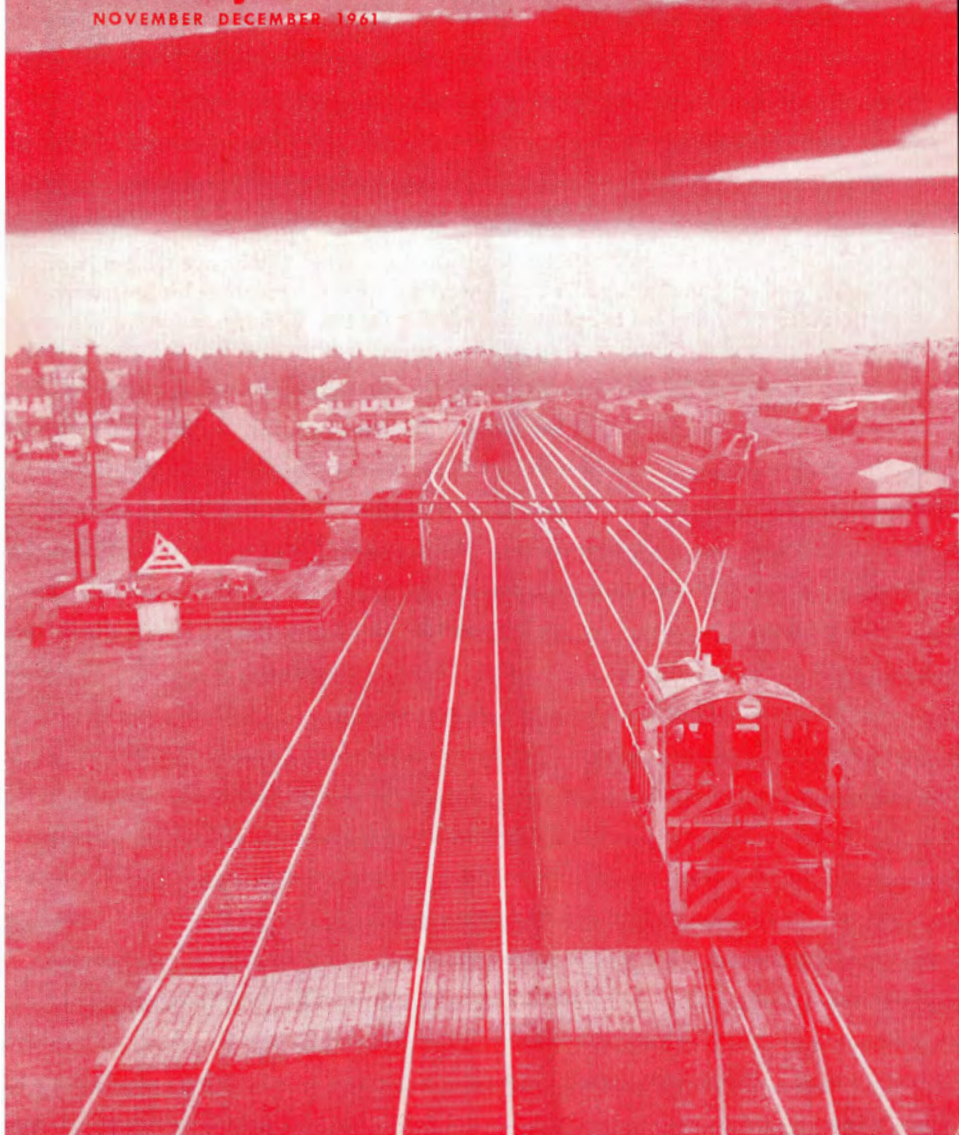


WESTERN PACIFIC
Mileposts

NOVEMBER DECEMBER 1961





Merry Christmas

*To All Members of the
Western Pacific Family:*

THE year 1961 has been a trying one for us because of the uncertainties associated with the "control" case. However, as the year progressed it became very clear that our decision to endorse and support the Santa Fe application for control of Western Pacific was most sound. The cooperation and help given by employees and officers alike was a big factor in helping Western Pacific to present a strong case. This, coupled with the thorough and statesmanlike presentation made by the Santa Fe, should convince the I.C.C. that it will be in the interests of Western Pacific's employees and officers, as well as the public, and our shareholders, to decide in favor of the Santa Fe. I would like to express my appreciation for all of the fine assistance given which I truly believe will work for the ultimate benefit of the Western Pacific family.

ONE disappointing aspect of this year's operations has been the marked increase in personal injuries. I am hopeful that with renewed determination we will find a better solution to our problems in safety and that we will move forward toward our objective to work safely and avoid the injuries that bring benefits to no one.

WITH the prospects for 1962 steadily improving, on the part of the Directors and myself I wish for you and your families and your loved ones the happiest Christmas ever and a bright and prosperous New Year for 1962.

Most sincerely,

F. J. Whitman

MILEPOSTS

Mileposts

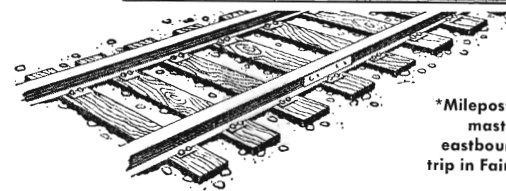
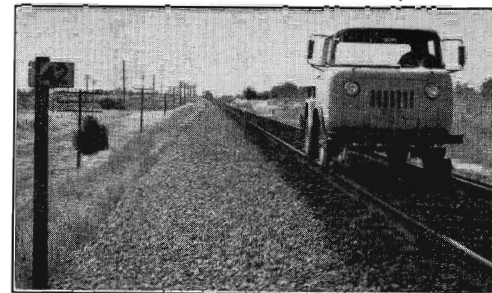
WESTERN PACIFIC

Volume XIII, No. 10

NOVEMBER-DECEMBER, 1961

*Milepost No. 142

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. 142: Roadmaster R. J. Mounkes eastbound on inspection trip in Fairmont Hy-Railer.

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NOVEMBER-DECEMBER, 1961



THE Interstate Commerce Commission's 50-day hearing on applications by Southern Pacific and Santa Fe to acquire control of Western Pacific through stock ownership came to a close in San Francisco on November 21.

At the close of the hearing, it was announced that an estimated 2½ million words had been recorded in the transcript, and that the total transcript was expected to run almost 10,000 pages. A total of 485 witnesses were heard and 320 exhibits were introduced.

It was agreed by I.C.C. Examiner Paul C. Albus and counsel for the various interests that briefs would be filed with the Commission by May 1, 1962. Examiner Albus' report will be issued some time thereafter. A final decision by the Commission on the outcome of the case is not expected before 1963.

The hearing began on July 17 in San Francisco, was adjourned on August 3 and resumed on October 2 continuing through October 13 in San Francisco. Leaving San Francisco the hearing was continued at Los Angeles on October 16 and 17, at Salt Lake City October 19 and 20, at Seattle October 23 and 24, and at Portland October 25, 26 and 27. The final session at San Francisco was begun on October 30.

For many, the final adjournment meant an end to long hours each day, weekend conferences, research, reading and re-reading of testimony, and the hammering away at witnesses during cross-examinations. There was satisfaction though, for it is the belief of WP's General Counsel E. L. Van Delen that Santa Fe and Western Pacific presented a stronger case than did

The long I.C.C. hearing has ended

Southern Pacific and, as a result, favorable results are expected.

One noticeable trend during the lengthy hearing was the high caliber of witnesses who appeared in support of Santa Fe's application. They were, for the most part, high-ranking officials representing some of the nation's largest shippers, influential civic and state representatives, economic experts, and authoritative professors of transportation. In nearly every instance their testimony favoring rail competition was based on many years of experience.

On the other hand, witnesses taking the stand for Southern Pacific were, far more frequently than not, either from areas served exclusively by SP, or from areas not served by SP, WP, or Santa Fe. Cross-examination of some of these witnesses brought out the fact that their concerns had little interest in Western Pacific and that if they did their positions in the proceedings might be different. One of the SP witnesses conceded that because of improved services and incentive rates the railroads are making headway in their competition with the trucks. This, in spite of SP's continuing claim that the railroads' greatest competition is with truckers and not with railroads. Others admitted they knew nothing about proposals for savings by Santa Fe and,

in fact, they had not even seen the Santa Fe application.

WHILE the action at Los Angeles, Seattle and Portland was considered to be favorable to Santa Fe's application, several Salt Lake witnesses championed independence for WP. For the most part their reasons were fear of a loss of traffic through the Utah Gateway should Santa Fe be victorious. However, it was previously pointed out by President Whitman in his testimony that any claimed opportunity for diversion of traffic from the Utah gateway to a long haul through the south by Santa Fe would also apply to SP, who also have long-haul southern routes. Santa Fe has also gone on record that it would not divert traffic from the Utah to the Arizona gateway. "Our self-interest would be in having strong Utah and Arizona lines to compete with SP," one SFe official stated.

During one day, back in San Francisco, WP Attorney Walter Treanor put 17 WP support witnesses on the stand. Time and again they drove home the point that they must have competitive rail service in order to exist. They stated emphatically that they had no intention of diverting traffic which they control from the Utah gateway should Santa Fe acquire control of WP. And, nearly without

exception, these witnesses declared that truck service would not be a suitable substitute for rail service in most instances.

On November 2 President Whitman held a pair of SP attorneys and counsel for various state commissions at bay for more than four hours under a barrage of cross-examination questions. They failed to shake his direct testimony (see September - October MILEPOSTS).

Toward the end of the hearing SP poured a large number of petitions in the I.C.C. hopper, claiming the numerical total then eclipsed the number known to support Santa Fe. Examination showed that many were filed in behalf of such concerns as beauty operators, dance studios, barber shops, taverns, filling stations, cafes, dry cleaners, undertakers, and even a wedding chapel. They came from widely scattered areas in the U. S.—even from Canada. Some discomfort was shown by one SP official when asked by SFe counsel if he considered Arthur Murray Dance Studios, Superstitious Sue's Gift Shop, Troy's Barber Shop and the Mail Quick Laundry, shipper or public support. I.C.C. Examiner Albus, a quick-witted gentleman who often interspersed humor into the hearing, had the answer: "They just like SP!"

