritton.....	Section Stockman.....	Oakland
Alejandro Q. Ancheta.....	Roundhouse Laborer.....	Stockton
Leo A. Baker.....	Sales Representative.....	Portland, Oregon
Jesus Barajas.....	Section Laborer.....	Western Division
Harry Baumgardner.....	Carman.....	Elko
Sumner F. Burmeister.....	Asst. Division Engineer.....	Sacramento
Facundo F. Cisneros.....	Laborer.....	Stockton
Fay U. Collins.....	TCS Maintainer.....	Hayward
Roy T. Fleming.....	Interline Clerk.....	San Francisco
Dionicio N. Guzman.....	Section Laborer.....	Western Division
Joseph J. Hale.....	Laborer.....	Oakland
Lloyd R. Hall.....	TCS Maintainer.....	Chilcot
Davis W. Jordan.....	Switchman.....	Western Division
Edward S. Lacey.....	Section Laborer.....	Western Division
Anita A. McCabe.....	Per Diem Clerk.....	San Francisco
Thomas G. Moran.....	Clerk.....	Sacramento
Francisco Moreno.....	Car Foreman.....	Stockton
Walter H. Parks.....	Dining Car Steward.....	Oakland
Fred A. Tegeler.....	Vice President-Finance.....	San Francisco
Robert R. Tillman.....	Waiter.....	Oakland
Joseph J. Valeraga.....	Chief Clerk-Engineering.....	San Francisco
Kenneth L. Wilcox.....	Check Clerk.....	Sacramento
Troy Wright.....	Carman.....	Stockton

15-YEAR PINS

Frances Courtney.....	Head Mail & File Clerk-Marketing.....	San Francisco
Phillip R. Davidson.....	Section Laborer.....	Western Division
James B. Hansen.....	Sales Representative.....	Shreveport, Louisiana
James L. Jones.....	Switchman.....	Western Division
Donovan M. Langston.....	Switchman.....	Western Division
William J. Leavy.....	Mechanical Foreman.....	Keddie
Florence M. Libby.....	Secretary to Vice President-Finance.....	San Francisco
Clifford G. Mintle.....	Car Foreman.....	Sacramento
Mrs. A. Moranoff.....	Data Preparation Clerk.....	San Francisco
John Prise.....	Carman.....	Oakland
Robert D. Scott.....	Asst. Head Port Clerk.....	Stockton
Thomas A. Sykes.....	Machinist.....	Oakland

10-YEAR PINS

C. W. Beadling, Jr.....	Senior Sales Representative.....	Philadelphia, Pa.
R. L. Cassidy.....	Brakeman.....	Western Division
T. M. Cutter.....	Switchman.....	Western Division
Florence Dudley.....	Assistant Export Clerk.....	Chicago, Illinois
J. M. Dyer.....	Clerk.....	Oakland
Robert M. Edwards.....	Machinist.....	Oroville
S. P. Garteiz.....	Brakeman.....	Eastern Division
W. J. Harkness.....	Clerk - Marketing.....	Salt Lake City, Utah
Clyde A. Harris.....	Machinist.....	Portola
E. A. Hastings.....	Fireman.....	Eastern Division
C. L. Hilton.....	Section Laborer.....	Western Division
Harmon D. McElhanev.....	Machinist.....	Oroville
C. M. Noriega.....	Section Laborer.....	Western Division
J. L. Overholser.....	Brakeman.....	Eastern Division
Lee C. Preston.....	Sales Representative.....	Oakland, Calif.
W. A. Reed, Jr.....	Asst. Architectural Engineer.....	San Francisco
T. L. Saunders.....	Switchman.....	Stockton
F. D. Silva.....	Section Laborer.....	Oakland
Josephine Spadaro.....	Statistician-Marketing.....	San Francisco
W. J. Tatomer.....	Fireman.....	Eastern Division
Richard J. Tracy.....	Sales Representative.....	(MILEPOSTS Correspondent)
D. L. Ward.....	Brakeman.....	New York City
Louie T. Wright, Jr.....	Machinist.....	Eastern Division
		Oroville

Today's U.S. railroad plant represents an investment value, after allowing for depreciation, of \$26.4 billion; yet it would take nearly twice this amount to replace capital facilities at present prices and three times as much to build the present rail system from scratch.

