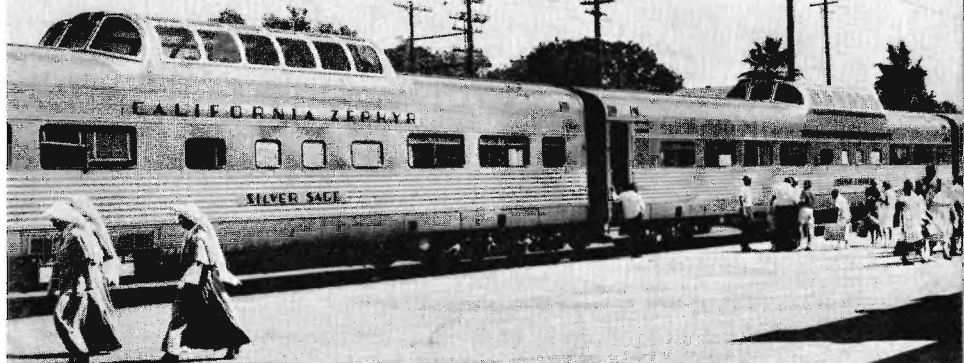


WESTERN PACIFIC

Mileposts

SEPTEMBER - OCTOBER 1964



Mileposts

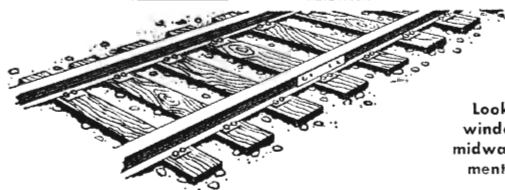
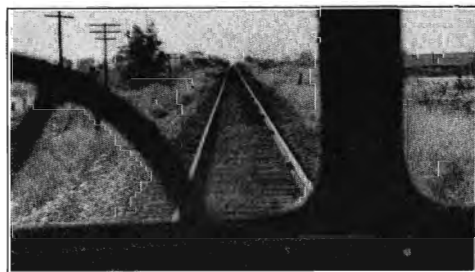
WESTERN PACIFIC

Volume XVI, No. 5

SEPTEMBER-OCTOBER, 1964

*Milepost No. 159

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



Milepost No. 159:
 Looking west through
 window of Hy-Rail car
 midway between Sacra-
 mento and Marysville.

MANIFEST

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MILEPOSTS

WP to expand its car and engine fleet

POPULATION growth has faced railroads and other forms of transportation with the task of placing a vast volume of goods within reach of great masses of people. The role that transportation plays in our complex marketing structure too often is taken for granted and little appreciated. So said I.C.C. Commissioner Rupert L. Murphy in September before the Southern Traffic League's 46th annual meeting.

"Prompt and consistently reliable transportation is what the public wants and is entitled to expect. Obviously, this can only be achieved if we have ownership of an adequate supply of equipment, coupled with its efficient usage and equitable distribution," Murphy told his audience, "... the shipment that is not dispatched promptly and delivered free from damage within a reasonable time in the highly competitive market of today, may well result in the loss of an account to a competitor," explained Commissioner Murphy.

Western Pacific is not seriously faced with car shortages except for perhaps three or four peak months of the year. The railroad also has one of the lowest ratios of bad order cars in the nation, down to 1.4% in September. However, to maintain its share of the national freight car supply, Western Pacific will spend about \$10 million (about 20% of its estimated 1965 gross revenues) for the following equipment to be delivered next year:

- 10 Diesel-electric 2,500-h.p. locomotives
- 5 Heavy duty special purpose flat cars
- 16 Airlide covered hopper cars, 2,600-cu. ft. capacity
- 25 Covered hopper cars, 4,700-cu. ft. capacity
- 50 Damage free bulkhead 60-ft. insulated box cars
- 300 Damage free bulkhead 50-ft. insulated box cars.

In addition, the railroad will lease up to 150 additional DFB-type insulated box cars.

In announcing these substantial equipment purchases, President Whitman said the expenditure will permit Western Pacific to participate more fully in the growing traffic potentials of the West Coast, and to be more aggressively competitive in satisfying customer's needs for specialized equipment. "These needs are for larger, more adaptable, and more flexible types of equipment, geared to the steadily increasing growth and improved manufacturing, production, and distribution methods by California's industries and their development of usages for by-products," Whitman pointed out.

He also said, "I know I can count on the WP team to gain maximum utilization of this new equipment in order to justify this expenditure—our largest single-year equipment acquisition program ever undertaken."

SEPTEMBER-OCTOBER, 1964

3

RIDE A HY-RAIL CAR...



