

WESTERN PACIFIC  
*Mileposts*

JANUARY FEBRUARY 1962



# Mileposts

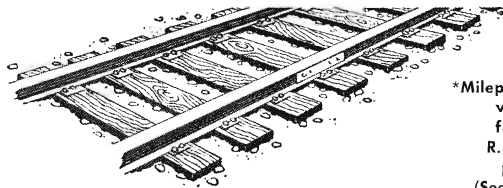
WESTERN PACIFIC

Volume XIV, No. 1

JANUARY-FEBRUARY, 1962

\*Milepost No. 143

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. 143: While waiting at Del Paso for a meet, Fireman R. E. Larson took this picture of the SLW. (See story on Page 22)

## FEATURE ARTICLES

|  | Page        |
|--|-------------|
| This crew uses the "soft touch" in switching cars at 25th Street yard, San Francisco (see "Cover Picture," Page 6) | Front Cover |
| Major Aim for 1962—Control Freight Damage & Keep Business on Rails   | 3           |
| Money for You!   | 6           |
| How We're Doing  | 8           |
| Travel Tax Changes   | 8           |
| WP's Property Tax Assessments Lowered  | 9           |
| Railroad Retirement and Unemployment Costs Go Up   | 10          |
| WP Travel Club Tours   | 11          |
| Strictly for the Gals!   | 11          |
| Dear Editor:   | 12          |
| WP Will Remember   | 13          |
| Mileposts in Gold  | 14          |
| In Memoriam  | 16          |
| Caboosing  | 17          |
| Fireman—Soldier—Photographer   | 22          |
| Railroad Lines   | Back Cover  |

## Major aim for 1962

# Control freight damage and Keep Business on the rails

**R**AILROADERS all over the country are joining in an all-out campaign to boost the appeal of rail service by curbing freight damage.

They want to demonstrate to the shipping world that for the safe transportation of any kind of freight, the best way is by rail.

To prove it, railroad workers are teaming up for a vigorous drive against any and every form of rough handling of freight—whether it be package, carload, or trainload. They want more satisfied customers—and many more new customers.

During recent years you have seen over-the-road truckers obtain an increasing share of freight traffic at the expense of railroad earnings and railroaders' jobs. You've watched your railroad face up to this competition with faster freight trains, new types of freight cars, new methods for handling unusual loads, new piggyback and container services, and new approaches to rate-making.

Now, railroad people are centering their attention on an additional—and vital—ingredient: damage-free handling. This has always been a prime concern of railroaders, but a special

effort will be made throughout 1962. Western Pacific and its subsidiaries are participating wholeheartedly in this nation-wide program.

Railroaders' greatest single opportunity to further this effort is in avoiding overspeed impact to cars. Experienced railroaders know that car coupling doesn't have to be jarring! Careful handling can always keep it a gentle operation as it is designed to be. Many WP-SN-TS yards keep cars and trains moving on schedule, yet the painful sound of excessive-speed impacts is rarely heard. Freight goes through intact. These railroaders are keenly aware that shippers are more insistent on good handling than ever before. They know, too, that if freight is repeatedly roughed up, the shippers are going to find other ways to route their shipments. When these shippers depart, jobs depart, too. A railroader who slams cars isn't just hurting freight, he's hurting the reputation of his railroad and endangering the livelihood of all the men around him. When thoughtful railroaders hear harsh impacts, they're inclined to ask sternly: "Who's whamming those cars?"

(Continued on Page 4)

## Win Cash Prizes—see Page 6

## Major aim for 1962...

(Continued from Page 3)

SHIPPERS don't know the individuals involved in any rough handling, but they're beginning to get a sharper picture of which railroad yards are involved. The story is told by impact recorders. There are a number of these instruments in constant use by shippers, in addition to those used by our railroad. Installed in freight cars moving back and forth across the country, these devices keep a record, on tape, of every impact and the exact time it occurred. Reading the tape later, the shipper or receiver can thus trace any bad impact to a specific railroad and a specific point.

Thus, our yard crews that take care to prevent harsh impacts are key personnel in preserving the good name of their railroad. Every time they couple a car at the prescribed speed of four miles per hour, or less, they're helping to "sell" their railroad to the shipping world.

But these crews don't have this responsibility all to themselves. Many other railroaders get into the act.

*Freight house employees* help by their care in trucking, stowing, and bracing freight.



*Freight clerks* help by their care in routing shipments accurately to prevent unnecessary hauling, interchanging, and switching.

*Local switching crews* help save freight from injury by using the "soft touch" in picking up and delivering cars.

*Road crews* help by their effort to prevent excessive slack action and by their care when picking up or setting off cars.

*Yard clerks* help by calling attention to unusually fragile or valuable loads and other types of shipments needing special care.

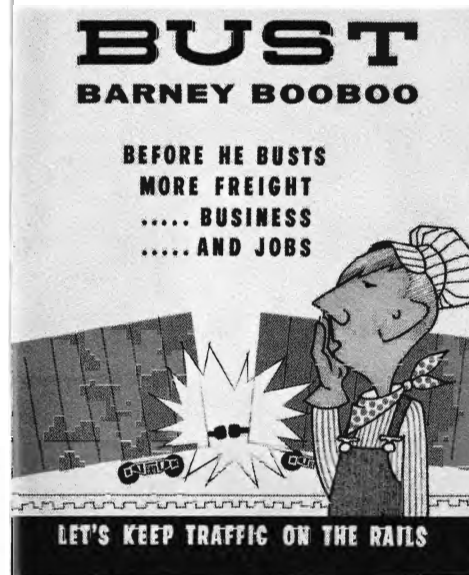
*Car inspectors* help by making sure that empties are fit for their loads and that open-top loads are securely anchored.

*Maintenance-of-way forces* help by their care in correcting faulty switches,

(Continued on Page 5)

### Cover Picture

This five-man team switching cars at our 25th street yard in San Francisco has about 109 years of combined Western Pacific service. They know the importance of careful switching... that a careless switch today may mean a car less to switch tomorrow. In the foreground waiting to throw a switch for the next move is Switchman Voy L. Neuman. Throwing a switch in the distance is Engine Foreman Ralph C. Osborn, and on ahead is Switchman Dooley J. Fee. Engineer John S. Vinton and Fireman T. S. Maxwell are in the cab of the switch engine.



serious track defects, and other conditions that might lead to derailment and damage.