It was also brought out that public support had climbed to a 3.69 ratio in favor of Santa Fe over SP. A total of 1,001 civic, governmental, farm, labor and other organizations had expressed a preference for Santa Fe through formal petitions of intervention filed with the I.C.C. Petitions filed in favor of Southern Pacific (before the dance studio-beauty shop avalanche) totaled only 271.

More special cars for Western Pacific's customers

REAFFIRMING its intention to place shippers' needs first, Western Pacific once again became the first railroad to place orders for two new types of special purpose freight cars. The cars will augment a freight car fleet which is believed to already have a higher percentage of special purpose cars than any other railroad.

While similar in some respects, significant advantages are claimed for each type of car by the two manufacturers.

One is a tubular aluminum covered hopper car designed and manufactured by American Car & Foundry Division of ACF Industries, Inc., with assistance from Kaiser Aluminum. An order for the first ten of the cars was placed with ACF last June, and delivery was completed last month at Berwick, Pa.

The other car, designed jointly by the Western Pacific and the Thrall Car Manufacturing Co., is also a covered hopper car. One difference from the ACF car is that the Thrall car is constructed of a new special grade of stainless steel developed and produced by United States Steel Corp. This new metal is called Tenelon because of its higher than normal tensile strength. The Railroad's order, placed last month, is for the first 10 cars ever constructed of this new material, to be delivered early in 1962.

The ACF product, called the Center Flow Car because of a channeled, gravity-unloading feature, has an inverted pear-shape cross section. This

produces single pyramiding of lading, permitting effective use of at least 97% of its cubic capacity in contrast to an estimated 93% produced by double pyramiding in conventional covered hopper car designs.

Another unusual feature of the new unit is its "monocoque" design, which means the exterior skin, or shell, takes the load stresses, as in an airplane.

The car weighs only 21½ tons, yet carries loadings up to 104 tons, the highest capacity of any covered hopper cars in service. There are six loading hatches on top of the car and the interior is divided into four compartments by bulkheads. These serve two purposes—they brace the shell, and they also permit split loadings. There are no obstructions in any compartment to impede the flow during loading and unloading operations. Instead of a conventional center sill there is only a stub sill at each end.

During test runs, Kaiser Aluminum found that during unloading the lading flowed through the eight center hopper doors at the bottom centerline faster than the conveyor at the unloading facilities could take the material. Consequently, the hopper doors were partially closed to throttle the flow.

The new Thrall manufactured car has a 4,000-cubic foot capacity and carries about 100 tons of lading. Unloading is handled either by gravity or pneumatically through four center discharge gates. Since the car does not

(Continued on Page 7)

WP double award winner

Two awards bestowed on Western Pacific last month for accomplishments in the railroad industry were added to the Railroad's growing list of honors.

Western Pacific was one of five winners in the 1961 "Golden Freight Car" competition in traffic promotion sponsored by the Railway Progress Institute. The Award of Merit stemmed from the Railroad's outstanding promotional efforts to increase WP's share of the transportation market. Those efforts originated when the Railroad changed its traffic department (which no longer correctly described the varied and complex services of its selling arm) to a modern "marketing concept" in January, 1959.

More special cars . . .

(Continued from Page 6)

have any center sill, and the inside of the hopper is completely devoid of obstructions, unloading is greatly facilitated. The car's unloaded weight of about 28½ tons is substantially lighter than conventional covered hopper cars and is, therefore, capable of carrying larger payloads.

The manufacturers of both cars claim the cars may be used for an unlimited range of commodities because of the metals used in construction. In addition to the elimination of corrosion and contamination, the new metals are easy to clean.

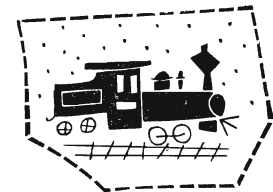
The cars will be used eastbound and westbound by Western Pacific for shipment of various bulk edible commodities.

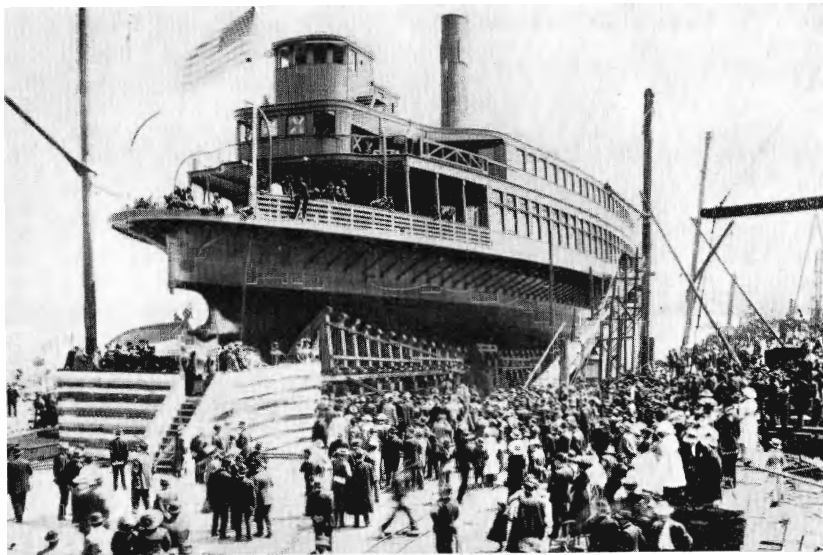
The "Award of Merit" trophy was received for the Railroad by Walter C. Brunberg, vice president-marketing, for President F. B. Whitman who was unable to be present at the 53rd annual dinner. Replicas of the award were given to Brunberg; G. H. Kneiss, assistant to the president-public relations; and B. E. Pedersen, administrative assistant to the vice president-marketing, who were instrumental in putting together the Railroad's winning entry in the contest.

The other award was presented by *Financial World* for second place in their 1960 Annual Report Contest among railroads in WP's revenue category. This was the magazine's 21st Annual Report Survey, in which surveys Western Pacific has been a consistent winner for the past several years.

An attractive Certificate of Achievement accompanied the honor, which was presented in New York on October 30. Logan Paine, corporate secretary, accepted the award for the Railroad. About 1,000 persons, representing all types of industry in the United States and Canada were present at the banquet.

Western Pacific was the only western railroad to be so honored in both events.





A new home for the *Edward T. Jeffery*

FOUR fearless sailors and a battered old hulk of a once-proud ferry bucked the waves of the Pacific under tow after passing beneath the Golden Gate Bridge on November 5. Destination? San Pedro, California.

Quite a difference from the 1,150 passengers she was capable of carrying as the "floating palace" on San Francisco Bay. But that was more than 48 years ago, and during her span of life the old gal had quite a varied life—in color, name, and service.

Her paint was a deep red when she left the Moore and Scott Iron Works at San Francisco in 1913. She received her first name at Oakland harbor on July 19 when she was christened the *Edward T. Jeffery* for Western Pacific's second president by a daughter of Charles M. Levey, later the railroad's fourth president. The *Edward T.* got her first sea legs in August crossing the Bay between San Francisco and WP's Oakland mole.

She served under the U. S. Railroad

The launching of the *Edward T. Jeffery* on July 19, 1913 at Oakland harbor was quite an affair as evidenced by picture on the opposite page.

Administration during World War I when the government took over the railroads. Upon her return to Western Pacific, and after the death of her namesake in 1930, her color was changed to white and her name became the *Feather River*.

When the railroad's trains were rerouted into Oakland Pier in 1933 the *Feather River* became the property of Southern Pacific and her name became *Sierra Nevada*.

She retained her name but took on an orange hue when she joined the Key System's fleet in 1939 to carry passengers between the Key Route Pier and the Golden Gate International Exposition on Treasure Island.

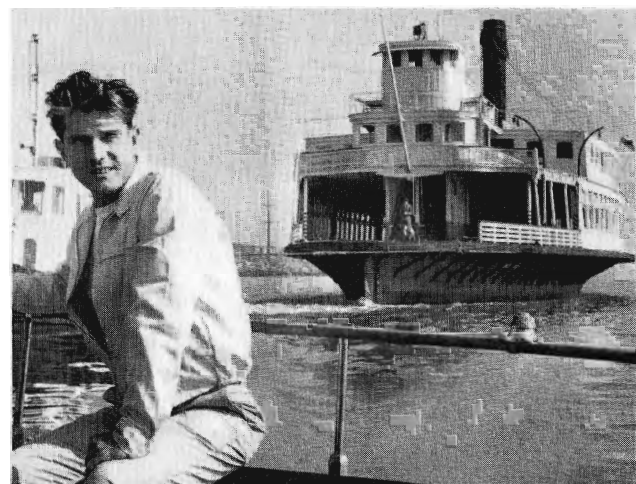
During World War II, behind a coat of grey, she carried more than a million riders between San Francisco and

Marinship at Sausalito under service of the U. S. Maritime Commission. She saw her last ferry service as a white-colored auto ferry operated by the State of California between Richmond and San Rafael until construction of the Richmond-San Rafael Bridge was completed.

In 1914 the *Edward T. Jeffery* had an I.C.C. valuation of \$285,981. Last month she was sold at a Moore Dry Dock Company auction for \$19,750. Her new owner, and one of the four fearless sailors, is a Los Angeles restaurateur, David Tallichet, 39. At San Pedro, \$50,000 more may be spent to convert the ferry to a series of shops and cafes at the waterfront Port of Call Village.

Although riddled with dry rot and peeling paint the old gal still looked pretty good as she left her home of many years. Her new life may be a far cry from her original role, but the old gal isn't giving up. She'll be on the water and still afloat!

After leading the way out of Oakland harbor on a launch, new owner Dave Tallichet boarded the *Sierra Nevada* to join his crew of three for the ship's last voyage.
Oakland Tribune photo



How to enjoy Christmas next year!