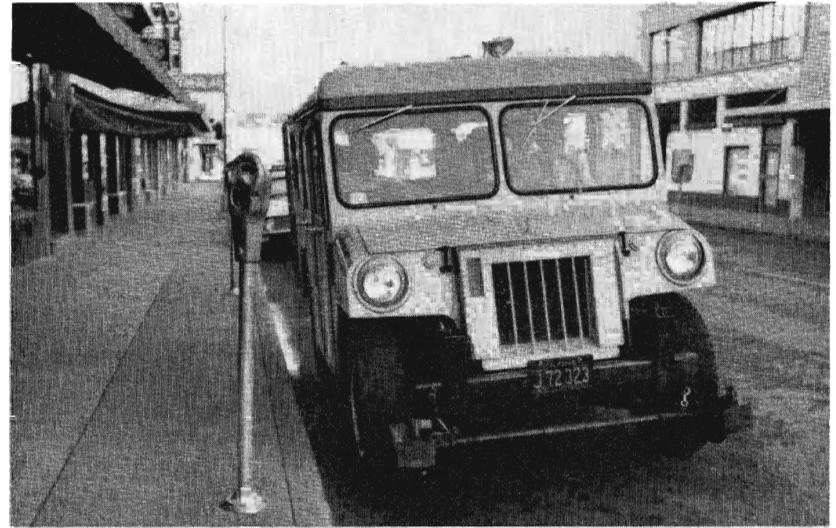
Looking through windshield from driver's seat affords fine view of track ahead.

for a closeup look at a railroad track

IN ORDER to move freight and passengers over a railroad to the satisfaction of customers and in competition with other forms of transportation, it's more important today than ever before that a railroad's steel rails and supporting roadbed are in first-class condition.

Keeping Western Pacific's entire track structure in that condition is the responsibility of Chief Engineer Frank R. Woolford, C. E. Elliott, engineer of track, line superintendents and members of their staffs. One important function in this respect is a continual

(Story continued on Page 9)



After a hearty breakfast and picking up a lunch at an Oroville restaurant, Hy-Railer with inspection party pulls away from parking meter at 6:30 a.m. enroute to transfer from street travel to on-rail movement for inspection of WP main track between Oroville and Oakland.

Below: Hy-Railer rides very comfortably on its four rubber-tired wheels. Flanged wheels being dropped into position by Chief Engineer Woolford serve as guides to keep car on rails.

Below: After obtaining "traveling time" from dispatcher, Hy-Railer moves onto main line just east of Oroville passenger station to begin 14-hour inspection run to Oakland.



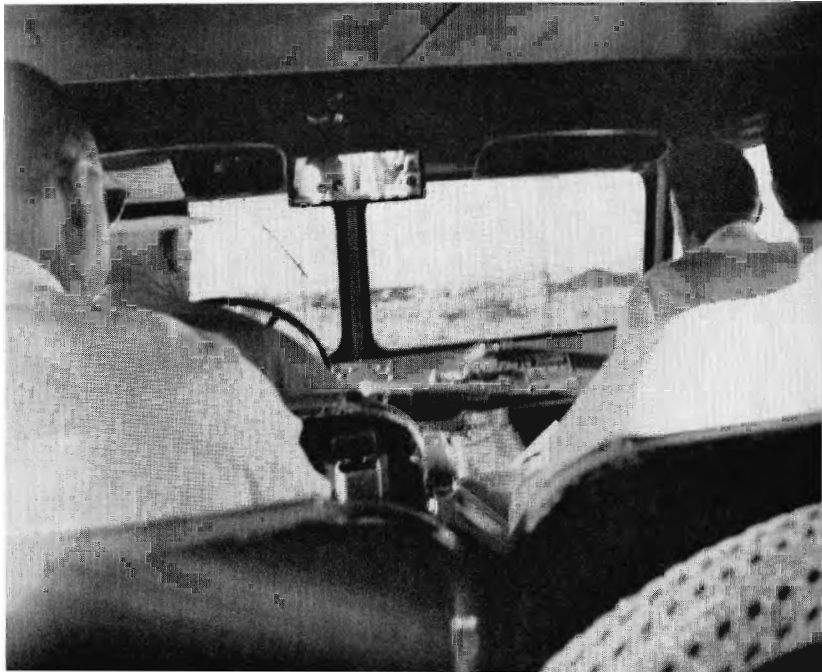
(Pictures continued on Pages 6-9)



Division Maintenance Engineer Charlebois drops left rear flanged wheel into place as Woolford makes a final check. Right rear guide wheel is already in position on the rail. Top of rear entrance door is visible just behind Charlebois.