*Yardmasters* help by preventing the switching of excessively long cuts of cars or any other practice that causes undue slack action, hard impacts, and freight damage.

*Freight agents*, and *freight sales representatives*, help by helping shippers improve their loading techniques.

This is only a partial list; more details will be presented in future articles in MILEPOSTS. But this is enough to indicate the many and varied classes of employees who have important roles in the campaign to control and eliminate freight damage.

The over-all successes of this vitally important program during 1962, and in future years, will depend upon the enthusiasm and interest shown daily by each individual employee.

write a slogan  
about loss-and-damage prevention  
and  
WIN A BIG PRIZE  
in our Slogan Contest

See Page 7

# MONEY FOR YOU!

## These are the prizes

### National Grand Prize

The slogan winning the Western Pacific prize of \$50 will be eligible to compete with winners from other railroads in the national competition for the National Grand Prize of \$1,000. The National Grand Prize winner will be announced by the American Railway Magazine Editors' Association.

### Western Pacific Prizes

\$50 in cash for the best slogan selected from among those submitted. \* \* \*

\$30 in cash for the second best slogan selected from among those submitted. \* \* \*

\$20 in cash for the third best slogan selected from among those submitted.

## Here's what to do

**D**URING the year 1962 the railroads will make a major, all-out drive to reduce loss and damage of freight, and keep business on the rails.

We want your ideas.

We want you to give us, in 10 words or less, a slogan that will spark this year-long campaign. (See article on pages 3, 6 and 7 for ideas.)

Your entry, or entries, will have a chance to win one of three cash prizes being offered by Western Pacific, and a chance to compete in a national competition for a grand prize to be awarded by the American Railway Magazine Editors' Association.

So sharpen your pencil, sharpen your wits, and get busy. It's okay if you get help from your wife, even though she is not eligible to enter the contest. If you want to send in more than one slogan, that's okay, too. But submit only one slogan on the postcard entry form enclosed. Simply duplicate the entry form on a separate postcard for each entry you submit.

You can vary your approach for

each slogan. You can speak generally about the over-all importance of loss-and-damage prevention. Or, you can speak about the effect of damaged freight on railroad jobs. Or, you can suggest a specific way of reducing loss and damage to freight. You may have other ideas.

Whatever you write, make the slogan *catchy*—make it *short*—make it *hit hard!* It's dealing with one of the most important railroad problems.

Shippers want their freight delivered on time, and they want it delivered in one piece. Otherwise, they turn to other carriers. This means a drop in our business and a drop in jobs. Damage to freight damages us all.

Put your best efforts behind this campaign while on the job—and right now, get busy with your best ideas for a slogan!



Vice President and General Manager

## These are the Contest Rules

1. The Contest is open to all Western Pacific, Sacramento Northern, and Tidewater Southern employees in active service during 1962, except: Officers, freight claim department employees, and judges for the Contest.

2. Slogans must be 10 words or less, clearly printed or typewritten.

3. You may enter more than one slogan, but a separate entry form, similar to the one enclosed with this issue of MILEPOSTS, must be used for each slogan entered in the contest.

4. Entry forms must be forwarded to the Editor by U. S. Mail only, and must be postmarked before midnight, March 15, 1962, or earlier.

5. If more than one employee submits the same prize-winning slogan, the entry having the earlier postmark will be judged the winner.

6. Judges for the Contest are J. F. Lynch, superintendent, Elko; L. D. Michelson, superintendent, Sacramento; L. C. Sherwood, editor, San Francisco.

## How We're Doing

|   | YEAR<br>1961 | YEAR<br>1960 |
|---|--------------|--------------|
| <b>RECEIPTS:</b>  |              |              |
| From our customers.....   | \$53,828,653 | \$52,236,533 |
| Other Income.....   | 1,750,476    | 1,275,297    |
| <b>EXPENSES:</b>  |              |              |
| Wages, Payroll Taxes, Fringe Benefits.....  | 26,536,771   | 28,278,589   |
| Materials, fuels, other operating expenses.....   | 15,078,657   | 15,196,682   |
| Other taxes.....  | 5,224,926    | 2,335,008    |
| Net rentals, equipment, joint facilities.....   | 1,071,154    | 994,778      |
| Interest and fixed charges.....   | 2,230,127    | 2,163,562    |
| Miscellaneous .....   | 430,378      | 501,837      |
| <b>LEAVING:</b>   |              |              |
| For improvements to property, purchase of new equipment, payments on debts, dividends, etc..... | \$5,007,116  | \$4,041,374  |

\* \* \*

Western Pacific's freight car volume for December, 1961, was 6.6% higher than it was for December, 1960.

\* \* \*

The *California Zephyr* occupancy ratio was 71.4% in December, 1961, compared with 65.3% in December, 1960.

Improvements have been made to the piggyback facility at Oroville to more adequately serve customers in that area who are involved in current and proposed construction projects.

\* \* \*

L&L Hardwood Co. purchased a warehouse in San Jose on a WP spur.

## Travel tax changes

Among the highlights of President Kennedy's budget report on January 18 was a proposed tax cut on passenger train travel.

The President urged an end to the passenger tax on trains and buses, a halving of the airline travel tax, and an 8 per cent deduction for firms investing in new plant equipment.

Mr. Kennedy's proposals for dealing with the 10 per cent transportation tax were complicated. If nothing were done, the rate would drop to 5 per cent on July 1. Instead, he told Con-

gress, the tax on buses and trains—carriers "which must compete with

(Continued on Page 9)



## WP's property tax assessments lowered

How would you like to pay a property tax bill of more than \$2½ million? Neither does your railroad, but that's the amount Western Pacific and its wholly owned subsidiaries (Sacramento Northern, Tidewater Southern, and Standard Realty & Development Co.) have to pay for this current year.

No one pays property taxes with a smile. However, your railroad is much

happier in knowing that its current payments are about \$150,000 less than the \$2,770,000 it had to pay out with 1960 returns.

Property taxes are the result of three factors: assessed value—times tax rate—equals taxes. In the past dozen or more years all three factors have been increasing. Assessed values increase because of property value changes. Tax rates increase because of increased government demands. Taxes grow proportionately because of the first two factors.

Being a utility, Western Pacific is assessed by a state agency rather than by a county assessor as are other types of industry. In an earlier issue of MILEPOSTS it was reported that railroads pay twice their fair share of property taxes because of the differences between state and county assessment practices.