It seems a little silly now, but this country was founded as a protest against taxation!

* * *

One way automobile seat belts save lives is by making it difficult to fall asleep when sitting on the buckle.



SACRAMENTO STORE

Al Dabbs

AL MADAN, our chief clerk, returned to work after spending four weeks at Kaiser Hospital for physical therapy. Al shows much improvement in his walking and general appearance, and it's just great to have Al back again.

NINO PONCIONI, storekeeper at Sacramento, and his family enjoyed a visit with their daughter, Sharon, and her husband, who flew in from Alaska for a recent weekend. The World gets smaller all the time!

Fishing on the Sacramento River is very good these days. Everyone is catching, including a good one by HORACE LATONA, purchasing clerk, and your correspondent's 18-pounder.

Our department was saddened to learn of the death of JULIUS H. FRICK on April 29. He had been retired since June 28, 1957 and his weekly visits to the store and office will be missed. Julius started as a helper in the store department on May 10, 1920 and held several positions during his WP service. He was stock control clerk when he retired with 38 years of service.

KEDDIE

Elsie Hagen

Engineer and Mrs. CHARLES MATHEWS have moved to Sacramento. They had lived in Keddie for a long

time and Mrs. Mathews and her daughter each served as Postmistress for several years.

Agent and Mrs. PETE HANLEY's daughter, Mrs. Jane Chase and her children enjoyed a short visit in Keddie recently. Jane and her husband are living temporarily in New York where he is attending school, but after completion of his studies they plan to return to California.

Yardmaster JOE CLINTON returned home in May after spending several weeks in Council Bluffs, Iowa, with his sister who is now recovering nicely following surgery.

Our deepest sympathy to the family of retired Engineer LEO DORITHY who died on May 4.

Sgt. Richard Thomas, son of Conductor ALDEN THOMAS, returned to Camp Pendleton after spending a few weeks with his family here. Richard had returned from Vietnam where he had spent several months. He has been in the service nearly five years and hopes to receive his discharge soon.

Mrs. Hazel Johnson, widow of the late Gang Foreman TOM JOHNSON, died in Feather River District Hospital on April 29. She is survived by a daughter, Mrs. Janet Crowe. Burial was in Quincy East Lawn Cemetery.

Congratulations to Davney Simpson, daughter of Conductor and Mrs. VIRGIL SIMPSON, has been awarded the

Southwestern Region Scholarship. A senior in Quincy High School, Davney will graduate this Spring.

Our sympathy to the family of retired Section Foreman MIKE KOROJOHN, especially to his stepdaughter, Trainmaster's Clerk Mrs. HERTHA SIMPSON, on Mr. Korojohn's death in Oroville on May 9.

SALT LAKE CITY-WENDOVER

Esther Witt

J. B. Price

Sincerest sympathy to Engineer FRANK AIELLO and family on the death of their grandson, John Christopher Aiello, son of Joseph R. Aiello, on April 27.

We're glad to have Mechanical Foreman ROBERT COLVIN and Laborer JOE HERNANDEZ back on their jobs again. Bob was absent with a bout of double pneumonia, and Joe had a strep throat and other complications.

Water Service Maintainer VARIAN ANDERSON retired on April 6 after 36 years and 5 months of faithful service. Better known as "Chunky," he first worked for WP in the summer of 1924, the last time the Great Salt Lake

washed out WP tracks. In 1925 he was employed in work train service. It was in 1926 during the days of steam power that he bid in the position of coal chute operator at Delle, a position he held until June 1929. After a five months' leave he returned as a pumper at Shafter and shortly thereafter transferred to the water service department and became a maintainer at Wendover until 1933. He worked from 1933 to 1937 at Gerlach, then returned to Wendover to make his home and remain in service. We'll miss "Chunky" on the job, but look for his frequent visits and wish for him many happy years of retirement with the best things of life thrown in.

Retired Engineer and Mrs. SETH MANCA stopped by for a few minutes on their way to Salt Lake City where Bob was to undergo an eye operation. We wish him a speedy recovery.