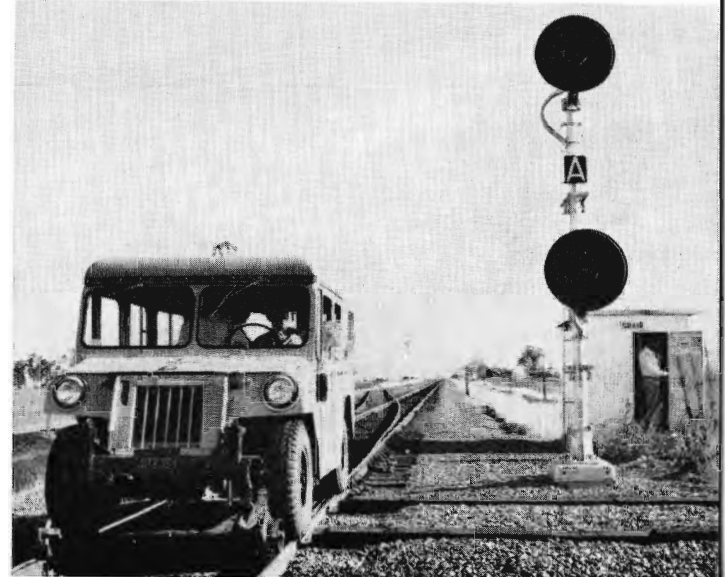
View ahead from single rear seat which faces cross-wise in back of car. Car also has two doors on each side and can seat seven persons.

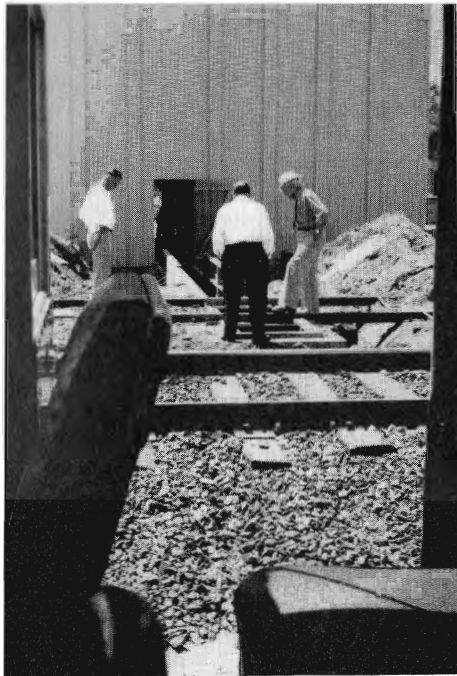
Hy-Railer operate same as standard-shift auto on rails or highway, except that no steering is required while traveling along rails.



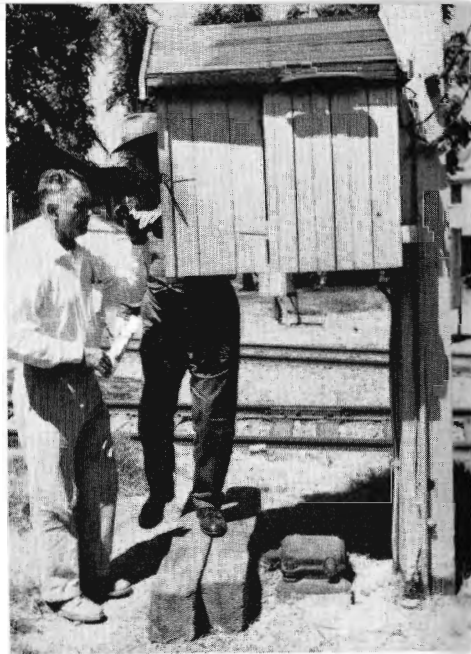
Woolford and Charlebois return to Hy-Railer after inspection of passing track while waiting for eastbound freight soon due to pass by on main line.

Back on main line inspection party in Hy-Railer waits near phone house at Craig while Charlebois asks dispatcher at Sacramento for traveling time for next run over single track main line operated by traffic controlled signaling system.





Charlebois, P.U.C. Supervisor Claude Carlock and Woolford as seen through side door during inspection of industry's under track unloading hopper device being constructed under railroad's loading track at Kingdon (M.P. 104.6).



Charlebois releases traveling time received from dispatcher at previous phone, and hands phone to Roadmaster Dan Laughlin who rode Hy-Railer between Sacramento and Oakland. It was then Dan's responsibility to obtain and release traveling time with dispatcher between those stations.



Arriving at Stockton, flanged wheels are raised and Hy-Railer then moved onto City street as an ordinary automobile to refill gas tank at nearby service station. This was done while waiting for meet with westbound California Zephyr.

Ride a Hy-Rail Car ...