Just as sure as trains run on rails, there will be a needless loss of human life on the highways during the coming three-day Christmas and New Year holidays. An appalling outlook for what should be pleasant occasions, but the statement is more fact than fiction!

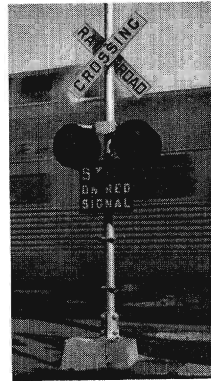
Not only will motor vehicles be involved—unfortunately, trains may be involved, too. According to Howard Pyle, president of the National Safety Council, collisions of motor vehicles and trains annually destroy more than 1,300 lives, cause some 3,500 disabling injuries, and result in losses of millions of dollars.

What causes a motorist to try to race a train over a crossing? What causes another motorist to drive his car right

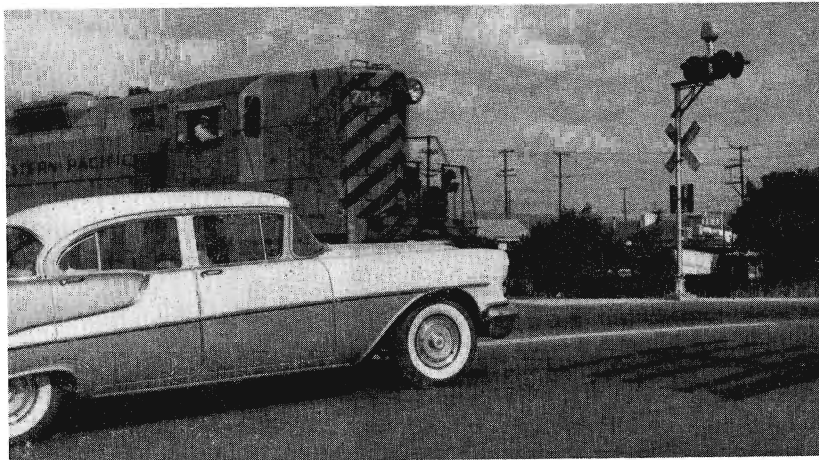
into the center of a milelong freight train during clear, daylight hours? Both of these cases are true but the answers are missing from Western Pacific files—the dead are unable to talk.

Common sense and caution on the part of the motorist seem to be about the only solution. Just such a program to find that solution has been launched by the National Safety Council's Committee on Motor Vehicle Traffic Safety at Railroad Grade Crossings. George M. Dempsey, assistant superintendent of safety for the Chicago, Milwaukee, St. Paul and Pacific Railroad, is chair-

(Continued on Page 11)



The engineer in the cab kept an eagle eye on this motorist who, fortunately, stopped his car.



man, and here's what he has to say:

"Most of the committee's educational work will be directed to the driver of the family auto. Private autos are involved in 73 per cent of the motor vehicle-train crashes. Other objectives are improved traffic law enforcement at railroad crossings, uniformity of state laws governing vehicle movement at crossings, school and intercity bus safety at crossings, and safer operation of commercial vehicles of all kinds. The committee will encourage state, county, and municipal police agencies to increase enforcement efforts directed at law violations at railroad grade crossings.

"Reports from trainmen from all

parts of the country show a serious increase in the number of drivers of school buses and trucks carrying flammable and explosive products who fail to obey the various laws," he added. "Special efforts will be made to place educational materials in the hands of these people."

Regrettably, such programs take time. For some motorists the effect of such a program may be too late. Perhaps you, as a railroader, can help.

When you're wishing your friends "Merry Christmas," remind them to "Drive Carefully," too. And keep it in mind yourself. It could result in you and your friends being around for Christmas in 1962!

Another industry for Union City

The San Francisco Grocery Co., Ltd., one of the oldest retailer-owned wholesale grocers in the country, will soon begin work on a 200,000 sq. ft. warehouse on 20 acres in WP's 400-acre Central Bay Tract at Union City. The new build-

ing will utilize latest methods in warehouse operation to serve its 350 member stores in the eight Bay Area counties. The Western Pacific site was picked by S. F. G. because of accessibility and generally centralized location.



Kneeling next to E. M. Bauhard, Union City's Chamber of Commerce president, Spencer Gilman, assistant director of WP's industrial department, points out boundary lines of 20-acre tract. Standing from left are R. W. Hadelor, president, S. F. G.; Oscar Dowe, Mayor of Union City; E. P. Jagels, general manager, S. R. & D.; and James Swarts, S. F. G. assistant manager. Behind them is W. P. Fuller's newly completed glass distribution warehouse.

A throttle in each hand

Leading a double life is all in a day's work for John L. Wallis. When he isn't guiding one of Western Pacific's powerful locomotives down the track as an engineer, he's helping to guide the City of San Leandro steadily down a progressive road to its future.

While none of this dual role is new to John, it was just brought to the attention of MILEPOSTS by James K. Brennan, assistant trainmaster at Milpitas-San Jose.

Wallis has been employed with Western Pacific since July 31, 1941 and was promoted to engineer on August 10, 1945.

His first civic role was an appointment as representative to the Ashland County Fire District of Alameda County in 1951 by the County Board of Supervisors. He became chairman in 1957,



which position he held until 1958 when the Washington Manor District was annexed to the City of San Leandro. He was a founder of the Washington Manor Homeowners, a civic improvement association, and became one of the first directors in January, 1951.

In April, 1958 John was a candidate for the San Leandro City Council, and in May, 1959 he was appointed to the San Leandro Board of Zoning Adjustments of which he was elected chairman on September 7, this year. In this latter role John recommends to the City Council all zoning, variances and use permits, and special permits necessary for the orderly zoning and development of growing San Leandro.

May his tracks in the future be "all clear"!

Railroad future optimistic says GM head

A period of unprecedented growth and development lies ahead and America's railroads will share in the growth General Motors Corp. President John F. Gordon predicted.

"Barring a major war it seems to me that we are about to enter a period of industrial and general economic development, both here at home and throughout the world, that will dwarf any comparable periods in history," he said. "I fail to see how anybody can visualize developments of these proportions without seeing America's railroads playing a major role."

"I fail to see how anybody can view our railroad industry with anything but long-term optimism. To me it seems just as inconceivable that America could make full use of its rapidly increasing industrial capacity without affecting the railroads as that America could have gone through World War II without affecting your operations. I don't see how our economy can do what it must do to stay healthy and dynamic, or perhaps even to survive, without eventually taxing your facilities beyond their present capacities," he added.

Hospital dues increased

A \$1.50 per month increase in hospital association dues became effective December 1. The increase was voted by the Medical Department's Board of Directors on November 9 on recommendations made by the general chairmen of all WP labor groups.

The new \$12.50 per month cost is essential to maintain the comprehensive medical-hospital benefits the department provides in the face of financial losses that have been increasing throughout 1961. The alternative would have been a reduction in benefits.

The Board is aware that the new dues rate is almost \$5 per month higher than the present monthly premium under the National Non-Op Travelers Insurance Plan which would cover the greater part of WP employees if the railroad did not have its own hospital association. However, at least \$2.50 of this difference provides the same full hospital and medical benefits for retired employees as it does for active employees, instead of reducing bene-

fits for pensioners just when they need it most as would be the case under the Travelers Plan.

The balance of the difference provides for much more extensive medical care benefits for non-hospitalized cases, up to a year's hospitalization rather than 120 days for long-term cases, and there are no "dollar limits" to benefits in a particular case or "extra" charges by doctors. It must also be recognized that the WP membership is located in one of the highest cost areas in the United States medically speaking, where private hospital charges have already climbed to over \$41 per patient day.

Due to an accumulating reserve policy during the past three years, losses to date this year have been absorbed, leaving the Medical Department in a strong and healthy financial condition. The \$1.50 dues increase will protect these reserves against further depletion, and preserve the stability of the employee group plan, according to the business manager.

RUIA account deeper in red

Railroad retirement and unemployment insurance systems are in deep trouble now and headed for rougher times. So warned Thomas M. Healy, U. S. Railroad Retirement Board.

"No crystal ball is needed to explain that conversion of a \$350 million credit in the Railroad Unemployment Insurance Account five years ago to the present deficit of \$240 million . . . and unless existing inequities in the Act

are removed a \$300 million deficit in the account is indicated by mid-1966."

Noting that the Act has no disqualification for persons discharged or suspended and only a 50-day disqualification for a person who voluntarily quits his job, Healy said that in the five-year period ending June 1960 benefits totaling nearly \$57 million had been paid to over 93,000 railroad employees for one or another of these reasons.

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:

Walter J. Armagost, switchman, Oroville, 20 years.

Julian M. Baylor, carman, Sacramento, 29 years.

Howard F. Brecht, personal records clerk, Sacramento, 17½ years.

James C. Cotter, assistant to superintendent of communications, San Francisco, 18 years.

Robert C. Cox, assistant general supervisor-maintenance of way, Sacramento, 37½ years.

Alexander De Costa, locomotive engineer, Oroville, 41 years.

Robert H. Herbaugh, brakeman, Stockton, 19½ years.

Albert E. Miller, extra gang foreman, western division, 23 years.

William R. Nicholas, blacksmith helper, Sacramento, 38 years.

John J. O'Sullivan, machinist, Oakland, 36½ years.

Joe Paoletti, car inspector, Elko, 39 years.

Loye E. Phillips, car inspector, San Jose, 14½ years.

John H. Pinkham, check clerk, Sacramento, 27 years.

Keith A. Ray, locomotive engineer, Portola, 37½ years.

Jess L. Reed, Tidewater Southern locomotive engineer, Stockton, 13½ years.

Charles M. Roberts, brakeman-conductor, western division, 12 years.

Victor V. Rodriguez, Sacramento Northern section laborer, Sacramento, 13½ years.

Watt Sells, Sr., section laborer, Sacramento, 12½ years.

Lester L. Seyferth, locomotive engineer, San Jose, 44 years.