"This year's decrease is the result of lower state assessments, achieved by the efforts of WP's Tax Commissioner Harold A. Michael and his colleagues on other railroads," said Gordon E. Ingle, chief clerk in WP's tax department. "As a result, the assessments are now more in line with county practices and it is hoped that reductions will continue. This will bring a long overdue just and equitable assessment of railroad property to a reality, consistent with economic facts, and more in line with tax payments paid by other types of industry who are assessed by county assessors."



## Travel tax changes...

(Continued from Page 8)

private automobiles not subject to the tax"—should be dropped entirely on that date. For airlines, he said, the 10 per cent rate should be extended until December 31, then be replaced by a 5 per cent tax on passenger tickets and freight waybills.

The rest of the revenue loss would be made up by "user charges" on aviation and inland waterways transportation. These would include a 2-cent-a-gallon tax on all commercial aviation fuels, including jet fuel, which is not now taxed; and a 3-cent tax on all fuel used in general aviation.

# Railroad Retirement and Unemployment costs go up

**Individuals pay 7¼%**  
**Railroad pays 11¼%**

SINCE January 1 both you and your railroad have been paying more toward your retirement and unemployment benefits, reflecting the growing costs for these programs.

The new rate is 7¼% on your earnings of \$400 or more in any one month, or \$29, regardless of your position. This sum is matched by your railroad for a combined deduction of 14½%, or \$58. Last year, you and your railroad each paid 6¾%, or \$27 a month, for a combined total of 13½%, or \$54 a month.

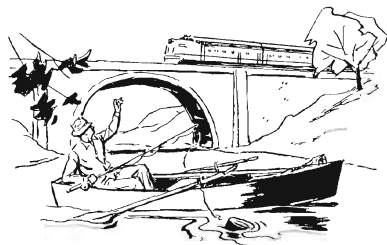
The schedule increase in the retirement tax rate was provided by the 1959 amendments to the Railroad Retirement Tax Act, and the new rate will remain in effect through December, 1964. This tax as now written into law could be boosted still higher if Congress should enact more liberal legislation in the years to come. It is expected that further changes will be made in the law, sending the costs even higher in 1965. The exact extent of future increases will be contingent on increases in the Social Security tax scale taking effect as scheduled.

Railroad Retirement costs are more than twice Social Security costs. Social Security pension checks can now reach \$120 monthly, while Railroad Retirement benefits at the present time can reach \$209 a month.

In addition, railroad payroll taxes for 1962 also include an unemployment tax of 4%, paid exclusively for you by your railroad. Out of this employer-paid unemployment tax comes money to cover unemployment, sickness insurance benefits, maternity benefits, and cost of employment services. The 4% rate was provided by the Temporary Extended Railroad Unemployment Insurance Benefits Act of 1961, and will apply in calendar years 1962 and 1963.

When the Railroad Retirement Act was first established in 1937 the rate was 2¾% of earnings up to \$300 a month, making the maximum tax \$8.25 a month each for employee and employer alike. Since that time the deduction rates and amount of monthly wages covered have increased steadily.

However, the increase in retirement costs will result in greater benefits and increased annuities, according to the Railroad Retirement Board. The fund is actually a railroader's savings account and the individual is assured, by law, that he will receive more than his investment in the fund.



## WP Travel Club Tours

Before you plan your coming vacation, you might wish to consider two tours just announced by the WP Travel Club.

The first is a 9-day tour to Colorado beginning May 5, with transportation aboard the *California Zephyr* and the Royal Gorge Limited. Ample time is planned for sightseeing in and around Salt Lake City, Colorado Springs and Denver, including an open-pit copper mine, U.S. Air Force Academy, historic mining towns, Garden of the Gods, and Pike's Peak. You'll have an opportunity to stay at the beautiful Broadmoor Hotel in Colorado Springs and at the renowned Brown Hotel in Denver, and enjoy the best in food and entertainment at the famous Flying "W" Ranch and at other restaurants known for excellent dining. And you'll top it off with a Vista-Dome view from the *California Zephyr* of the most

colorful scenery in Colorado, Utah and California.

The second tour is a 23-day Hawaiian Paradise Cruise, leaving San Francisco aboard the S.S. *Lurline* on May 26. You will live like a king or a queen aboard the *Lurline* en route to and from Hawaii. During your stay in the Islands, planned escorted tours will enable you to see all the interesting sights and you'll still have time to shop, swim and do as you wish.

Get in touch with Frank Rauwolf, personnel department, San Francisco, for special reduced rates for employees and their dependents for either one or both of these tours, and for more detailed information.

Two additional tours are being planned for this fall, Aspen National Park and the St. Lawrence Seaway. Announcements will be made in the next issue of MILEPOSTS.

## Strictly for the gals!

Many women in railroad work have contributed greatly in carrying the railroad story to the public. In recognition of their efforts *Modern Railroads*, a leading railroad magazine published monthly by Watson Publications, Chicago, has initiated and is sponsoring an annual competition to give recognition to such work. The competition is open to all railroad women and railroad women's groups. That work which is selected by the panel of judges as being outstanding will receive awards to be known as "The Kate Shelley Awards."

The first competition is now in full swing. The deadline for entries in the first competition is April 1, 1962. The awards will be presented as a highlight of the annual meeting of the National Association of Railway Business Women at Cleveland, Ohio, on May 22-24.

Two awards will be given: one is for individual effort, and the other is for group effort.

More complete details of the competition can be obtained by writing—*Modern Railroads*, 201 North Wells Street, Chicago 6, Illinois.



Dear Editor:

**The editor thanks you, too**

We though you might like to have this letter from a very good friend of ours:

"That little Western Pacific magazine has more reading in it for me than any other magazine that comes to our house. I look forward to getting it and enjoy it immensely when it arrives. Please accept my long-delayed thanks. Ray Giles."

Mr. and Mrs. Henry C. Wendt  
1238 Carlotta Avenue  
Berkeley 7, California

\* \* \*

**New address**

Will you kindly change, in your records, my mailing address from 556 Jackman Avenue, San Fernando, California, to P. O. Box 1064, Santa Cruz, California.

MILEPOSTS gives me much pleasure in bringing to me news of old friends and past co-workers, and I sincerely thank you for sending it to me.