(Continued from Page 4)

inspection of the entire roadway structure. Such inspections are necessary not only for information required by the engineering department for maintaining a first-class roadbed, but also for information required by the Public Utilities Commissions of states through which the railroad operates.

The accompanying pictures were taken during a portion of one of these field inspection trips made on a Hy-Rail car during August at the request of Claude Carlock, transportation supervisor for the California P.U.C. Although the inspection covered the entire main line and other tracks in California, only that portion between Oroville and Oakland is here illustrated.



A high-rolling east-bound freight with three-deck auto rack trailer gives good indication of size of Hy-Railer waiting on passing track for main line clearance.

MILEPOSTS



SEPTEMBER-OCTOBER, 1964

Many Thanks!

So that I will not miss anyone, I wish to use your good MILEPOSTS to say to my many friends in the Western Pacific who contributed to my retirement gift, and who helped to "launch" me on my new career—Many, Many Thanks!

Clay W. Bridges
1034 Peralta Avenue
Albany, California

* * *

Joseph W. Jones

After a long illness, Joseph W. Jones, retired Chief Dispatcher for the Sacramento Northern died August 14 in Sacramento of a heart attack. He was born February 16, 1900 in Durham, Kansas.

He pounded the brass with the C.R.I.P. 1919-1920; stylused the train orders with the L.A. & S.L. 1920-1922; journeyed to the D & RGW 1922-1925; moved westward on and up the ladder in Ogden, Utah with the U.I.C. 1926-1937; settled in Sacramento with the S.N. in 1937; was promoted to train dispatcher in 1938; and forced, by illness, to step down as chief train dispatcher in 1958 to a disability pension.

Jones was a tall, gaunt, and dignified man with a drawn and wrinkled face, topped with a craggy white crown of unruly hair. As General Chairman and many times Convention Delegate for the American Train Dispatchers' Association, he always fought against unfair treatment from any source, and resisted intimidation from every source.

He is survived by his wife, Margaret L. Jones, a sister, a brother, five daughters, six sons, and twenty grandchildren. He was a member of the ATDA, Order of Railroad Telegraph-



Dear Editor:

ers, The Eagles Lodge Aerie No. 7, and The Church of Latter Day-Saints.

He could find no place on any fence, nor on the sidelines; but, would plant his big feet right in the middle of the fracas and battle with razor sharp words and skillful, fulfilled, performances.

The late Peter Josserrand said many times: "When the going really gets rough, Joe is the man I want by my side." Many of us who knew him can testify that most of us are a little better because Joe passed this way.

John L. Barrier
General Chairman
American Train Dispatchers Assn.
1826 "H" Street, Apt. A
Sacramento, Calif. 95814

* * *

Will Travel, Have Mileposts

My husband, Alfred S. Charlesworth, is foreman of rail welding gang No. 1 and has been, for ten years. This is a system gang and I travel with him from San Francisco to Salt Lake City. We try to see all of the points of interest in each area, and after this many years have pretty well covered everything as well as making many wonderful friends.

We do have problems—one is mail. Since this is a system gang we decided to move to Winnemucca, about half way along the railroad. First class mail

is forwarded and we try to get there when possible to pick up the rest. We went to Winnemucca in March but not again until last week en route Oakland to Marshall, Utah. Found three MILEPOSTS among other things, and were very disturbed to find your card to be filled out and returned in thirty days.

So, if you have removed our name from your mailing list, please put us back on as we enjoy the magazine so much.

Elverna Charlesworth
P.O. Box 222
Winnemucca, Nevada 89445

* * *

Charles R. Coin

I have lost a very dear friend and one of the old timers off the WP, Charlie R. Coin. His wife, Mildred, left last night after staying at my house since the funeral here on September 14, and she asked me if I would write you to put a notice in MILEPOSTS about his death on September 12, 1964.

Charlie was born in Young, Indiana October 5, 1880. He went to work for WP on August 2, 1906, was promoted to conductor January 29, 1907 and to passenger conductor June 18, 1911. He was the oldest passenger conductor at the time of his retirement in 1946. He had lived in Alhambra, California for the past 18 years. He was a member of the Order of Railway Conductors and

Brakemen for 58 years and the Masonic Order for 62 years. He was also a member of York Rite and El Kalah Shrine, all of Salt Lake City. His wife will continue to live at 208 Winchester Avenue in Alhambra.

Thanks for all your favors, Lee. I have received letters from as far as Kansas about the picture you ran in the May-June issue under heading of "Good Old Days" showing the freight train crew at Gerlach.

Thomas Fox
1596 South 13th East
Salt Lake City, Utah 84105

* * *

Grateful Employee

You may wish to run the attached letter in MILEPOSTS.