William A. Sorrell, Sacramento Northern lineman, Sacramento, 14½ years.

George H. Williams, conductor, Stockton, 35 years.



Present at the party were, back row from left: Lowell B. Carter, signal supervisor; Robert C. Cox, assistant general B&B supervisor; Erastus L. Tomlinson, carman; Fred Bieser, boilermaker; William R. Nicholas, blacksmith helper; Julian Bayler, carman; C. W. Ditty, switchman; Clarence C. Bromell, sheet metal worker; Lester L. Seyferth, engineer; Leonard E. Hensley, clerk. Front row from left: F. M. Copeland, telegrapher;

C. W. Crawford, machinist; O. P. Sondree, carman; Alta Thomas, ticket accounts clerk; John Jelacich, carman; Mrs. F. Flores; George Vedder, general bookkeeper; John O'Laughlin, section foreman; Elwyn E. Scott, ticket clerk; and Fred White, machinist's helper. Mrs. Flores attended the party at the request of her husband, an Oakland janitor, made by him just before his death which occurred a week before the party.

1961 retirement party

There was a gala party in Sacramento on December 1 to honor Western Pacific railroaders in the San Francisco-Portola area who ended their railroad careers during 1961. Attending the party were about 300 of their co-workers, members of their families, and friends.

The 82 honored employees' total service with the railroad added up to nearly 2,200 years, an average of about 27 years each. The positions they held at the time of their retirement represented just about every department on the railroad.

Because of absence from their homes, long distances, illness, and other unavoidable reasons not all of the 82 were able to be present, but for all of them a fond "goodbye" and best wishes for their future happiness were

uppermost in the minds of all who attended.

The party was held in the colorfully decorated American Legion Hall, Sacramento, under the supervision of Hy O'Rullian, chief clerk mechanical department, and an able and hard-working committee. In addition to refreshments and a dinner, those attending enjoyed top-flight entertainment and dancing, and an opportunity to renew acquaintances.



News from Washington

The Presidential Commission on railroad work rules finished hearing testimony on October 12. It was scheduled to report to President Kennedy by December 1, but can extend the time limit up to 90 days.

Meanwhile, according to Clarence D. Martin, Jr., under secretary of commerce for transportation, Presi-

dent Kennedy has been given the Department of Commerce's recommendations for a national transportation policy. Such recommendations are included in a report the President requested from Secretary of Commerce Hodges. It is expected that the report will be used by the President in drafting his special message to Congress.



Dear Editor:

"Thank You!" letters

I wish to take this opportunity to thank all those old friends who were so generous to me on my retirement. This is the first opportunity I've had to do so due to a siege of illness.

With kindest regards to yourself and my old friends, and with best wishes for the continued success, prosperity, and progress of the Western Pacific.

E. E. Christian
2351 Christina Avenue
Stockton 4, California

* * *

I wish to take this opportunity to thank my many friends who donated so generously for my retirement present, and who made my last evening as an employee very happy.

To those who arranged this party I will be forever grateful. To all those who attended, I will never forget you.

Mrs. Cox and I extend the very best wishes to all of you.

R. C. Cox
3712 Ivy Street
Del Paso Heights, California

* * *

Because I cannot personally thank each one of you who made my retirement such a pleasant one, I will reach all of you through MILEPOSTS. I have enjoyed my 44 years with Western

Pacific and its fine group of employees.

Many thanks for the lovely telescope, and for the parties given me.

The picture on Page 29 will give you some idea of how I will spend some of my time in the future!

Lester L. Seyferth
1248 Spencer Avenue
San Jose, California

* * *

It's difficult to put in words my heartfelt feelings for all the many kindnesses bestowed upon me upon my retirement from Western Pacific. It would be difficult for me to personally thank all of you for the many cards, letters and phone calls which I have received, and for the gifts and enjoyable lunches in my behalf.

After nearly 50 years of service with the railroad, during which time I have become acquainted with so many of you as employee and friend, it will be particularly enjoyable to me to often look back on those associations, which have many pleasant memories.

May I take this opportunity to wish all of you and the company for which you work many years of continued good health, happiness and success.

Hazel Wochos
878 - 39th Avenue
San Francisco, California

Frank Conlon, Sr.

I would like to report the death of my father, Frank Conlon, Sr., on October 12. He was a retired machinist, formerly working at Oakland.

If it is possible to obtain an extra copy of MILEPOSTS, I would like one in which his memoriam is included.

Frank Conlon
427 "B" Street
Hayward, California

* * *

Mrs. Quigley moves

Please change my address from 887 Waggoner Road, Paradise, California, to 2311 Humboldt Avenue, Oakland 1, California.

I don't want to miss any copies of the MILEPOSTS. That is the only means I have of keeping in touch with my Western Pacific friends.

My best wishes to all of them.

Mrs. Henry J. Quigley
2311 Humboldt Avenue
Oakland 1, California

* * *

Indonesian subscriber

I have known your country since 1956 from my geography teacher. I learned about your magazine from my teacher, too. I am always thinking about your magazine, and I never think about anything unless I happen to think about something. So every night and every time I am waiting for only your magazine. Please send me your magazine every month. Thank you, Thank you!

H. E. Ramdan
Wanasigra, Tjikoneng
Tjiamis, West Java
Indonesia

Before you quit-- read this

The first strategy of many who are faced with a problem is to quit.

But a man who suffered such severe burns on his legs that he faced amputation—he didn't quit. He became the most successful distance runner of his time.

And a man with less than one year of formal education didn't quit. He became the most revered president we ever had.

And a fragile boy in Scotland, bed-ridden most of his childhood, didn't quit. He became such a masterful story-teller your great-grandchildren will cherish his books as you did.

Now if you had all three of those strikes against you, nobody would blame you for quitting.

But unless your legs are severely burned, and you're so fragile you have to stay in bed, and you never graduated from the second grade, why don't you turn around and get back to work.

Maybe we'll be writing about you some day!—Reprinted through courtesy of Newsweek.



MILEPOSTS



IN GOLD

MILEPOSTS congratulates the following railroaders who were eligible for Service Pin Awards during the months of November and December, 1961:

35-YEAR PIN
John W. Gavey..... Project Engineer, Signal Dept..... San Francisco

30-YEAR PINS
Nels G. Anderson..... Section Foreman..... Oakland
Charles K. Faye..... Assistant Vice President, Marketing..... San Francisco
Earl L. Ferguson..... Conductor..... San Jose
Edward W. Jayne..... Conductor..... Western Division
Earl W. Johnson..... Laborer..... Western Division
Patrick Kelly..... Section Gang Foreman..... Extra Gang 50
John F. McKenzie..... District Sales Manager..... St. Louis
Herbert L. Nash..... Section Gang Foreman..... Stockton
Raymond O. Swartsfager..... Telegrapher..... Thornton

25-YEAR PINS
Ralph Aiello..... Locomotive Engineer..... Eastern Division
Clayton R. Ashland..... Clerk..... San Jose
Myron J. McDonald..... Yardmaster..... San Jose
J. A. McNamara..... Sales Representative..... Oakland
Ray F. Niblock..... Deckhand-Captain..... Oakland
George D. Nye..... Machinist..... Sacramento
Herman F. Schultze..... Sheet Metal Worker..... Sacramento
Paul L. Schultze..... Pipefitter..... Sacramento

20-YEAR PINS
Parley A. Anglen..... Sheet Metal Worker..... Oroville
Thomas T. Bamford..... Blacksmith..... Sacramento
Joseph S. Bettencourt..... Clerk..... Sacramento
Joseph E. Bramse..... Locomotive Engineer..... Western Division
Frank J. Coleman..... Fireman..... Eastern Division
Robert A. Crumley..... Carman..... Sacramento
Edward T. Cuyler..... Chief Mechanical Officer..... Sacramento
Wendall C. Earley..... Water Service Maintainer..... Stockton
James H. Ford..... Carman..... Stockton
William A. Hoxsey..... Brakeman..... Winnemucca
Carl O. Hunter..... Carman..... Oakland
Charles W. Jerauld..... Secretary to District Sales Manager..... Seattle
Fred W. Johnston..... Switchman..... Oakland
Nelson G. Jones..... Conductor..... Western Division
Joseph P. May..... Mechanical Foreman..... Winnemucca
John R. Meinig..... Switchman..... Stockton
Samuel A. Mello..... Patrolman..... Sacramento
Benjamin F. Mingles..... Telegrapher..... San Jose
Mildred Nielsen..... Statistical Clerk..... San Francisco
Allen E. O'Connell..... Fireman..... Western Division
Hyrum A. O'Rullivan..... Chief Clerk, CMO..... Sacramento
William R. Otis..... Locomotive Engineer..... Western Division
Edward F. Reedy..... Brakeman..... Western Division
Gilford S. Rice..... Machinist..... Oroville
John P. Rice..... Fireman..... Western Division
Harold L. Siemens..... Locomotive Engineer..... Western Division
William D. Taber..... Locomotive Engineer..... Western Division
Arthur M. Teixeira..... Janitor..... Sacramento Shops
Roger M. Verhaege..... Assistant Trainmaster..... Stockton
Melvin I. Whaler..... Clerk..... Keddie
Raymond R. Williams..... Fireman..... Western Division
John C. Wright..... Fireman..... Western Division