Florence E. McClure  
Retired Telegrapher

\* \* \*

**Baseball Award**

Don't know whether you can use this picture, but I thought you might



Jo Jo White (left), Kansas City A's coach and former major league star, congratulates Milton Ziehn as he receives from Ray Williams an award for outstanding service to youth baseball at a recent Northern California Baseball Managers and Coaches Association meeting. Milt has given tremendous time and effort in promoting Little League Baseball in the Sacramento Valley.

—Sacramento Union photo

like to know about Milt's award and mention it somewhere in MILEPOSTS.

Robert L. Runge  
District Sales Manager  
Sacramento, California

\* \* \*

**Nice passenger, too**

A few orchids to some of your Western Pacific personnel for being such

(Continued on Page 13)

**WP Will Remember**

"When a man has devoted a career to an industry, he has truly paid that industry the greatest compliment possible."

In behalf of all employees of Western Pacific and its affiliated companies, MILEPOSTS extends sincerest best wishes for happiness to the following employees whose applications for annuity have been received:

John W. Angerer, car inspector, San Francisco, 13½ years.

Frank N. Bennyhoff, roundhouse foreman, Keddie, 43 years.

Lillius M. Harder, interline clerk, San Francisco, 46 years.

David W. Harris, section foreman, Western Division, 27 years.

Orvel Hatfield, yard clerk, Oakland, 33½ years.

John Jelacich, carman, Sacramento, 32 years.

Heber D. Jones, locomotive engineer, Salt Lake City, 37½ years.

Spencer H. Lewis, assistant chief clerk, San Francisco, 37 years.

Ernest V. Robinson, dining car waiter, Oakland, 19 years.

George C. Vedder, general bookkeeper, San Francisco, 41 years.

James B. Warren, assistant to sales manager, Chicago, 25 years.

John F. Weber, lead car inspector, Stockton, 21 years.

**Dear Editor...**

(Continued from Page 12)

pleasant people to travel with. Thanks to Western Pacific for having Conductors Bruce Reynolds and Jim Murray, Trainman Sam Heath, and Station Agent Dale Dayton of Winnemucca. These people really made my recent Zephyr travels particularly enjoyable.

In spite of our longstanding friendship with Ray Marks of the Southern Pacific, we hope the SP does not take over our favorite railroad. We wished Ray everything he wanted for 1962 except the WP.

Mrs. Robert H. Trego  
Unionville (via Imlay)  
Nevada

**New reader**

I wish to thank you very much for the magazines and for putting me on your mailing list to receive MILEPOSTS.

I am also glad you took so much interest in our Railway Magazine which is very small towards yours. I hope I will enjoy your magazines and I look forward to receiving them. I will also send you more of our Railway Magazines.

As we say in Ireland (Ed's NOTE: written in Gaelic): "thank you."

Thomas Conway  
43 Knocknarea Avenue  
Drimmagh, Dublin 12  
Ireland



# MILEPOSTS



# IN GOLD

MILEPOSTS congratulates the following railroaders who were eligible for Service Pin Awards during the months of January and February, 1962:

## 45-YEAR PIN

John A. Brown ..... Locomotive Engineer ..... Eastern Division

## 40-YEAR PINS

Harold Heagney ..... Chief Clerk, Auditor of Revenues. .... San Francisco  
 Andrew P. Murphy ..... Terminal Agent ..... San Francisco-Oakland  
 Joseph E. Smales ..... Conductor ..... Eastern Division  
 F. B. Stratton ..... Director of Industrial Development ..... San Francisco

## 35-YEAR PINS

Pete Chapen ..... Carman Helper ..... Sacramento  
 Victorio C. Garza ..... Section Laborer ..... Eastern Division  
 Axel F. Rintala ..... Assistant Treasurer ..... San Francisco  
 A. W. Silfvast ..... Sales Representative ..... Salt Lake City

## 30-YEAR PINS

Cecelio Cabrero ..... Track Laborer ..... Western Division  
 Frank U. Gilliam ..... Locomotive Engineer ..... Western Division  
 Robert W. Nuzman ..... Section-Extra Gang Foreman ..... Western Division

## 25-YEAR PINS

Arthur M. Allen ..... Office Manager-Marketing Dept. .... San Francisco  
 Harry L. Alt ..... Locomotive Engineer ..... Western Division  
 Leonard W. Bond ..... Painter ..... Sacramento  
 Robert Colvin ..... Mechanical Foreman ..... Wendover  
 Clarence C. Cox ..... Special Agent-Claim Adjuster ..... Sacramento  
 Myron E. Gibson ..... Locomotive Engineer ..... Western Division  
 E. M. Hale ..... Locomotive Engineer ..... Western Division  
 Reginald C. Hoskin ..... Sheet Metal Worker ..... Sacramento  
 Stanley O. Kister ..... Carman ..... Oroville  
 Agnes McInerney ..... Code Clerk "A"—Accounting Dept. .... San Francisco  
 Glenn M. Metzendorf ..... Conductor ..... Western Division  
 Duke E. O'Lin ..... Section Laborer ..... Eastern Division  
 Millard A. Parks ..... Conductor ..... Western Division  
 John R. Rossi ..... Secretary to President ..... San Francisco  
 Woodrow L. Spillman ..... Locomotive Engineer ..... Western Division  
 Harry I. Stark ..... Senior Sales Representative ..... San Francisco  
 Edward W. Steuben ..... Electrician Foreman ..... Sacramento

## 20-YEAR PINS

Herbert F. Austin ..... Chief Clerk—Freight Claim Dept. .... San Francisco  
 Richard M. Beam ..... Brakeman ..... Western Division  
 Alonzo J. Beatty ..... Brakeman ..... Western Division  
 Charles H. Bidwell ..... Electrician ..... Oroville  
 George E. Bowers ..... Head Accounting Clerk ..... San Francisco  
 Greenwood W. Breedlove ..... Sheet Metal Worker ..... Sacramento  
 James H. Brown ..... Assistant Trainmaster ..... Stockton  
 Norman F. Brown ..... Locomotive Engineer ..... Eastern Division  
 Keith K. Clark ..... Clerk ..... Eastern Division  
 John F. Christie ..... Extra Gang Foreman ..... Western Division\*  
 Jess Doud ..... Auditor of Payroll Accounts ..... San Francisco

(Continued on Page 15)