Reliving past railroad days was enjoyed when former Brakeman EARL KILGORE stopped by. The first thing Earl noticed was the disappearance of the old depot, but he was glad to see such a new compact building in its place. Earl says that his father, retired Conductor I. L. KILGORE, is in the best of health and looking forward to the opening of fishing season.

Our deepest sympathy to Conductor HAROLD W. FIFE and family whose brother, Richard B. Fife, Jr., died in a Salt Lake hospital on April 15.

It was with a note of sadness that we bid farewell to Trainmaster's Clerk LELA ETHEL OWEN who retired from WP service on February 15 after 22 years of faithful service. Ethel hired out at Winnemucca on November 29, 1943, as general clerk and cashier. In October 1945 she became roadmaster-



Coreen, Varian and Ada Anderson

trainmaster clerk, and when the PBX board was installed she also became PBX operator. In December 1956 she moved to Salt Lake to be trainmaster's clerk. Ethel retired with the good wishes of all her co-workers going with her. We have all enjoyed working with her and hope that she has many happy retirement years. She is presently living in Reno.

Our deepest sympathy to the family of Assistant Superintendent WILLIAM G. HOWELL who died in Elko on May 7. Bill will be sadly missed by one and all who respected him for being strict when need be, jovial as the opportunity presented itself, but always fair and square.

SAN JOSE-MILPITAS

Lee Marshall
Phil Hazlett

We're happy to report that MATT WILLOUGHBY, man of many labors at the San Jose freight station, is a grandfather again. Kasey Putnam arrived on April 9, the daughter of Mrs. Karen Putnam.

We all extend our deepest sympathies to WILLIAM REID, San Jose yard, whose mother passed away on May 3.

We extend a big welcome to a new member of the WP family, CHARLES J. EBERHARD, presently working in the district sales office as a temporary ticket clerk. "Chuck" lives in Santa Clara with his wife, Patricia, and three children, John Charles 4 years, Christopher Shaw 2 years, and Wendy Therese just one year.

Sales Representative JOHN P. CARROLL's wife, Laurine, has been ill with a lung infection, and we all wish for her a quick recovery.

OROVILLE

Helen R. Small

Switchman-Relief Yardmaster C. M. CRAWFORD suffered a severe coronary attack on April 10 and is receiving treatment in the Medical Center Hospital. At this date he is improving and we hope he will soon be returning home and to work.

Retired Carman MATTO MATICH has been ill for some time, and on May 2 entered Plumas District Hospital at Portola.

Born to Brakeman and Mrs. H. A. AVILA on May 7 a son, named Christ Joseph, 8 lbs., 11½ oz. The Avilas have a daughter, age 7, and two other sons, ages 6 and 3 years.

every tree is a family tree...

Our trees and our forests provide your family with many happy hours of recreation. That's why it's so important to protect them from forest fires. Nine out of ten forest fires are caused by careless people who forget

Smoking man's ABC's: Always read matches till cold. Be sure of smoking all camp fires, stir the ashes and throw them away. Cigarette all smokers don't out.

please! only you can prevent forest fires

MILEPOSTS

Most unfortunate, H. A. AVILA received word on the day following the birth of his son that his brother, Ronald D. Avila, a U. S. Air Force serviceman, was killed in an auto accident in France.

Army Pvt. BRUCE M. BONNER, son of retired Yardmaster and Mrs. R. O. BONNER, who entered the Army in October 1965, completed basic training at Fort Ord and was then stationed at Fort Gordon, Ga. On March 24, Bruce was assigned as lineman in Company A, 459th Signal Battalion, Fort Huachuca, Ariz. He was employed by WP before entering the Army.

Retired Section Foreman MIKE KO-ROJOHN, age 75, died suddenly on May 9. A native of Greece, Mike had lived in Oroville for 44 years. He is survived by his widow, Anna; two daughters, Mrs. Joahanna Flodin of Richfield and Mrs. Hertha Simpson of Quincy; three grandchildren and two great-grandchildren. Funeral services were held at Scheer Memorial Chapel on May 13 with Rev. P. Kermitzes, priest of the Greek Orthodox Church in Sacramento conducting. Interment was in the Oroville Cemetery.