15-YEAR PINS

Robert Allen..... Laborer..... Sacramento Shops
Simon Bernadez..... Section Laborer..... Western Division
Peter Bernardini..... Switchman..... Western Division
Rex Brooks..... Dispatcher..... Eastern Division
Jean Bruce..... Steno-Voucher Writer..... San Francisco
Claude A. Crain..... Krane Kar Operator..... Sacramento Store
Alejandro Dominguez..... Track Laborer..... Western Division
John D. Elkin..... Cashier..... Reno, Nevada
Vincente Espinosa..... Laborer..... Sacramento Shops
Harry E. Fay..... Switchman..... Western Division
Max Gonzalez..... Section Laborer..... Western Division
John F. Graser..... Accountant, Signal Dept..... San Francisco
Eric C. Heckers..... Fireman..... Western Division
Frank J. Hyatt..... Mail Truck Driver..... San Francisco
Joseph R. LaMalfa..... Lead Draftsman..... Sacramento Shops
Lawrence J. Lewis..... Rate Division Clerk, Passenger..... San Francisco
Stilas A. Martin..... Clerk..... Stockton
Patricia T. McDaniel..... Comptometer-Typist Clerk..... San Francisco
John Mills, Jr..... Interline Recheck Clerk..... San Francisco
Joaquin Munoz..... Track Laborer..... Western Division
Charles A. Rhines..... General CTC Maintainer..... Elko
Raymond E. Schriever..... Shop Engineer..... Sacramento Shops
Louise M. Toft..... Registered Nurse..... Portola Hospital
Daniel A. Yniguez..... Yardmaster..... South Sacramento

10-YEAR PINS

Edna Brown..... Car Record Clerk "A"..... San Francisco
John Cooper..... Laborer..... Western Division
Jeryl R. Goff..... Conductor..... Western Division
Daniel Harris..... Engine Watchman..... Sacramento Shops
Alton E. Healy..... Clerk..... San Francisco
Bobbie R. Lamka..... Conductor..... Western Division
Homer L. Lemons..... Switchman..... Western Division
Ned P. Mays..... Second Cook..... Dining Car Dept.
Robert E. Sherwood..... Switchman..... Western Division
F. L. Smith..... Dozer Operator..... Western Division
Thomas A. Sykes..... Machinist..... Western Division (*)
L. P. Wirthlin..... Fireman..... Eastern Division

(*) Seniority date May 28, 1951, but was not previously reported.

New Western Pacific film

Western Pacific has released a new 16-mm film, "Vista-Dome Adventures," for showing to clubs, classes, and other interested groups.

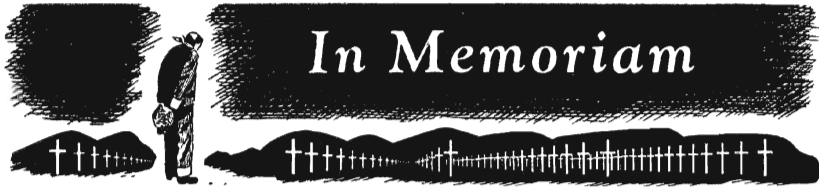
The professionally produced, full color and sound, film depicts the pleasures of a trip aboard the railroad's *California Zephyr* between Chicago and Oakland-San Francisco.

Much of the film is devoted to the gorgeous scenery along the route. Viewers see colorful Feather River Canyon and Colorado Rockies just as do the passengers traveling on the train. There is also considerable footage of life aboard the train, including

interior shots of the luxurious private room accommodations, meals and refreshments in the dining and lounge cars and, of course, in the five Vista-Domes for which the train is famous.

The new film runs 25 minutes. Bookings may be made by writing or telephoning the Department of Public Relations, Western Pacific Railroad Company, 526 Mission Street, San Francisco 5, California (YUkon 2-2100). It is suggested that requests for the new film be made well in advance.

Available also are other color and sound films featuring both the railroad's passenger and freight services.



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:

Robert A. Barclay, retired clerk, November 3.

John L. Berschens, retired passenger ticket clerk, October 27.

Ira S. Biggs, retired Sacramento Northern train dispatcher, September 9.

Robert H. Buckley, retired Sacramento Northern locomotive engineer, October 29.

Francis L. Carsner, retired bookkeeper, November 17.

Bertrand Chrisman, retired dining car waiter, July 7.

Manuel J. Cisneros, retired Sacramento Northern laborer, September 6.

Howard L. Conine, retired telegrapher, August 6.

Frank Conlon, Sr., retired machinist, October 12.

Chris J. Feik, retired telegrapher, August 19.

William B. Grant, retired carman, November 6.

Michael M. Gonyou, retired switchman, August 7.

Frank W. Hammer, retired switchman, October 29.

David M. Henderson, retired Alameda Belt Line clerk, July 25.

Ray L. Hilburn, retired switchman, October 6.

Lee C. Hurlburt, retired Sacramento Northern agent, June 23.

David F. Jacob, retired laborer, October 10.

Albert C. LeQuellec, retired boiler-maker, October 23.

Joseph P. Menahan, retired yard cleaner, August 5.

Bernard E. Mooney, retired fireman, October 31.

Juan M. Perez, retired laborer, July 17.

Orlando M. Potter, retired Tidewater Southern fireman-engineer, August 11.

William E. Rand, retired station agent, September 12.

Wayne G. Ruble, retired Sacramento Northern track laborer, October 30.

Helen Seijo, registered nurse, Portola Hospital, October 13.

Lynn B. Smith, retired mechanical foreman, August 5.

Byron Sweasey, retired Sacramento Northern B&B carpenter, July 4.

William U. Tate, retired telegrapher, November 6.

Charles G. Tryor, retired passenger representative, October 15.

Frank Ugrin, retired pipefitter, October 20.

Joshua Reuben Clark, Jr.

Director Joshua Reuben Clark, Jr., was called to his final rest on October 6, 1961 at Salt Lake City. The President of the Church of Jesus Christ of Latter Day Saints had been a Western Pacific director since December 28, 1944.

Director Clark was born in Grantsville, Utah, on September 1, 1871. His education was received at the Latter Day Saints College, University of Utah, and Columbia University. He married Luacine A. Savage on September 14, 1898 and their children include Mrs. Louise Bennion, Mrs. Marianne Sharp, J. Reuben Clark III, and Mrs. Luacine Fox.

In 1913 he was appointed by President Taft to represent the United States before the American British Claims

Commission and was later counsel for the Department of State and legal advisor to the U. S. Ambassador to Mexico. He was appointed Adjutant to Provost Marshal General just prior to his honorable discharge from the services on December 18, 1918. He served for about one year as Undersecretary of State in 1928 and 1929. During his career he held numerous other offices for the Government, private industry and the Church.

A tribute in his memory was adopted at the regular meeting of the Railroad's Board of Directors on November 7, 1961 and officially entered into the records. A suitably engrossed copy of the resolution was presented to his family.

New director for WP

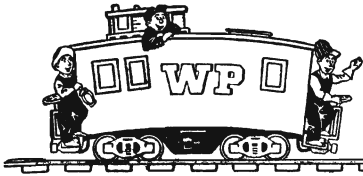


The election of Leland B. Flint of Salt Lake City to the Western Pacific Railroad Board of Directors was announced December 5 by President F. B. Whitman, following the regular monthly meeting of the Board. Mr. Flint's election fills the vacancy left by the recent death (see above) of J. Reuben Clark, Jr.

The new director is president of the Flint Distributing Company of Salt Lake City, which he established about 30 years ago. He is also president of the Utah Hotel Company; president,

Zions First National Investment Company; and vice-chairman of the board of the Zions First National Bank. He is a member of the board of directors of Kennecott Copper Corporation, Braden Copper Corporation, the Lockhart Corporation, Zion's Cooperative Mercantile Institution, Standard Insurance Company, and the Salt Lake City Union Depot & Railroad Company. He is also a member of the Board of Regents, University of Utah, and vice-chairman of the Utah Symphony Orchestra.

Flint is a native of Kaysville, Utah, and now lives in Salt Lake City with his wife, the former Dora Thornley. They have two daughters and six grandchildren.



Caboosing

WENDOVER-SALT LAKE CITY

Esther Witt
J. B. Price

Bad luck has found its way into the home of Brakeman RALPH SAXTON. Ralph has been admitted to St. Mark's Hospital for major surgery and we hope that lady luck will be his this time and correct his troubles.

Conductor CHARLES W. OWEN has returned to work after a long absence during which time he underwent major surgery.

Former Roundhouse Foreman, and later Wendover Postmaster, LINVILLE B. SMITH, died at his home in Cedar City, Utah, of a heart attack on August 12. Our deepest sympathy to Mrs. Smith and the family.

Our sincere sympathy to Conductor EDGAR R. SULLIVAN and his family in the death of MRS. FLOELLA SULLIVAN, former yard clerk at Wendover. Mrs. Sullivan suffered severe burns in an apartment fire in Salt Lake City on August 18.

Mrs. Mary C. Price, mother of Conductors JOSEPH B. and BERNARD T. PRICE, died at her home in Salt Lake City after having been bedfast with a lingering illness. Our deepest sympathy to her family.

Section Foreman and Mrs. C. L. ELLIOTT have announced the marriage of their son, Leroy E. Elliott, to Miss Ramona Hill, daughter of Mr. and Mrs.

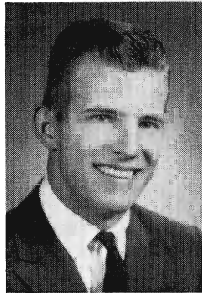
Golden Hill of Salt Lake City. The marriage ceremony was performed in the Salt Lake LDS Temple.

Congratulations to Phillip Ayala and his bride, Kathleen. Phillip is the son of former Hostler Helper JOE AYALA and the late Mary Ayala. Mrs. Joe Bates is the mother of the lovely bride.

Miss Lavern Elliott, daughter of Section Foreman and Mrs. C. L. ELLIOTT, has returned to Brigham Young University for her sophomore year.

Deepest sympathy to retired Section Foreman and Mrs. TRACY BINGHAM, of Grantsville, in the death of Mr. Bingham's father, Enoch Bingham, in Logan, Utah.

Lowell Kay Anderson, son of Water Service Maintainer and Mrs. VARIAN ANDERSON, was honored at a Farewell Testimonial held in the Wendover Ward Chapel on October 8. Lowell left for Stockholm, Sweden, October 23 for the Swedish Mission Field of the Church of Jesus Christ of the Latter Day Saints. Lowell's brother, Harold, has served in the British Mission field, and brother, Roland, served in the Great Lakes Region. Our best wishes go with Lowell.