Harold J. DuFour ..... Fireman ..... Western Division  
 Ernie E. Evans ..... Sales Representative ..... Oakland  
 Harlan C. Ford ..... Switchman ..... Eastern Division  
 Clyde S. Fulcher ..... Conductor ..... Eastern Division  
 John B. Gore ..... Sales Representative—Foreign Freight ..... San Francisco  
 Burnell L. Green ..... Storekeeper ..... Oroville  
 Harlan C. Henneman ..... Clerk ..... Western Division  
 Robert L. Holt ..... Fireman ..... Western Division  
 Howard C. Huffman ..... Chief Clerk—Dining Car Dept. .... Oakland  
 Vernon E. Johnson ..... Sheet Metal Worker ..... Sacramento  
 Horace F. Latona ..... Head Buyer—Purchasing Dept. .... San Francisco  
 Albert E. Madan ..... Chief Clerk—Store Department ..... Sacramento  
 Eleanor G. Madsen ..... Per Diem Clerk—Aud. of Rev. Dept. .... San Francisco  
 Ambrose McGraw ..... Switchman ..... Western Division  
 Jerry E. Miller ..... Switchman-Yardmaster ..... Western Division  
 Walter W. Nichols ..... Switchman ..... Western Division  
 Archie H. Nourse ..... Switchman ..... Western Division  
 Manuel Ochoa ..... Section Laborer ..... Eastern Division  
 Frank Parson ..... Brakeman ..... Western Division  
 Harold D. Rickman ..... Clerk ..... Western Division  
 Francis E. Rist ..... Switchman ..... Western Division  
 Joe F. Roberts ..... Clerk ..... Western Division  
 William F. Royal ..... Asst. Mgr. Methods Design—Acctg. Dept. .... San Francisco  
 James L. Rush ..... Conductor ..... Western Division  
 Harold Sapp ..... Section Foreman ..... Western Division  
 Lester M. Stoltzman ..... District Sales Manager ..... Cincinnati, Ohio  
 Lars B. Tang ..... Conductor ..... Eastern Division  
 Peter J. Thill ..... Fireman ..... Western Division  
 Adin A. Thomsen ..... Fireman ..... Western Division  
 Russell M. Thorpe ..... Conductor ..... Eastern Division  
 Raymond W. Tidd ..... Conductor ..... Western Division  
 A. L. Vizina ..... Storekeeper ..... Elko  
 John W. Weddell ..... Roundhouse Clerk ..... Portola  
 James H. Wright ..... Blacksmith Helper ..... Sacramento  
 Raymond V. Wright ..... Brakeman ..... Western Division

\*Seniority date December 20, 1941, but was not previously reported

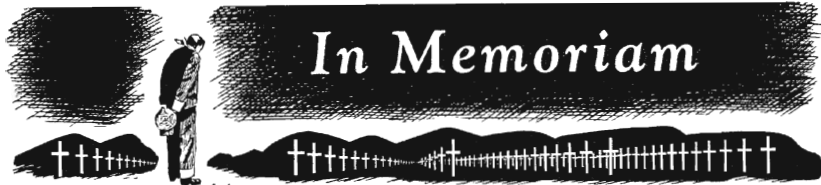
## 15-YEAR PINS

Eldon L. Broady ..... Yardmaster ..... Western Division  
 Earl Brooks ..... Division Lineman ..... Communications Dept.  
 Ralph Brusco ..... Carman ..... Sacramento  
 Daniel J. Curran ..... Carman ..... Oakland  
 Sermon J. Davis ..... Traveling Carpenter ..... Western Division  
 Oliver L. Denman ..... Carman ..... Portola  
 Elmo W. Epps ..... Switchman ..... Western Division  
 Howard L. Glover ..... B&B Painter ..... Western Division  
 Ernest P. Howell ..... Brakeman ..... Eastern Division  
 Thomas A. Jensen ..... Electrician ..... Oakland  
 Della C. Kessler ..... Abstract & Code Clerk—Aud. Rev. Dept. .... San Francisco  
 Elaine M. Obenshain ..... Trainmaster's Clerk-  
 MILEPOSTS Correspondent ..... Stockton  
 Roy M. Peterson ..... B&B Carpenter Helper ..... Western Division  
 Carl L. Rowe ..... Dispatcher ..... Eastern Division  
 William T. Sandtrock ..... Clerk ..... Western Division  
 Ruel R. Sims ..... Switchman ..... Western Division  
 Robert A. West ..... Car Distributor ..... Eastern Division  
 R. E. Wilson ..... Division Lineman ..... Communications Dept.  
 William E. Yeager ..... Extra Gang Foreman ..... Western Division

## 10-YEAR PINS

Aniel R. Bascherini ..... Electrician ..... Oroville  
 Robert H. Bissell ..... Hostler Helper ..... Oroville  
 C. E. Bossen ..... Signal Draftsman ..... San Francisco  
 Kenneth C. Carter ..... Switchman ..... Portola  
 N. F. Dudley ..... Signal Maintainer ..... Wells, Nevada  
 N. Lovett, Mrs. ..... Stenographer-Clerk—Communications Dept. .... San Francisco  
 Audrey Mathes, Mrs. ..... Secretary—Law Dept. .... San Francisco  
 G. L. Neilson ..... Signal Maintainer ..... Carlin, Nevada  
 Tony Pitts ..... Carman ..... Oroville  
 Burton J. Press ..... Estimating Engineer ..... San Francisco  
 Cecil W. Smith ..... Carman ..... Stockton  
 J. E. Vlasak ..... Signal Maintainer ..... Hayward  
 William M. Weir ..... Sheet Metal Worker ..... Oakland





## 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:

*Christian A. Capaul*, store helper, December 26, 1961.

*Frank Conlon*, retired machinist, October 12, 1961.

*Robert Davidson*, retired stationary engineer, December 3, 1961.

*Deane C. DeGraff*, retired general auditor, December 9, 1961.

*James B. Dillon*, retired freight agent, December 1, 1961.

*Frank P. Ferguson*, retired assistant auditor of disbursements, December 8, 1961.

*Frank Flores*, retired janitor, November 27, 1961.

*Santos D. Garcia*, retired track laborer, October 6, 1961.

*June R. Giles*, night diesel foreman, December 8, 1961.

*Marvin V. Hickman*, retired agent-telegrapher, December 30, 1961.

*Earl B. Jones*, retired locomotive engineer, January 14, 1962.

*Thomas Kearns*, retired auditor of freight and passenger accounts, December 19, 1961.

*Ray S. Kistler*, retired carman, October 19, 1961.

*Sam Lambros*, retired janitor, October 11, 1961.

*John M. Lipton*, retired painter, December 16, 1961.