F. B. Whitman

"I should not take up your time with this letter, but I have many times felt that I should at least say "Thank You" to Western Pacific for my pension checks received since by retirement as clerk-western stations, on May 31, 1956.

While these checks today do not seem to be a great deal, I have seen may times when it meant a great deal to me. I so far have received 98 checks which can only be classed as a gift, not an obligation. Western Pacific did not owe me these pension checks as I was always paid for my services which I agreed to when I entered WP's service.

Compared with conditions today, my requirements from February 1913—October 1916, does not look too good, but at that time there were many workers who did not fare as well as I. My position then was a 24-hour day, seven days a week and, when condi-

(Continued on Page 12)

Dear Editor:...

(Continued from Page 11)

tions required, I was called at any time at night. But I look on those days with a great deal of pleasure and do not wish they had been different. I learned a great deal and knew a great many fine men—E. W. Mason, J. P. Quigley, K. M. Nichols, and J. C. Hoover, as well as many trainmen, engineers, yardmen, telegraphers and maintenance of way men.

While I first worked for SP I have always felt Western Pacific was really home. I did my best at all times and am not ashamed of my services as a whole. Those I worked with are fast disappearing as reported in MILEPOSTS.

I get a lot of pleasure comparing the working conditions of the 'Good Old Days' with conditions today, and Western Pacific has stepped out far ahead of a great many in bettering conditions. I thank Western Pacific for all it has meant to me and wish the railroad even greater prosperity under your able direction."

Harry B. Beatie
Route 2, Box 296
Manteca, Calif. 95336

* * *

Unforgettable Experience

While visiting my brother in San Francisco he inquired about my return reservations and told me of the wonderful possibility of a trip on your road. Being a confirmed railroader as far as travel is concerned, I was interested.

I can say that I do not think I have ever ridden a finer train or received greater courtesy from every angle. The trip from San Francisco to Chicago

was an unforgettable experience and one to look forward to in case I am ever able to return to San Francisco. The *California Zephyr* is most beautiful, the accommodations commodious and the courtesy of everyone was far above average. You people are to be congratulated on such a train and I only wish that throughout the country all railroads had the same attitude towards passengers as you people. If this were true, people would ride more trains.

I can, and certainly will, recommend to any friends who are planning such a trip to go via Western Pacific.

Rev. Hugh J. Taylor
Sacred Heart Home
2120 Payne Street
Louisville, Kentucky

* * *

(Editor's note: The following excerpts are from copy of a "Newsletter" received by Executive Vice President M. M. Christy in September from the wife of Pastor James R. Speer, First Presbyterian Church, Wilkensburg, Pa. Similar "Newsletters" have been sent out during the past 15 years to 800 to 1,000 friends of the Church all over the U.S.A. and in Europe.)

Continually beautiful

I can't keep from writing about our favorite train trip, Chicago to San Francisco via the *California Zephyr*. This was our third time on this trip and it was just as thrilling as the first. It is a trip of continuous beauty on a luxurious train. In the traveling we have done in Europe we have never found a train to compare with this cross continent trip of 2,500 miles. In 1961 we met a gentleman on the S.S.

(Continued on Page 13)

Dear Editor:...

(Continued from Page 12)

Queen Elizabeth who was returning home to England from a trip around the world. Landing in San Francisco from the Orient he traveled to Chicago on the *California Zephyr* and he, too, thought it was the most wonderful trip he had had on his entire world journey.

I tried taking movies, but I found myself aching and umming till I couldn't concentrate on picture taking. Surely the men who built the roadbed toiled because of their love of beauty. There were 44 tunnels through the Colorado Rockies and 34 tunnels through the Feather River Canyon of California. The train clings to the side of rocky precipices, and climbs up the sides of the mountains to an altitude of over 9,000 feet to cross the mountain ranges. This was our first trip in the Fall and the brilliantly yellow scrub oaks among the green pines were most beautiful. One morning we awoke at five o'clock and entered the rugged mountains of Utah at daybreak. Even though I love sleeping on a train we got up as we couldn't bear to miss the beauty of God's handiwork. The rolling, dark clouds were streaked with gold.

May I beg everyone of you to take this train trip before you take any other big trip. You will then be able to appreciate the beauty of the United States.

Elizabeth M. Speer
110 Bevington Road
Pittsburgh, Pennsylvania

"In times like the present, men should utter nothing for which they would not willingly be responsible through time and eternity."