Our best wishes go with former Section Foreman BRENTON L. PETERSON who resigned from the railroad to accept employment with another private industry.

May Christmas and the New Year be a joyous occasion for all!



WINNEMUCCA

Ruth G. Smith

The following employees have new additions to their families:

Brakeman and Mrs. R. C. "BOB" MORTON, a son born September 4; and Fireman and Mrs. JOHN ELGES, a daughter born October 23.

New grandparents are: Fireman J. C. NICHOLSON, a granddaughter born September 17 to his son and daughter-in-law, Mr. and Mrs. James E. Nicholson, of Carson City; Agent and Mrs. CECIL DUCK, a granddaughter born September 20 in Pomona, California, to Mr. and Mrs. Kenneth Duck; retired Telegrapher and Mrs. M. C. MILLER, a granddaughter born September 22 to their daughter and son-in-law, Mr. and Mrs. Robert Hoyer, of Clayton, California.

Jens Norgaard, age 82, died September 26 in Nolev, Denmark. He was the father of Relief Yard Clerk "ANDY" NORGAARD.

Mrs. Pete Quilici, widow of the late PETE QUILICI, carman at Winnemucca, died in Battle Mountain, Nevada, October 15.

Enoch Bingham, 88, died recently in Logan, Utah. He was the father of Section Foreman ROY BINGHAM of Winnemucca. Surviving are nine children, 40 grandchildren, 69 great grandchildren, and two great-great grandchildren.

JOHN T. SMITH was promoted to assistant general supervisor of roadway work equipment on September 1, and is stationed at Winnemucca. He is the son of retired Engineer JOHN SMITH and Roundhouse Clerk RUTH G. SMITH. He was formerly equipment maintainer at Keddie.

A Merry Christmas and a Happy New Year to all!



STOCKTON

Elaine Obenshain

Conductor GEORGE H. WILLIAMS retired September 30 with 35 years of Western Pacific service which began on September 4, 1926.

Brakeman and Mrs. B. G. WHEATON became parents for the third time when Melinda Gail was born on October 8. Their other children are David, 3 years, and Katherine, 16 months.

Section Laborer C. GONZALES was operated on recently and we all send him our best wishes for an early recovery and return to work soon.

Our deepest sympathy to Engineer P. G. MORRIS, in the loss of his wife recently. Also to Brakeman J. W. CRAWFORD and Conductor W. DAWSON, both Tidewater Southern employees, whose wife and sister, Mrs. J. W. Crawford died recently.

Leroy Davis, 20-year-old son of Clerk and Mrs. E. S. DAVIS, won first place award in the photo feature division of the Northern California Junior College Journalism Association competition hosted by Monterey Peninsula College. The award was made for the "Peeking Photographer" series of candid photos introduced by the Stockton College *Collegian* for the first time this year.

Judy Ross, daughter of Clerk and

Mrs. H. L. ROSS, placed first in "A" Division, girls' extemporaneous debate in the Yosemite Forensic League Tournament hosted by Highlands High School in North Sacramento. A senior at Edison Senior High School, Judy also played "Dorothy" in a recent presentation of *The Wizard of Oz*.

Brakeman ROBERT H. HERBAUGH retired November 6 with 19 years of WP service. He began his railroad career as brakeman on the CB&Q in 1917 and worked on several other railroads before coming to WP in 1942. The Herbaughs raise chickens and calves on an acre of land close to Stockton.

Michael William was born September 30, the son of Fireman and Mrs. JOHN G. STAPP, the brother of Sandra, age 2 years, and the great-nephew of retired Assistant Superintendent HENRY E. STAPP.

From all of us at Stockton we wish for you a Jolly Christmas!



KEDDIE

Elsie Hagen

Equipment Maintainer JOHN T. SMITH, his wife and daughter, Donna Marie, have moved to Winnemucca. Our best wishes to Johnny on his promotion (see Winnemucca column).

Brakeman RAY KENNEY and his recent bride are back in Keddie following completion of Ray's hitch with the U. S. Marines in North Carolina. Ray worked as brakeman before entering the Marine Corps.

Dick Kenney, son of Yardmaster and Mrs. BARNEY KENNEY, has been home on leave from the Coast Guard. He has been stationed at the Alameda Naval



"My brother and I want to give YOU something for forgetting us last Christmas!"

Air Station and will go to Hawaii following his leave.

Congratulations to Engineers JACK DECOSTA and LES SEFERTH and Brakeman TOM GRIFFIN on their retirement from the railroad. We wish them many happy years ahead. The Griffins moved to Arkansas following Tom's retirement. Mrs. Griffin went on ahead with their daughter, Joan, to visit with Joan and her sister, Katherine, who are both employed in Texas. Tom left later for a short visit also before continuing on to Arkansas with Mrs. Griffin.

HAZEL DALLAS, who has been Roadmaster's and Trainmaster's Clerk here, has transferred to Sacramento. MRS. HERTHA SIMPSON has been working in Hazel's position during the time the position is up for bid.

Richard Thomas, son of Conductor

and Mrs. ALDEN THOMAS, is spending 12 weeks in training with the U. S. Marines in San Diego and will later receive additional training at Pendleton, Oregon. Richard graduated from Quincy High School last spring.

Relatives and friends were present at the Paradise, California, home of retired Conductor and Mrs. DON SEGUR recently to join the Segurs in celebration of their 50th Wedding Anniversary.

ROSEMARY LEAVY filled in as roundhouse clerk while CLAUDE EDWARDS was on vacation.

We're happy to report that Engineer HARRY ALT's wife is now home and recovering from her recent surgery.

PFC Thomas M. Shannon, son of Engineer and Mrs. JACK SHANNON, is receiving special training with the 101st Airborne Division, 502nd Infantry, with the Strategic Army Corps. The 101st maintains one company in constant combat readiness for airborne deployment to any area of the world. Tommy, a machinegunner, entered the

A homemaker was complaining to the repairman about the new washer and dryer she received for Christmas that was supposed to do just everything. The repairman tossed a few socks and a shirt into the machine and turned it on. The machine proceeded to wash the clothing, dry it, fold the pieces neatly and flip them across the room where they landed tidily in the left-hand dresser drawer.

"Well," said the mechanic, "what's wrong with that?"

"I'll tell you what's wrong with that," she said excitedly. "I always keep my husband's socks in the right-hand drawer."

* * *

What the kids would like for Christmas is something that would separate the men from the toys!

* * *

Persons hardest to convince they are of retirement age are children on Christmas Eve.

Army in August, 1959, and completed his basic training at Fort Ord.

Our best wishes to all for the coming Holidays!



SACRAMENTO SHOPS

Marcella G. Schultze

Upon completion of 38 years of WP service, Blacksmith Helper W. R. NICHOLAS retired September 29. "Billy" has a small greenhouse and plans to spend even more time now with his flowers. After 10 years of service, Carman J. M. BAYLOR retired on October 23. Both men were presented with monetary gifts from their co-workers.

Ten of the 30 families who moved from New York to Chico because, in their opinion, Chico is one of the safest spots in this nation in case of nuclear attack, moved into a new apartment house just completed by Anthony Santos, Jr., son of "TONY" SANTOS, retired electrician, now employed as Bank of America security officer.

HAROLD WILFLEY, former carman, his wife, Ellen, accompanied by their four children, Adams, 3 months; Chris, 22 months; Susan, 7½; and Karen, 9, just completed a week's stay in a fallout shelter buried in their yard at Parkway Estates. The 12-foot shelter, with a 7-foot acoustical ceiling, contains nine bunks, has nylon carpeting, and was built according to Civil Defense recommendations. The Wilfleys followed the new Civil Defense findings concerning radiation fallout, and came out after 48 hours for 46 minutes. They increased their time outside the shelter daily as figured by CD specifications as to radiation deterioration.

Electricians V. S. LATINO and W. J.

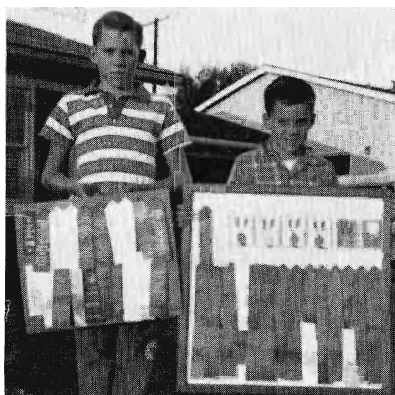
WILKINSON both announced the birth of a son in September—James Anthony Latino, 6 pounds 6 ounces, September 17; and Timothy Raymond Wilkinson, 6 pounds, September 27. Congratulations!

On October 1, "ACE" DRUMMOND, machinist welder; CHARLES HEADY, former machinist apprentice and now employed by Campbell Soup Co.; and CHRIS COVAIR deep sea fished in Heady's 14-foot boat near Fort Ross, limiting out in ling cod, largest being 30 pounds. They also caught china and yellow tail cod, blue fish, and cabezones.



Chris Covair, "Ace" Drummond, and Charles Heady with their mixed but sizeable catch.

Competing with the Arden Manor Swimming Team in their first season this past summer were Peter, 7 years,



Jeffrey and Peter Schultze display their ribbons and medals won during 1961 swim season.

and Jeffrey, 12 years, sons of Sheet Metal Foreman HERMAN F. SCHULTZE and this reporter. Both boys competed in freestyle, breaststroke, backstroke, butterfly, and relay events, Peter swimming with the 8-and-under group, Jeff with the 12-and-under. The Arden Manor Team came in third in the Sacramento Swimming and Diving League Championships, held in August at the South Hills Racquet Club, losing only to teams with over seven years experience in competitive swimming. The 8-and-under boys relay team also swam during the Labor Day weekend in the State Fair Open at Sierra Swim Club, winning second and third place medals in the freestyle and medley relays. The State Fair Open had teams competing from the states of California, Washington, and Hawaii. Needless to say, we're "right" proud of our team and our boys and hope they will be right up there on top next year.