Retired Engineer FLOYD R. SEATON died on May 10 in a local hospital. Floyd was born July 26, 1888. He is survived by his widow, Elsie. Funeral services were held in Scheer Memorial Chapel on May 13 with interment in Memorial Park Cemetery, Oroville.

The bank robber shoved a note across to the teller which read: "Put the money in a bag, sucker, and don't make a move."

The teller pushed back another note reading: "Straighten your tie, stupid, they're taking your picture."

* * *

It's beginning to look as if those who maintain that the world owes them a living are going to win.

MAY-JUNE, 1966

ELKO

Henry Wallock

We are all in great loss in the death of Assistant Superintendent WILLIAM G. HOWELL on May 7 (Editor's note: see Page 30), and our deepest sympathy is extended to his family. Masonic funeral services were held in Burns Chapel on May 10, conducted by officers of the Masonic Lodge with Paul Sawyer presiding. Rev. Al Fry of the Presbyterian Church assisted at the services. Pallbearers were GEORGE NAYLOR, RAY HOBBS, JACK HASTINGS, GEORGE LEWIS, JAMES GREGORY and CLIFFORD FIELDS. Honorary pallbearers were RUPERT BRYANT, PETE BRUST, BERT ELLIOTT, ERNIE MUELLER, JAMES F. LYNCH, LOREN AMES, MAURICE HAMMOND and L. E. THOMAS. All were Masonic Lodge members and close associates of Western Pacific with whom Bill was associated for 43 years. Other WP associates and friends from as far as San Francisco were present at the services.

We wish to express our sympathies to Engineer LAWRENCE WALKER, whose mother died on April 13 at the age of 81. She had lived her life in Center-ville, Iowa.

Writeup Carman HORACE E. BEEZLEY was entered in the Elko Hospital on April 20 for illness. We hope that he is on the road to recovery and last information was that he is improving.

Trainmaster L. E. "Ed" THOMAS was seen using a wheelbarrow and shovel the other day making some improvements around his new home. Don't overdo it, Ed, as some of the rest of your friends aren't too sure they want to be seen doing the same thing!

Engineer and Mrs. GEORGE DANIELL

25

just returned from a nice vacation, after traveling through Wyoming, Montana and parts of South Dakota including a visit to Mount Rushmore. George related that it snowed during the first week of May while in South Dakota and was unable to do much while there. While traveling through parts of Wyoming, snow was still about eight feet deep through the mountain country.

SAN FRANCISCO

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

General office employees were saddened in the death of JOHN E. CORVIN on May 12. John, valuation clerk, retired on May 31 a year ago after a service of just two months short of 38 years. John's entire railroad service was with WP's accounting department, as was that of his father, STEVE CORVIN, and brother, JOE.

While it is not unusual for WP employees to be guest speakers at various types of functions regularly, it isn't often that WP or any other company has TWO guests at a function on the same day. Such was the occasion during an April 25-29 seminar of the American Management Association in San Francisco. Among ten guest speakers at their "Managing the Internal Auditing Function" were WILLIAM BREW, assistant to the vice president-finance and assistant secretary, and FRED A. TEGELER, vice president-finance.

An "Excursion Notice" was issued by MAX A. POTTER, chief-passenger baggage and rate bureau, good for one day, May 28. The notice was Max's way of inviting members of the passenger

department to a second picnic outing at his home in Fairfax, Calif. In addition to a potluck lunch, and a day of loafing in marvelous Marin County, special entertainment was provided by Max's "thinking man's horse," Radar, a show horse of considerable talent which left the guests wondering if man is as smart as he thinks he is!

After 22 years and eight months of WP employment, MARJE MOORE, industrial department's industry clerk, left May 31 for one year's leave of absence. She will leave the *California Zephyr* in Chicago to meet her husband who has been visiting his relatives in the deep South and then start a long awaited trip around the U.S. and Canada. Heading northeast they plan to continue on up to Quebec, back through Montreal, Ottawa, and down into Minnesota to visit Marje's parents, other relatives and friends. Then north to Winnipeg and along the Trans-Canadian Highway to Vancouver and down the west coast home. She plans to just take life easy for the remainder of the year.