—Abraham Lincoln (December 1, 1863)

Ever so grateful

It will be most appreciated if you will run this letter in the next MILEPOSTS to thank each and every one who attended and took part in the wonderful retirement given for me on October 2. It was an evening I will long remember and it will take my wife, Billie, and me a long time to fully recover from the realization that we have so many wonderful friends. It was a complete surprise to see so many at the party and I hope everyone had as nice a time as did we. We can't begin to express our appreciation for the marvelous TV set we received and the generosity of everyone who contributed will long be remembered. We're also most grateful to Western Pacific for having made it possible for me to spend 35 years in their employment and to now be able to look forward to enjoying a new life together as a result of the company's generous retirement plan. As soon as we return from a short vacation trip to the Hawaiian Islands I hope to personally write a "Thank You" note to all concerned.

Sidney Henriksen
2941 Fernside Boulevard
Alameda, California

Employees benefit, too, when railroads are healthy

Average annual earnings of Class 1 railway employees rose to a new record high of \$6,808 in 1963. This was 14 percent more than the annual earnings of employees in general manufacturing and 30 percent more than employees in all industries.

Average hourly wages of Class 1 railway employees rose to a record high of \$2.82 in 1963 . . . nearly three times that paid at the close of World War II. Total payrolls of Class 1 railroads was \$4.6 billion in 1963.

A DELIGHTFUL combination ocean-rail tour is announced by Frank J. Rauwolf, tour director for Western Pacific. You'll have time for your turkey dinner at home prior to spending six glorious days at sea, and be home again in ample time for your Christmas shopping.

The ocean portion of the tour between Los Angeles, Nassau and New York will be made aboard the luxurious lines *S. S. STATENDAM* and *S. S. HOMERIC*. The rail portion of the tour between San Francisco and Los Angeles will be on the *LARK*, and between New York and San Francisco

Pre-Christmas ocean-rail tour

on the *BROADWAY LIMITED* and *CALIFORNIA ZEPHYR* streamliner.

The tour begins at San Francisco on November 26. Leaving Los Angeles the following day the ocean voyage will be highlighted by passage through the Panama Canal with stops at Balboa and Cristobal. Then begins a cruise across the tropical Caribbean with a stop at Kingston, Jamaica and a lay-over at Nassau to visit this British island resort colony. The return trip

begins from here with a voyage along the Atlantic seaboard to New York.

There will be two full days and nights while headquartered at the new Americana Hotel in New York to shop, take in a Broadway play, or go sight-seeing as desired before leaving for the overnight train ride to Chicago. Following a four-hour tour of that city, tour members will leave on the *CALIFORNIA ZEPHYR* featuring daylight travel through the Colorado

Rockies and California's Feather River Canyon as can best be viewed from the train's Vista-dome cars before arriving in Oakland-San Francisco on December 17.

All inclusive tour rates begin at \$985. Shipboard rooms are with private bath and a selection of space may still be available. Reservations and additional information may be obtained from Frank Rauwolf, passenger department, San Francisco, any Western Pacific passenger office or travel agent, or from tour operator Cliftours, 495 Geary Street, San Francisco.

New income tax regulations may annul your tax rebate check

MANY of you early next year may be looking for income tax rebate checks such as you may have received in the past. So that you will be forewarned Western Pacific's management takes this means to inform you of certain changes in the Internal Revenue Code made by the Revenue Act of 1964.

The most important change, as far as individual wage earners are concerned, is the reduction in individual tax rates effective January 1, 1964. For the year 1964 the rates will range from 16% to 77%, and for 1965 and later years the rates will range from 14% to 70%.

Prior to the enactment of this Act, income tax was withheld from wages (less exemptions claimed) at the rate of 18%. Under the new law the withholding rate was reduced to 14% effective with the first pay period in March, 1964. This reduction to 14% will result

in many taxpayers being required to pay additional tax when they file their 1964 tax return in April 1965. This is because the minimum tax rate was reduced to 16% in 1964 while the withholding rate was reduced to 14%.

An as example, a single taxpayer, claiming one exemption and not itemizing his deductions, will have the following:

Salary	\$6,000	\$5,000
Tax liability	928	720
Withholding:		
2 months @ 18%		
10 months @ 14%	781	635
Additional tax due	\$ 147	\$ 85

You may wish to compute your tax liability in advance to determine the additional tax that may be due on your 1964 tax return.

Congress is now confronted with the unsolved problem of how to get the people to pay taxes they can't afford for services they don't really need.



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:

Nestor Aber, retired dining car steward, July 1964.

Alfonso P. Barrientos, retired track laborer, date unknown.

Donald Carman, purchasing officer, September 25.

Charles R. Coin, retired conductor, September 9.

Tony Cristani, retired section laborer, date unknown.

Peter Garner, retired conductor, October 7.

John W. Jones, retired Sacramento Northern train dispatcher, August 6.