To all MILEPOSTS' readers, our best wishes for a Joyous Christmas Season!

OROVILLE

Clayton W. D'Arcy
Helen R. Small

An unusual gift for members of his family was provided by Engineer BRUCE VANCE of Portola recently. All made a trip to San Francisco in a chartered bus to attend the Ice Follies. Included in the outing were relatives from Portola, Oroville, Chico, Gridley, Auburn and Sacramento. Those who did not meet the bus in Oroville were picked up along the way or met in San Francisco. After viewing the show the party of more than 30 were treated to dinner.

Retired Signal Maintainer JOHN E. WILLIAMS informed us that a granddaughter was born to his daughter, Mrs. C. H. "Gracie" Phelps in Sacramento on July 28. Little Teresa weighed seven pounds and has a brother, Mark, age two years.

A son was born to Radio Technician and Mrs. FRANK SHIELDS on September 3.

Georgia Pacific Corporation donated an old shay engine from Feather Falls to the City of Oroville. Placed in Hewitt Park it is enclosed by a fence similar to the one around the Western Pacific locomotive also located at the park.

Engineer ALEXANDER DE COSTA retired from Western Pacific on October 1 after more than 40 years of service.

Engineer-Inspector LYMAN C. LANDRETH retired from active duty on October 1. About 40 attended a dinner party held for him at the Table Mountain Inn on September 27. PAT SULLIVAN has succeeded Lyman, and JAMES L. LARSEN from the Eastern Division is also working on the relocation project as engineer-inspector.

LEVI P. MITCHELL, maintenance worker of Bidwell Bar, passed away on August 12. He was born in Canada October 30, 1901 and was working as a watchman on the relocation project.

Signal Maintainer AL HUGHES had another siege of illness and spent some time in Rideout Hospital in Marysville, but has now returned to work.

Machinist and Mrs. C. W. D'ARCY traveled 7,400 miles during August visiting Mt. Rushmore, Cleveland, Niagara Falls and then north into Canada via Stratford, North Bay and Cochrane, Ontario. At Cochrane they rode on the Polar Bear, the Ontario Northland Railway train, to "romantic" Moosonee located at the mouth of Moose River and James Bay, the only way to enter the area. Across river from Moosonee is Moose Factory where the government has built a modern hospital and public school for their Indians and Eskimos. The Hudson Bay Company store at Moose Factory was established in 1672, and second trading post of the company. They returned to Cochrane and drove west on the Upper Canadian Highway to Port Arthur and Winnipeg enroute home. While in Cleveland the D'Arcys attended the 48th Triennial Conclave of the Grand Encampment of Knights Templar.

We wish early recoveries for Mrs. HATTIE McMULLEN and JOSEPH JIMINEZ, laborers, who were injured in separate accidents recently. Hattie is recuperating at home and "Joe" is in the Oroville Community Hospital with a back injury.

From Oroville we send our very best Christmas and New Year wishes for one and all!



SACRAMENTO STORE

Irene E. Burton

THURMAN MOZINGO, who has been away ill for some time, is now a patient at Portola Hospital and we are all pulling for him to recover soon.

TONY CAPAUL, who has also been away because of illness, dropped in the office recently to say "hello."

Our department was saddened by the sudden death of JOSE CHAVEZ, crane operator. He had worked for the department 15 years. Jose is survived by his wife, Carmen, and three children, Jose, Jr., Robert, and Carmen.

FIGHT TB



WITH CHRISTMAS SEALS

JOHN PINKHAM retired September 29 after working 26 years for the company. The gang gathered during the noon hour that day and gave John a little send-off and presented him with a gift of cash and extended our best wishes.

May all of you have the nicest Christmas ever!



MILPITAS-SAN JOSE

Robert J. Mead

Conductor DON SEGUR and his wife, while on vacation, attended the Golden Wedding Anniversary celebration of retired Conductor and Mrs. D. W. SEGUR. Many friends were present and, of course, the days gone by were long discussed. All of us who know the Segurs would at this time like to extend our "many happy returns."

Until just recently San Jose had two gentlemen high on our eligible bachelor list. We're happy to report the list is now down to one and at this writing even he is about to reduce the list to zero. More on him in the next issue. The other fellow, Yardmaster M. J. McDONALD was wed to Jewel "Jerry" Von Tersch on August 19. Breakfast and reception were held at Lou's Village. The wedding trip took the couple to Port Angeles, then by ferry to Victoria, and Nanaimo, B. C., and by ferry again to Vancouver. After a short visit they continued on across British Columbia, visited Grand Coulee dam, friends in Spokane, and those "not so friendly bandits" in Reno before returning home.

Carman L. E. PHILLIPS and Engineer LES SEYFERTH retired in September and soon took off for parts unknown—fishing! Phillips is not back yet. Sey-



Engineer Les Seyferth will use this car and trailer for future tours around the country.

ferth mentioned 1962 plans to visit San Fillipa, Mexico, then up to the Seattle World's Fair followed by a stay in Florida for the winter. We wish them both many happy years and best of luck.

For many who worked with HAROLD H. SEYFERTH before he left WP, and may wonder where and how he is, his dad reports that he is fine and that about October 10 he was appointed City Manager of the City of Hollister, his present home.

Our "Old Saint Nick," Trainmaster PHIL PRENTISS, has already been approached to appear at several children's parties during the coming holidays, and Mrs. Prentiss is busy as can be getting the red costume pressed so he will be ready for his very generous roles.

Which is a reminder that we all would like to extend our best wishes for a Very Merry Christmas and a Happy New Year to our Western Pacific co-workers!



PORTOLA

Louise Wilks

Engineer KEITH A. RAY completed his railroad career with a real "bang." On his final trip the stove in the caboose on his train exploded while en-route and demolished the caboose. "K.A." says this is just one of the many experiences during his 37 years with the WP. He began his railroading with the D&RG at Salt Lake City, firing on the largest hand-fired engines in the world over Soldier Summit. "K.A." and his wife, IRMA, secretary at Portola Hospital, have five children, Emma Lou Petersen living in Chico; Grace and Jimmy attending Chico State College; Norma, working in San Francisco; and Don, a teacher and athletic coach at Quincy High School. "K.A." says he is just going to lay around, see some ball games, and spoil his six grandchildren.

Trainman and Mrs. R. E. BURT have a new daughter, Catherine. According to Grandpa, Engineer JOE BURT, the



Engineer Ray shows off his youngest grandson, James Aaron Ray, for MILEPOSTS' readers.



Helen Holsclaw, daughter of Conductor Harold Holsclaw, receives her "Football Queen" crown from Howard Parks, son of Carman Paul Parks.

new arrival is the most beautiful girl in the world.

Airman 2/C USAF Charles Tripp, son of Trainman and Mrs. CLAUDE A. TRIPP, completed his training as traffic control operator at Keesler AFB, Biloxi, Mississippi, and has been sent to Brize North AFB near London, England.

A Merry Christmas and a Happy New Year to all!



OAKLAND

John V. Leland

Switchman WILLIAM S. SNAPP, we are informed at this late date, has taken unto himself a bride, Patsy R. in Reno on July 28. Congratulations!

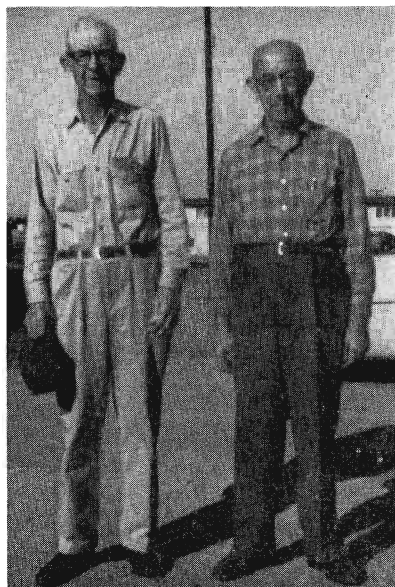
Switchman PETE BERNARDINI sustained a heart attack on August 13 but we understand he is improving and should return to work before long.

Engineer GEORGE MOODY returned October 18 from a successful hunt in the snow, rain, and cold of Idaho with

a White Tail deer, and elk cow (or a cow elk), and a bear. It was the next day after he got his one-elk limit that he came upon the biggest bull he has ever seen and, knowing George, that's no "shaggy elk" story.

We were saddened to learn of the death of retired Switchman FRANK HAMMER at his home in Hayward on October 29.

It was just in the July-August issue of MILEPOSTS that we reported the death by hanging of HARRY B. LAMP-MAN, former marine captain. We now report the death of STEPHEN KING, found dead in his car at the Lake Merritt parking lot, apparently having shot himself in the head with a revolver.



This picture of Machinist John O'Sullivan, left, and Roundhouse Foreman Bill Good was received too late for the report of John's retirement which appeared in the last issue of MILEPOSTS.

Master Steve King was an exceptionally good pilot who brought the Las Plumas down to San Francisco from Albina Shipyards in Portland in 1957. He was 50 years of age.

Switchman WALTER BRYSON finally broke a six-year losing streak by bagging a four-point buck in late October.



"I finally got my buck," said Walter Bryson.

*A Merry Christmas and a Happy New Year to Western Pacific rail-
roaders everywhere!*



SAN FRANCISCO

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

ENID HATTON became secretary to Assistant Secretary-Treasurer FRED A. TEGELER on September 28. Enid is from a suburb of London, England, and arrived in the United States in 1957. She lived in Los Angeles from 1958 to August 1961 where she met and married her husband, a professional photographer.

JOSEPHINE SPADARO, marketing department statistician, clipped this from the *S. F. Examiner* of September 26: "JAMES B. CURREY, who retired from Western Pacific Railroad after 40 years in the traffic department, said: 'I've entered the football and baseball game contests you have run for a long time but this is the first time I have ever won. They say your luck changes after seven years—if so, mine's long overdue. Your prize money will help to pay my auto insurance.'" Congratulations, Jimmy!