*William A. Mason*, retired Sacramento Northern section laborer, August 4, 1961.

*Paul E. Meyer*, retired chief-division bureau, January 15, 1962.

*Emilio Micheli*, retired iceman laborer, December 29, 1961.

*Joseph J. Oliver*, retired car inspector, December 29, 1961.

*Lynn W. Perry*, retired head clerk, December 18, 1961.

*Preston Peterson*, retired waiter, date not known.

*Ted Platanitis*, retired track laborer, date not known.

*Wallace E. Robinson*, retired brakeman, November 1, 1961.

*Augustus C. Seidel*, retired machinist, October 17, 1961.

*Herbert H. Spect*, retired Sacramento Northern storekeeper, August 24, 1961.

*John R. Strachan*, retired assistant general auditor, January 8, 1962.

*James W. Tomblinson*, retired carman, December 1, 1961.

*Oswald M. Toomey*, retired assistant to superintendent of motive power, January 11, 1962.

*George I. Turner*, retired Sacramento Northern superintendent of equipment, August 20, 1961.

*James H. Walthall*, retired telegrapher, September 15, 1961.



## Caboosing

### WINNEMUCCA

Ruth G. Smith

Retired Fireman P. J. MENNICUCCI was taken to Reno Veterans Hospital following a stroke early in November. He was still confined there at the time of this report.

Conductors F. M. RANKIN and L. B. TANG have transferred to Salt Lake City to work and have moved their families there.

Agent and Mrs. CECIL DUCK made a trip during their vacation on a United Fruit Company freighter. The cruise was 19 days and there were only nine passengers. They left from New Orleans to Colon and Panama City, then to Costa Rica on the Pacific side, crossed the equator at Guayaquil, Ecuador, and returned through the Panama Canal to New Orleans.

Mrs. Elizabeth Bording of Kennewick, Washington, died December 10, 1961. She was the widow of JIM BORDING, retired lineman, who died in 1951. Mrs. Bording is survived by a son, BILL, who at one time was cashier at Winnemucca, and by a daughter, Mrs. Marie Bording Olsen, of Kennewick, Washington. Another son, ROY, was agent at Sulphur at the time he entered the armed forces during World War II and was killed while serving his country.

Agent CECIL C. DUCK will report for this column while this correspond-

ent and her husband, retired Engineer JOHN SMITH, SR., are in the South for the winter.

### KEDDIE

Elsie Hagen

Conductor NELSON JONES, severely injured in an auto accident about two months ago, is getting along fine and hopes to be up and around soon.

LAUREL FISHER, former section foreman at Keddie, and his wife were Keddie visitors recently from Sacramento. They were proud to announce they are grandparents, a son having arrived at the home of their son, Larry, and his wife, now living in Sacramento. Larry married the young lady from England while he was stationed there with the Air Force.

Married last year while he was serving with the Marine Corps, RAY KENNY and his wife have moved to Quincy, and Ray is working out of Keddie as a brakeman.

### SACRAMENTO SHOPS

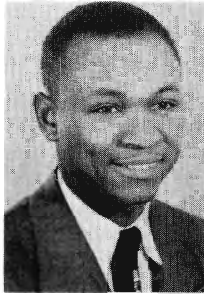
Marcella G. Schultze

Retiring December 29 after a little over 30 years of WP service, Carman J. JELACICH was presented with a purse of money from his co-workers, who expect he'll probably purchase more fishing equipment as befits an ardent fisherman. John is a very faithful WPAC member, seldom missing a

meeting, and the boys hope he'll continue the practice after retirement.

The Annual WPAC Deer Derby was won by Blacksmith C. C. BENNETT, with Blacksmith FRITZ ROHER, second; former Sheet Metal Worker HARVEY BRINSON, third; Blacksmith R. L. PAULE, fourth; and Machinist G. D. NYE, fifth. Looks like the blacksmiths make the best hunters.

ABRAHAM LYMAS, stationary engineer, was recently installed master of the St. Paul 48, F&AM Scottish Rite Masons. DANIEL HARRIS, engine watchman, became the new inner guard for the lodge.



Abraham Lymas

Our congratulations and best wishes to the newly married V. L. GEARHARDS. Virgil, an electrician, and Rita Hunter of Sacramento were married in Reno, December 9.

Wilson Harris, son of Engine Watchman DANIEL HARRIS, was named Sacramento High School's most outstanding football player for 1961. Wilson, a senior, played left halfback for his team for the last three years, two years on the varsity and one year on the sophomore team. He will be presented with a trophy at the school's award assembly in February.

Our sympathies are extended to the family of J. H. SMITH, boilermaker, who passed away on November 11. John had been on disability leave for some time, and was living in Alabama at the time of his death.

## CHICAGO

Gene Hamilton

Sales Representative G. A. SCHROEDER was elected to the office of President of the Heels Club on November 30. Lots of luck, George, and may you have a successful year as president of the club.

JAMES B. WARREN, assistant to sales manager, Central Region, retired from the railroad on December 31 after a service which began on August 17, 1936. To commemorate the occasion Jim was presented with a plaque, and a check contributed by his many friends around the WP system. Jim is presently residing at 3149 E. Cortez, West Covina, California, and we're sure he would enjoy hearing from his friends.

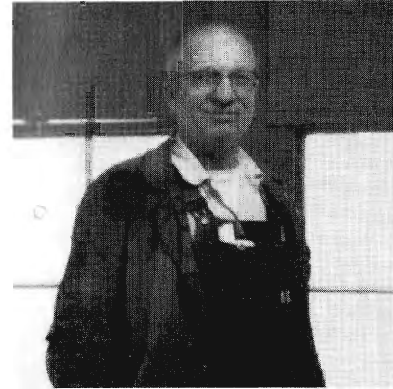


J. C. Riegel, retired sales representative (left) and A. H. Lund, sales manager (right) witness presentation of plaque by W. W. Brown, assistant vice-president, to J. B. Warren at Chicago.

## STOCKTON

Elaine Obenshain

Lead Car Inspector J. F. WEBER retired December 29 with 21½ years of service with WP. He began his railroad career on the Northern Pacific in 1910, worked for WP from 1923 to 1927 and from 1940 to the time of his retirement. The Webers have



J. F. Weber

four children and six grandchildren. We wish him many happy years of retirement and good fishing.