Succeeding Marje Moore as industrial clerk as of June 1 is Mrs. JANE MARGRON, stenographer-clerk, who has been with WP since December 5, 1955. Moving into the steno-clerk position is Mrs. FORTUNA BENGHIAT, former employee in transportation, marketing and, most recently, passenger department. She has been with WP since June 11, 1964.

It's hard to see her when you walk into the telegraph office, but what ELISABETH BORGWARDT lacks in stature she more than makes up in smiles and dependability on the job. "Lis" is going to be missed by those with whom she works and her many other



"Lis" during her last day at work

friends around general office when she retired on June 3. Telegraph work is not new to "Lis" as her first work after finishing Seminar-High School in 1918 was in the German government's telegraph and telephone offices, and was a "Lifetime" employee. She was born in May 1901 in Stettin, Pomerania, Germany which she likens to San Francisco—"a town with a big harbor on the Oder River and three hours by steamer to the Baltic Sea." After World War II she lived three years in the Russian occupation zone and had to work on the fields, hospital and laundries, a very hard time for "Lis." In 1947 she ran away to West Germany and through arrangements made by a brother and sister in San Francisco arrived there in October 1951. "It was like coming right to Heaven," said "Lis." She learned the English language at Mission Evening High School and was made a citizen five years later. She came to WP as a

ditto machine clerk in the telegraph office in August, 1953. "This was real lucky for me," she said, "as everyone was so nice and friendly and helped me very much. I liked my job and tried always my best to do everything right." She expects to spend some of her time wandering around San Francisco taking pictures of all the beautiful places and in the next year she would like to make a big trip around the world.

MaryAnne Tufo, daughter of FRANK TUFO, transportation department, was awarded the Flosita Badger Memorial Scholarship for music, in ceremonies at City College of San Francisco on May 26. MaryAnne intends to obtain her master's degree in music at San Francisco State College. Her sisters, Lucille, 17, and Grace, 15, intend to follow in their sister's footsteps. All three girls have, on many occasions, performed in piano recitals at the San Francisco Conservatory of Music.

Notice was received of the death of WARREN W. BROWN, retired assistant vice president-eastern sales, in Ft. Lauderdale, Florida on May 30. He retired on September 30, 1963 after a 39-year railroad career with the Nickel Plate, Monon, and Western Pacific.

DONALD J. STEVENS, rate clerk, served as a judge for the annual speech contest held in conjunction with the Spring Conference of District 4 Toastmasters on May 14. District 4 embraces nine areas from King City northward, comprising some 50 Toastmasters Clubs.

Congratulations to System Wire Chief WILLIAM L. STEPHENSON on his marriage May 28 to the former Miss Irene Labowski. They were married in the bride's home, and are now living

in a new home in Mill Valley. Bill and Irene, an employee of Standard Oil Company, met during a lunch hour in Zellerbach Plaza.

TIDEWATER SOUTHERN RAILWAY

Patrolman CARL P. LINDMAN and B&B Foreman NICK S. WESTFALL are receiving congratulations from TS employees for a combined service with Tidewater Southern of more than 75 years, according to Agent BOB THOMSON, Manteca-Escalon.



Nick and Carl congratulate each other

Chief Clerk O.S. CORREA advises that Carl was born in Denmark on September 23, 1902. He started with TS as a laborer on December 9, 1929, was promoted to section foreman on January 1, 1930. Because of force consolidation he presently works as patrolman but still holds seniority as a section foreman.

Nick was born on August 18, 1905, and came to TS as a carpenter helper on December 3, 1926. He was promoted to carpenter on June 12, 1935, to lineman on October 1, 1936, became

assistant B&B Foreman on November 10, 1944, and B&B Foreman on November 11, 1944.

They both are still going strong!