John Kirk, marine captain, September 19.

Oliver C. Lovelady, brakeman, September 10.

Fletcher Martindale, retired extra gang laborer, July 1964.

John W. Peters, retired assistant chief clerk, October 9.

John H. Price, retired Sacramento Northern lead lineman, September 21.

Robert Russell, retired switchman, July 1964.

Frank A. Sell, chief clerk-market- ing, September 5.

Manuel C. Silva, retired marine captain, September 27.

Harry Thomas, retired extra gang laborer, date unknown.

Pleas T. Thomas, retired machinist, October 1.

MILEPOSTS



IN GOLD

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

45-YEAR PINS		
Frank W. Steel	Director of Pricing	San Francisco
Walter H. Young	Locomotive Engineer	Western Division
40-YEAR PINS		
Charles A. Burkett, Jr.	Conductor	Western Division
James C. Caughey	Machinist	Oroville
35-YEAR PINS		
Kyle H. Calvin	Locomotive Engineer	Eastern Division
Stanley G. Gudmundson	Conductor	Eastern Division
Harold E. Hancock	Seamstress-Storeroom Helper	Dining Car Dept.
Adrian A. Herrick	Machinist Helper	Oroville
J. C. McCallon	Locomotive Engineer	Western Division
Joseph W. Paddock	Section Foreman	Eastern Division
Floyd D. Seaton	Conductor	Western Division
30-YEAR PINS		
Garrett A. Galbraith	Conductor	Western Division
Robert A. Isaac	Conductor	Eastern Division
Taylor M. Johnson	Conductor	Eastern Division
Elmer P. Moore	Conductor	Eastern Division
Ernest J. Neri	Carman	Oakland
John H. Pinkham	Store Helper	Sacramento
George W. Stonestreet	Conductor	Eastern Division
25-YEAR PINS		
Len A. Barry	Locomotive Engineer	Western Division
William A. Bergman	Special Agent-Claim Adjuster	Oakland
Philip L. Cameron	Conductor	Eastern Division
Sam R. Heath	Conductor	Western Division
Walter A. Jackson	Clerk	Sacramento
Richard J. Joyce	Conductor	Western Division
Joseph M. Reed	Clerk	Portola
Lloyd T. Van Allen	Conductor	Western Division
20-YEAR PINS		
Edward P. Adkins	Fireman	Western Division
Luciano Arano	Carman	Elko
Leslie E. Boone	Fireman	Western Division
Roslyn Caparell	Per Diem Clerk	San Francisco
Walter L. Chadwick, Jr.	Stenographer-Clerk	Sacramento
Willard Cox	Fireman	Western Division
Leonard F. Davis	Machinist	Oroville
Fremont M. Gollither	Fireman	Eastern Division
Manuel J. Gomes	Brakeman	Western Division
Rogers T. Harmsion	Fireman	Eastern Division
Russell H. Helmick	Switchman	Western Division
Henry Ispisua	Hostler Helper	Elko
Seth P. Joder	Fireman	Eastern Division
Gladys K. Largan	Trainmaster's Clerk	Portola
Theresa Murphy	Supervisor-Calculating Machines	San Francisco
Theda L. Mueller	Secretary to Division Superintendent, (MILEPOSTS' Correspondent)	Elko
Bernadette O'Connell	Passenger Rate Clerk	San Francisco
Jose Orozco	Section Laborer	Eastern Division
Charles L. Otis	Fireman	Western Division
Catherine R. Rossi	Secretary to Asst. to General Manager	San Francisco
James A. Rossiter	Brakeman	Western Division
Jack M. Sorenson	Clerk	Western Division

(Continued on Page 17)

Mileposts in Gold... (Continued from Page 16)

Jessie Spillman	Telegrapher	Stockton
Clifford J. Taylor	Fireman	Western Division
Delmar Williamson	Mechanical Foreman	San Jose
Louise Zatarain	Per Diem Clerk	San Francisco
15-YEAR PINS		
Denzil W. Beck	Switchman	Eastern Division
Glen C. Beck	Section Foreman	Eastern Division
Leroy W. Chamberlin	Carman	Sacramento
M. J. Crespo	General Supervisor Bridges & Structures	San Francisco
Samuel Hearon	Janitor	Eastern Division
Guadalupe S. Mancha	Section Laborer	Eastern Division
Lyle C. McDonald	Carman	Stockton
Robert F. Mumphy	Laborer	Oakland
Alfred L. Robinson	Switchman	Western Division
Everett E. Wright	Switchman	Eastern Division
Hugh V. Wright	Switchman	Western Division
10-YEAR PINS		
R. L. Alonzo	Marine Fireman	San Francisco
C. R. Bliss	Telegrapher	Fremont
C. Contreras	Laborer	Western Division
J. C. Cuninghame	Sales Representative	Detroit, Mich.
Samuel K. DeLoach	Carman	Sacramento
R. P. McCarthy	Yardmaster	Sacramento
W. J. Oliver	Marine Fireman	San Francisco
S. J. Seidel	Laborer	Western Division
Benjamin Sumarah	Carman	San Jose
George L. Wright	Track Supervisor	Portola