Switchman G. G. ATKINSON was inducted into the U. S. Army September 5 and completed his basic training at Fort Ord. Jerry has been spending a holiday furlough with his parents, Engineer and Mrs. H. D. ATKINSON, while on leave from Camp Carson, Colorado.

JAMES B. HANSEN, sales representative in New York City and a MILEPOSTS' correspondent, and his family spent the holidays visiting relatives and friends in the Stockton area. Jim, a former ticket clerk at Stockton, dropped by to visit his friends at the Stockton yard office.

The following employees announced recent increases in their families: Charles Everett, born October 15, increased the family of Conductor and Mrs. L. E. SMITH to the even number of two sons and two daughters. Brenda Ann, born December 3, to Brakeman and Mrs. D. V. BLAGG, joins brothers Dennis Lee, 6, and Jeffery Lee, 17 months. Twin boys, Rodney Tyler, 6 lbs. 1½ oz., and Russell James, 5 lbs. 11½ oz., were born December 27 to Switchman and Mrs. J. H. MARSH and their family now includes a third son, Ernest, 9, and three daughters, Linda, 8, Cathie, 6, and Donna, 5. This is the second set of twins born to Stockton employees in 1961, the first being Donna Loraine and Debra Lorene, born to Conductor and Mrs. E. R. OBENSHAIN on March 24.

Terminal Trainmaster and Mrs. PAUL E. RUTHERFORD are proud grandparents of three boys born in 1961. Matthew Paul was born March 30 to daughter, Mrs. Georgina Cameron; Paul Franklin was born September 16 to son, Paul R. Rutherford and wife; and Bertram Otto, Jr., was born December 28 to daughter, Florence, and son-in-law, B. O. Beuhler. The Rutherforders also have two granddaughters, Yvette Rutherford, 2½, and Lisa Beuhler, 14 months.

## PORTOLA

Louise Wilks

Retired Telegrapher WILLIAM WALT passed away at Portola Hospital on November 6, 1961, after a long illness.

Storekeeper JACK MILLER and his family have moved to Sacramento. We will miss the pictures he and his wife, BERTHA, have furnished for

MILEPOSTS on many occasions. We wish them well in their new home.

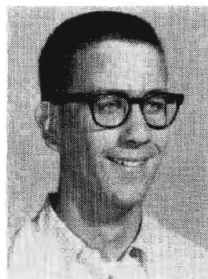
The welcome mat is out for WAYNE MORRISON, our new storekeeper, who moved his family here from Oakland.

Division Surgeon W. S. Bross and Mrs. Noel Lindley were married during the Christmas holidays and we extend them our congratulations.



Trainmaster's Clerk Gladys Largan, Deputy Grand Matron, was installing officer at two recent Order of Eastern Star ceremonies. Above with Gladys (left) are Trainmaster L. E. Thomas and Mrs. Herbert A. Berg, wife of Engineer H. A. Berg, installed as Worthy Patron and Worthy Matron in the Portola Chapter. With Gladys, below, are Division Welder and Mrs. W. W. Flammang, installed as Worthy Patron and Worthy Matron in the Beckworth Chapter.

—Miller photos



Jerry Thomas

Jerry Thomas, son of Trainmaster and Mrs. L. E. THOMAS, was chosen Senior High School student of the month. Jerry's high grade average gives him outstanding qualifications for

this distinction. Teachers and students alike have a very high opinion of Jerry's citizenship. He participates willingly in all class activities, is Junior Class President, in the dance band, Junior Statesman, and a member of C.S.F.

## SAN FRANCISCO

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

FREDRIK H. KRUGER died in Hollywood on December 5, 1961. He left the WP several years ago to continue his career as an actor and often appeared on television in varied roles with many of the most popular shows. While with the railroad he worked as secretary in the general manager's office, San Francisco, as secretary to Superintendent GLEN W. CURTIS, Sacramento, and as secretary to Vice President-Traffic M. W. ROPER (now vice president-assistant to president) who reported his death. Fred was born at Shelton, Connecticut, on September 23, 1913.

Congratulations to FRANK J. RAUWOLF, personnel assistant, on his election as secretary-treasurer of the Northern California Passenger Association for the the year 1962.

Natalie Thomson, 7 lbs. 7 oz., arrived at the home of Signal Draftsman DAVID THOMSON on December 28. Natalie's mother, and Dave's wife LANA, is a former secretary to JAMES J. HICKEY, director of passenger sales.

AMOS N. NELSON, freight claim investigator, will be elected vice president of the Alameda Council of the Camp Fire Girls next month. He is in addition a member of the Council's board of directors. During the Christmas holidays, Amos arranged for members of the Ko-Da-Tonki group to enjoy a trip on the *California Zephyr* to Stockton and return. Some of the sixth graders in the group had never before ridden on a train and they found it especially enjoyable, Amos reported.

JON M. VLASAK was appointed manager, methods and design-data processing department, effective January 1, according to an announcement by ROBERT L. BELL, assistant general auditor, data processing. Jon entered WP service at Elko on February 7, 1955, as a yard clerk. Following several promotions, including positions as assistant timekeeper and statistics clerk on the eastern division, Jon came to San Francisco June 15, 1960, as assistant manager, methods and design-data processing department.

JAMES E. BAKER, manager sales-special equipment, was appointed co-chairman of the special equipment car committee of the Pacific Coast Shippers' Advisory Board for 1962. Jim's first 1962 assignment was to introduce LEO F. DELVENTHAL, JR., senior transportation engineer, to an audience of 300 to 400 shippers at the Board's meeting in San Francisco on January 24. Leo's talk concerned the reduction

of platform loading costs, and some of the techniques developed by the marketing division's field marketing services were used in demonstrations.

MRS. CATHERINE WONG was assigned to the position of assistant chief clerk, transportation department, effective January 4. Catherine began her Western Pacific service November 4, 1945, as manifest clerk. She succeeds SPENCER LEWIS in her new position, who retired December 11 after a leave of absence because of illness.

GILBERT H. KNEISS, assistant to president-public relations, was elected chairman of the Public Relations Round Table of San Francisco for the year 1962.

JESS DOUD, auditor of payroll accounts, will leave Western Pacific March 1, after 20 years service, to accept a position as escrow agent for the Western Title Guarantee Co. in Napa, where he has had his home for the past several years.