Belated greetings to SPENCER LEWIS, assistant chief clerk transportation department, who spent several weeks at St. Joseph Hospital following a mild stroke. He is now home and resting comfortably and we all hope that by the time he reads this he will be back at work.

Passenger Sales Representative and Mrs. HAL KLEIN are the parents of a third son, born September 22. Matthew John weighed six pounds two ounces.

YVONNE DAVIS, from Panama, is now working in the marketing division stenographic pool.

BETTY DELEON, former stenographer-clerk in the passenger department, is now secretary to JAMES J. HICKEY, director of passenger sales, and DORIS SPELLMYER is the new general secretary in that department.

COLIN C. ELDRIDGE, assistant superintendent of transportation, was prominent in the program of the 116th regular meeting of the Pacific Coast Shippers Advisory Board in Los Angeles during September. Colin was in charge of the discussions of the TOFC-Containerization-LCL committee and made the committee's report to the board. He also conducted a panel discussion.



A few of the friends who "dropped in" to wish Jim Cotter best wishes on his retirement October 31. The radio given Jim by members of his department has all latest features.

JAMES C. COTTER, assistant to the superintendent of communications, retired from the railroad October 31 after nearly 20 years service. Jim was loaned to W P in 1942 while working as wire chief for the S P to assist in the installation and operation of W P's first teletype circuit. He became a W P employee and system wire chief the following year. He was instrumental in the achievement of the company's modern teletype switching center and widely known broadcasting teletype circuit to all W P general agents through the country. He assumed his last position as No. 2 man in the department when the telegraph department became the communications department on January 1, 1953, and has since had general administrative and supervisory duties over the entire operations problems, together with handling traffic and personnel matters. Jim is a native of Prescott, Ontario, Canada, and presently resides with his wife in San Francisco.

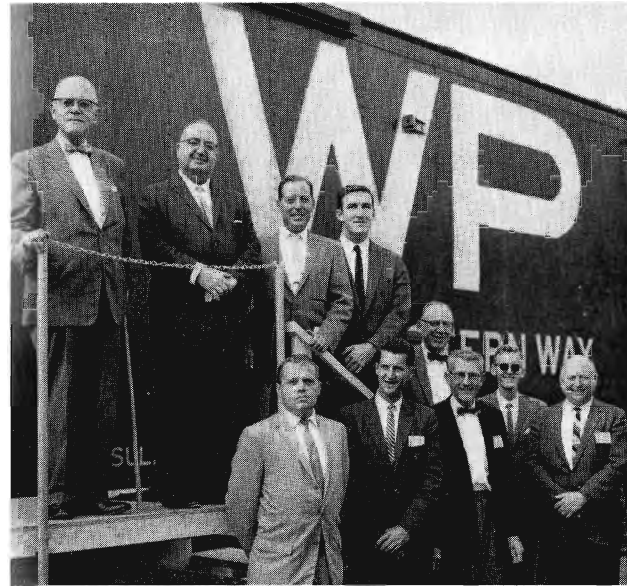
H. CUSHMAN DOW wrote his former law department co-workers last month that he is now general counsel for General Dynamics in San Diego. He will have under his jurisdiction the Convair Division, making jet planes, the Missile Division, making the Atlas and other missiles and the space Division, devoted to various types of esoteric space vehicles.

* * *

Although the photographer cut the fish in two, you can still get a good idea of its size in the hand of Max Potter, chief rate analyst in W P's passenger department. . . Not bad for the first time Max threw over a line. He hooked the 23-lb. salmon off Pedro Point and five other fish caught on rented tackle.



MILEPOSTS



W P's Chicago sales force did a fine job telling visitors at a recent display of new freight equipment all about W P's fleet of special service cars. Pictured with one of the new cars are, top: A. H. Lund, G. H. Wenig, F. L. Sweeney, G. T. Coffey, J. H. Ephraim and E. P. Schmittgens (dark glasses). The four in front are R. D. Hagen, G. A. Schroeder, and from San Francisco, L. F. Delventhal, Jr., and W. C. Emerson.

Need strong railroads for national security

The following statement was unanimously adopted at the annual meeting of the Association of American Railroads in Chicago on November 17:

America's railroads are vividly aware of the responsibilities which will fall upon them if the critical world situation should plunge our country into an all-out emergency.

The present emergency finds America's railroads facing a crisis produced by antiquated regulation, discriminatory taxation and governmental favoritism toward competing modes of transportation. Failure to correct the incredible public policy inequities

which are weakening our railroads is a threat to the national security.

In spite of their weakened condition, the railroads in this time of grave concern, pledge that they will pool their knowledge, experience and resources to meet all foreseeable demands that may be placed upon them by the nation's military and defense establishments. Meanwhile, in view of the railroads' critical importance to national security, the industry calls upon the Congress at its next session to remove the unjustifiable burdens from the neck of this industry so that it can produce all the service which our country's welfare demands.

Double celebration

When members of the S. F. Chapter of the National Association of Railway Business Women hold their annual Christmas party at the Olympic Club on December 12 they will be celebrating two occasions.

This year is the association's tenth anniversary.

And, as has been done for the past ten years, the members will bring toys and games for distribution to four local organizations—the Canon Kip Community House, St. Vincent de Paul Society, Volunteers of America, and the Lucinda Weeks School for Handicapped Children.

The Lucinda Weeks School has been the foremost project of the chapter. The school was opened by Mrs. Lucinda Weeks 23 years ago. It has 70 children, 21 of whom are residents and 49 day students.

Another project during the past year was writing letters to legislators assuring their support of the Magna Carta for Transportation.

The San Francisco Chapter is No. 15

1,400 WP annuitants

About 1,400 men and women whose last railroad service was with Western Pacific were receiving employee annuities from the Railroad Retirement Board at the end of 1960, the Board recently reported. Their annuities averaged \$123. About two out of five of these employees had wives who were also receiving monthly benefits.

During 1960, 150 former WP employees were added to the Board's retirement rolls. Their annuities averaged \$129.

of the 58 chapters throughout the United States, and the membership totals 146. Helen K. Learn, Green Bay & Western Railroad, is the present president.

Gertrude Pohndorf, WP's purchasing department, was honored at the November Past President's dinner, as the founder-president. Rita Connolly, transportation department, is fraternal chairman this year, and Mollie Lederman, auditor of revenues department, is editor of their *Headlight*.

Auto stickers

For your auto bumper you can get a sticker in blue and gold reading "Preserve Our Highways, Ship Freight by Railway." The 4" x 15" signs can be ordered in any quantity by mail at 7½ cents each for paper or 25 cents each for vinyl plastic stickers. Checks accompanying orders should be made out to Cleveland Chapter, N.A.R.B.W., Box 6543, Cleveland 1, Ohio. The National Association of Railway Business Women, sponsors, hope that all railroaders join their campaign.

Bowlers—get ready

The Annual WP Bowling Tournament will be held at Stockton, and tentatively has been scheduled for some time in January.

An announcement giving details in full will be made by Frank Rauwolf as soon as a definite date has been set.



Golf results

Engineer Bill Conant, Portola, fired an 81 on the 6,444-yard Bing Maloney Golf Course at Sacramento to take low gross honors in the WP golf tournament on October 28. Bill registered nine pars and a birdie in getting his nine over par score, but double bogeys on the par-four twelfth and par-three sixteenth kept him out of the 70's.

Six other golfers among the 60 entrants broke 90. Guest Graham Watson grossed 86; Stan Dinkle, Stockton, had an 87; R. J. Kimball, Sacramento, an 88; and three had 89, O. L. Hocker, Oakland, and guests Harvey Frost and T. C. Wood.

W. L. Stanley, Sacramento engineering, scored a 155 for high gross but drew a 102-stroke handicap to lead the low net scores with 53. Charley Vincent, duplicating bureau San Francisco, finished second with a 55 low net with a handicap of 78. Conant picked up 21 strokes handicap for an even 60, E. J. Hillier, Sacramento dispatcher, scored a 107-45-62, and Guest Richard Cox and Chief Mechanical Officer Ed Cuyler tied with 63. Cox grossed 99 and Ed followed him with a 108.

In the blind-draw-partnership sweepstakes, Vincent drew a good partner in guest Sharon Pallagi. Their combined low net of 125 was good enough for \$12.50 each. Sharon, incidentally, no doubt put the boys to shame. She grossed a 91, which included five men's par on two par-threes, two par-fours, and one par-five. Not bad for a 15-year-old miss, even though she is Sacramento Junior Ladies City champ.

Ten dollars in cash each went home in the pockets of Wayne Stanley and Earl Warren, Sacramento engineering, for their combined 130 low net; Jim Pearce, engineering, S.F., and Kip Lindee, son of Frank Lindee, Modesto, each pocketed \$6.25 with a 132, as did T. C. Wood and Frank Lindee's wife, Emily. Ed Cuyler, teamed with guest B. Postel, and J. Mahoney and partner F. Suhr, finished with 134 and \$2.00 each in cash.

The weather was a bit breezy that day which blew most of the scores higher than they might normally have been.

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RAILROAD LINES



Americans will do a lot of traveling in the next 10 years—and "they are going to travel by rail if we have anything to do with it," says Atlantic Coast Line.

"2nd Pigeon and the Mocking Bird" is the fourth in a series of Norfolk & Western steam locomotive sounds recorded by O. Winston Link for record collectors.

Proving its lack of fundamental economic justification, the St. Lawrence Seaway "will fail by over 10 million tons to achieve the 33 million tons estimated for the third season of operations," said Port of New York Authority spokesman.

First railroad ever nominated, Chicago, Burlington & Quincy, won top honors in 1961 Midwest Travel Writers' Association 9th annual awards for promoting spring and autumn tours to Colorado Rockies "with bands, costumed attendants and hoopla."

Civil War locomotive "General" will retrace next April the route it followed 100 years ago (Great Locomotive Chase) over rails of the Western & Atlantic (now part of the L&N).

By end of this year the Frisco railroad will have since 1947 plowed an estimated \$260 million into roadway, facilities, and equipment improvements.