STOCKTON

Elaine Obenshain

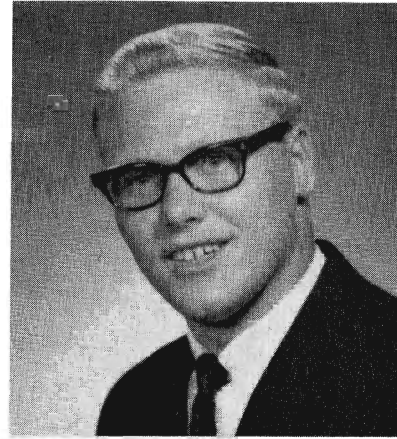
Switchman A. H. NOURSE retired on April 1. He began railroading in 1915 as a brakeman for SP and worked for other railroads before coming to WP on October 10, 1942. He was a yardmaster at Stockton during World War II. He is a member of Delta Lodge, F. & A. M.; Royal Arch of Masons of California; Knights Templars of California; Ben Ali Shrine, Sacramento; past Patron of Eastern Star; past Royal Patron Amaranth; Escalon Shrine Club and San Joaquin Shrine Club. He prepared many breakfasts and dinners for members of Amaranth in recent years. He and Mrs. Nourse's plans include travel.

Recent Armed Forces enlistees include Switchman Gary L. Columbia, son of Engineer and Mrs. M. L. COLUMBIA, Marine Corps, and Brakeman R. M. "Mike" Godwin, son of Tracy Agent and Mrs. E. M. GODWIN, Navy.

Our sympathy to the families of retired Stationary Engineer CHARLES T. TINSLEY who died on April 9; Brakeman-Conductor CLAUDE H. "SHORTY" STRAHAN, who died on May 20 after a long illness; and Engineer JOHN C. WRIGHT who died on May 30.

Engineer G. L. CLARK and Switchman R. W. SMITH have been absent because of illness and we hope their return to work will be soon.

Welcome back to W. BROOK GIFFORD who bid back as clerk here from Oakland.



Prize student Ed Hilton

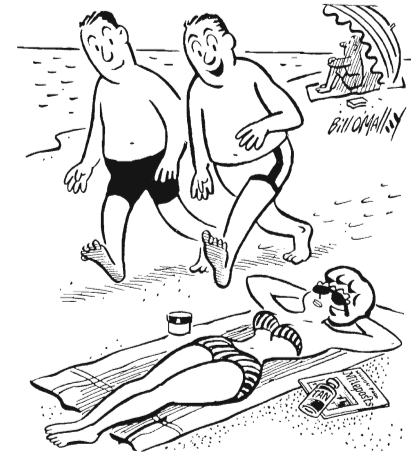
A prize student of the Manteca Union High School's industrial arts department is senior Ed Hilton, son of Switchman and Mrs. H. I. HILTON. His disc sander was selected as the best local industrial arts project of the year and as third place winner in county competition conducted by the California Industrial Education Association. Ed's local prizes included a trophy from San Joaquin First Federal Savings and a welding and cutting set from Victor Welding Equipment in Stockton. The county prize was a television set.

Marine PFC Stephen K. Reese, son of Agent-Trainmaster and Mrs. H. K. REESE, is en route to Vietnam.

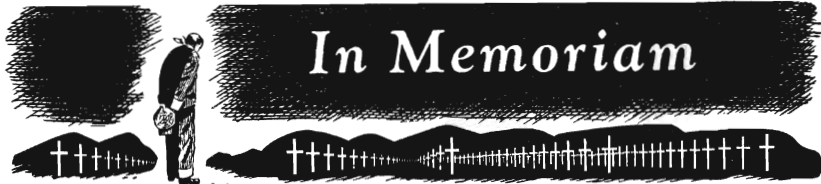
Road Foreman and Mrs. CARL SCHULTHIES announced the birth of a son, at this writing unnamed, on May 29 at Manteca Hospital. The Schultbies have two other boys.

Lorenzo Dow Wakefield, Jr., son of Engineer and Mrs. L. D. WAKEFIELD, has been named to "Who's Who in

American Colleges and Universities." "Ren" is a graduate of Chico State College, Chico. As an undergraduate, he majored in biology and geography and minored in physical sciences. He is presently a graduate student at the college. He is a member of the following honorary societies: Alpha Phi Gamma, Kappa Delta Pi, Gamma Theta Upsilon, Phi Sigma Tau, and Blue Key, national honorary society. He has served as vice president and secretary of Alpha Omega, a national service fraternity. "Ren" is currently the Student Director of the College Union, and has been a member of the Finance Board, the College Union Development Committee, and the Chico State College Housing Committee. He served as chairman of the CUPC Performing Arts Committee, and was business manager of the *Record*, college yearbook. He was class salutatorian for the graduating class from Lincoln High School in 1961.