## WENDOVER-SALT LAKE CITY

Esther Witt  
J. B. Price

Mrs. Ardelle Elliott, wife of Section Foreman C. L. ELLIOTT, has organized a 4-H Club and is also giving music lessons to your talented young folk. She was presented a 4-H Club Leaders Certificate of Achievement at a recent meeting held at the Elliott home. Six of the girls received 4-H bracelets for having completed their sewing and achievement books.

HARRY WIND, former roundhouse clerk who resigned to accept a 2½-year mission to Finland for the Church of Jesus Christ of Latter Day Saints, returned to the United States and was

(Continued on Page 23)

## Fireman-soldier-photographer

**T**HE above three titles belong to one man—Robert E. Larson, a WP fireman now on military leave and stationed with the 53rd Transportation Co. at Fort Irwin, Barstow, California. An example of Bob's photography is the photo of Milepost 143 on page 2.

In a letter to the editor Bob wrote on December 5: "I've been in the Army for two years and have been receiving MILEPOSTS regularly. I notice you're getting close to Milepost 143. Enclosed is a photo I took while waiting for a meet at Del Paso as I was deadheading from South Sacramento to Stockton on August 31, 1958. I thought you might like to use this in the January-February issue.

"The train was the SLW with 86 cars. The crew included Engineer Berg, Fireman Stapp, and Brakeman Crandall."

Bob's milepost picture is the first of its kind ever taken by an employee

and sent unrequested to the editor.

Bob was born June 18, 1937 in Eau Claire, Wisconsin, where the Soo Line has a small but important yard. While on an errand one day the thought of a closer look at a Soo steam engine outweighed his parents' instructions never to "short cut" through the yard. The sixth-grader found the crew "out for beans," but upon their return he was invited up into the cab for a closer look and a ride to an interchange nearby. "I don't think I ever missed a day in that yard until I graduated from high school," he recalls.

After high school Bob became a signal maintainer for the Omaha in June, 1955. He later worked as yard clerk, clerk, roundhouse employee, and on other jobs, but his aim was engine service. Bob came West with \$150 in his pocket. He turned down his first opportunity to become a clerk with another railroad, then turned to WP.

(Continued on Page 23)

"This truck is mine until I'm released from active duty on March 5, 1962," wrote Bob. "I should be back with WP on the 16th. I've been assigned to this 5-ton tractor trailer tactical vehicle since coming here from basic training on April 24, 1960. We haul supplies from the rail head (AT&SF and UP) for this and other west coast posts."



MILEPOSTS

## Caboosing . . .

(Continued from Page 21)

honored with a homecoming at the Wendover Ward on December 10. Harry since has enrolled at the University of Utah to further his education.

Students home for the holidays included LaVerne Elliott, daughter of Section Foreman and Mrs. C. L. ELLIOTT; Linda Nuffer, daughter of Yard Clerk and Mrs. PRESTON A. NUFFER; Mike Waters, son of Agent and Mrs. LEO P. WATERS; and Coreen Anderson, daughter of Water Service Maintainer and Mrs. VARIAN ANDERSON.

Proud grandparents are T&T Line-man and Mrs. THOMAS M. SHEA, whose daughter, Mrs. Ronald Leavitt, presented them with a grandson, Michael Ernest, on December 21.

Harvest Queen for the annual Grantsville Harvest Ball on November 22 was Deloris Ayala, daughter of former Hostler Helper and Mrs. JOE AYALA.

Telegrapher Mrs. MAISIE HUCKABY returned to work after spending several days in Elko Hospital with a severe case of pneumonia.

Telegrapher Mrs. SHIRLEY SEYMOUR

## Fireman - soldier - photographer . . .

(Continued from Page 22)

He had an introduction to Tux Wadsworth, now WP's assistant director of freight pricing, who directed Bob to the personnel department. Hired, he reported to Roundhouse Foreman Bill Good in Oakland for his student papers. After working on a "day goat" and nights in Oakland yard,

returned to Wendover from St. Mark's Hospital after undergoing surgery and we hope she will soon return to her regular assignment.

Agent and Mrs. LEO P. WATERS and son, Mike, spent Christmas visiting their daughter and sister, Patty Mathews, in Oklahoma.

Our deepest sympathy to the family of Waitress ESTELLA MARGARET BOGUE, who passed away suddenly December 11 from a heart attack.

A Farewell Testimonial was held in Salt Lake City on December 31 for retired Engineer and Mrs. LEWIS W. WOOD prior to their departure to the Central States Mission Field of the Church of Jesus Christ of the Latter Day Saints. Speakers included Engineer ROLLO F. HOWELL. The Woods' New address is 306 South Pleasant Street, Independence, Missouri.

Sincerest sympathy to the family of retired Conductor CHARLES E. RENNER, who passed away in Salt Lake City on December 13. Charlie retired in 1954 after 45 years with WP.

Mrs. Kathryn Hurley, wife of Section Laborer MELVIN J. HURLEY, underwent major surgery at the Tooele Valley Hospital recently and we wish her a speedy recovery.

he was assigned a trip to Oroville and back. He made the extra board, and his first run as fireman was with John Roberts on November 7, 1956.

"I've been with WP ever since and hope I can stay forever. It's hard to beat our railroad and its employees. I'm looking forward to the day I'll be back on those WP engines," were the closing remarks in Bob's letter.

## WESTERN PACIFIC MILEPOSTS

526 Mission St., San Francisco 5, Calif.

Return Requested

Sec. 34.66, P. L. & R.  
U. S. POSTAGE

**PAID**

San Francisco, Calif.  
Permit No. 5371

549 30 2593  
J. W. HENDERSON  
1328 DE SALO DR.  
PACIFICA, CAL.

## RAILROAD LINES



Amid shouts of "illegal" from REA Express and others, Post Office has decided its plan to increase parcel post size and weight is "only tentative."

. . .

Secretary Dillon has announced that the rail industry and five others will be subject to Internal Revenue Service "special engineering studies" and that Treasury expects to announce revised depreciation schedules by Spring, 1962.

. . .

Rails are predicting a substantial upturn in 1962 despite their worst earnings year in 1961 since the 1930's.

. . .

Airlines, facing a predicted record loss of \$30 million for 1961, may look to mergers as a way to improve finances.

. . .

The Southern now operating for tobacco shipments a 10,000 cubic foot, 92' 11/2" box car which it claims "is largest ever built for regular service on any railroad in the world."

. . .

Santa Fe reports a 43% increase in advance reservations on the Super Chief in 1961 as compared with 1960; reservations on all ATSF trains up to some degree.