"Man look at that! A copy of MILEPOSTS!"



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:

Thomas A. Baker, retired sheet metal worker, April 16.

Warren W. Brown, retired assistant vice president-eastern sales, May 30, Fort Lauderdale, Florida.

John E. Corven, retired valuation clerk, May 12, San Francisco.

Leo Dorothy, retired locomotive engineer, May 4.

Hobert H. Elliott, retired division engineer, May 13, San Francisco.

Julius H. Frick, retired stock clerk, April 21, Sacramento.

Herbert F. Grummett, retired switchman, May 18.

Mike Korojohn, retired section foreman, May 9, Oroville.

Joseph A. Roberts, former shop laborer, May 1, Reno.

F. R. Seaton, retired locomotive engineer, May 8, Oroville.

Claude H. Strahan, conductor, May 21, Stockton.

Charles T. Tinsley, retired hostler helper, April 9, Stockton.

Eduardo R. Vidriales, former track laborer, April 22.

Frank E. Winenow, retired head clerk, division bureau, April 8.

John C. Wright, locomotive engineer, May 30, Stockton.

William G. Howell

Assistant Superintendent William G. Howell, 60, died at his home in Elko on May 7. Bill, a prominent Elko citizen with 43 years of Western Pacific service, had been ill for the past several months.



Born September 22, 1906 at Pueblo, Colo., he received his schooling at Salt Lake City. Bill became a crew caller for WP on August 7, 1923, and soon began student trips as a brakeman. He was promoted to conductor on Au-

(Continued on Page 31)

In Memoriam...

(Continued from Page 30)

gust 13, 1926 and about 10 years later became yardmaster at Portola. Five years later he was appointed assistant trainmaster at Sacramento and worked as trainmaster at Portola and Stockton. He became assistant superintendent at Elko on November 15, 1950. Since March 1, 1965 when the railroad was placed under a single division the secondary headquarters at Elko was under Bill's immediate direction.

Bill was a member of the various bodies of the Masonic order, a member of Elko Elks Lodge, and served as president of the Men's Elko Golf Association.

He is survived by his wife, Blanch; mother, Mrs. Emma Harbin; four brothers, Frank Earl, Morgan O. and Earnest P. of Elko, and Walter R. of Castro Valley, Calif.; two sisters, Mrs. Edith Murphy of Elko; and Mrs. Jennie Young of Jiggs.

John Lee Edwards, manager Bridge Terminal Garage

John Lee Edwards, manager of Barrett's Bridge Terminal Garage, and a good friend to many WP employees, died suddenly of a heart attack on May 14.

Lee had been with Barrett Garages for 36 years, 34 years as a manager. He had been at the Bridge Terminal Garage since the early 1940's and kept close supervision on cars used by WP.

He is survived by his wife, Evelyn, a son Donald, four brothers, four sisters, two grandchildren, and many nieces and nephews.

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WP Wins Safety Award

As this issue goes to press, notice was received from the National Safety Council of Chicago that Western Pacific Railroad was awarded a Certificate of Commendation for noteworthy passenger safety records.

It was the Council's second annual Railroad Passenger Safety Award plan.

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RAILROAD LINES



Chesapeake & Ohio and Baltimore & Ohio plan to spend \$175 million—about one-half million a day—for capital expenditures this year.

* * *

Indications are that U.S. rail research and development expenditures rose more than 600% between 1960 and 1965.

* * *

New York Central and Pennsylvania railroads held their last annual meetings as separate roads during first ten days of May.

* * *

Putting up at least \$9.6 million each, the Pennsylvania and the Department of Commerce signed a contract to provide high-speed passenger service on Washington-New York line.

* * *

Burlington had on display at Perishable Conference held at Purdue University its 80-ton capacity, 55-foot inside length "World's Largest" refrigerator car.

* * *

Long Island Railroad just about broke even on its two-year World's Fair passenger service but had more than a million people at LI exhibit.