Christmas Cards

With every UNICEF Greeting Card you send, you are investing in the future of children somewhere in the world who need your help. Through the United Nations Children's Fund, the proceeds from one box alone can mean 50 children protected against tuberculosis. How truly the spirit of Christmas is captured when you know that your holiday greetings to friends and loved ones have helped make children somewhere in the world healthier and happier.

In its Datebook Engagement Calendar for 1965, UNICEF presents a re-

markable collection of paintings by children from Asia, Africa, the Middle East, children from Latin America and from the United States. The handsomely bound, 6" x 7½" full color book contains 52 original works of art with delightful quotations. Last year the UNICEF Calendar was sold out and became a collector's item early in November.

An illustrated brochure of UNICEF cards in full color is available from U. S. Committee for Unicef Greeting Cards, P.O. Box 22, Church Street Station, New York 8, N. Y.

I WON'T is a tramp. I CAN'T is a quitter. I DON'T KNOW is lazy. I WISH I COULD is a wisher. I MIGHT is waking up. I WILL TRY is on his feet. I CAN is on his way. I WILL is at work. I DID is now the boss.

* * *

One nice thing about compact cars—they bring the family closer together!

A waiter in a chic restaurant stumbled accidentally pouring a drink, ice cubes and all down the back of the lady customer. She gasped and wriggled trying to get out the ice cubes. Leaping to her feet she overturned the table and knocked down her escort and then left.

"Waiter," called an onlooker on the other side of the room, "we'll have two of those!"



KEDDIE

Elsie Hagen

During their vacation spent visiting friends and relatives in eastern and central Nebraska, Roundhouse Foreman and Mrs. F. C. MOHATT spent several days inspecting the multi-million dollar diesel engine servicing facilities recently completed by the Burlington Railroad in Lincoln. Temperatures while they were there soared to a high of 106 degrees.

Train Desk Clerk BILL FOSDICK spent an enjoyable vacation in Ventura, California, with his children and grandchildren.

Mrs. Beth Chapman, wife of the late Wilmer Chapman, Jr., has moved to Quincy, and we're happy she isn't going too far away.

Mrs. Thelma Strang, wife of Conductor MEL STRANG, and Marjorie Dunn, wife of Conductor EDWIN DUNN, are in England visiting with Mrs. Strang's mother and Thelma's eight brothers. She has not been home to England since she came to the U.S. as a war bride 17 years ago. They were expected to return to their homes in Quincy in September.

BEN NOAH, a WP yardmaster for over 30 years and resident of Keddle for over 10 years, died recently after a short illness. He was born in Oklahoma in 1901 and is survived by a brother, Nathaniel, who lives in Utah.

Brakeman JACK KRAUSE's wife just

returned from Cleveland, Ohio with Mrs. Meta Erbeck after attending the 51st National Convention of the Ladies Auxiliary to the Veterans of Foreign Wars.

Brakeman and Mrs. STANLEY THOMAS are proud parents of a son born August 29 at Mrs. Thomas parents' home in East Hampton, Connecticut while visiting there since July. Stanley arrived there just in time to be with his wife when the baby arrived. They have one other son, Curtis, 15 months. Conductor ALDEN THOMAS is the grandfather, and Special Agent & Claim Adjuster and Mrs. E. L. McCANN, Oroville, are the great grandparents.

Operator and Mrs. BILL WAKELAND have moved to Portola where Bill has been working for some time. During the move a trailer loaded with furniture behind their car became unhitched and rolled over a bank into the river resulting in an estimated total loss. Mrs. Wakeland had worked for our resort owner, Mr. English, for the past six years. Her place has been taken by Mrs. Jean Shipman, wife of Fireman GENE SHIPMAN.

WINNEMUCCA

Ruth G. Smith

ELFORD WALL, assistant signal supervisor in Winnemucca since May, 1958, was promoted to signal office engineer in San Francisco. A surprise party was given for Elford, and his wife the for-

mer Peggy Gollieher, just prior to their move to San Francisco with their two sons, Richard, 6, and Kenneth, 5. 47 employees and friends attended the party, where "Al" was presented with a farewell gift. Peggy is the daughter of Engineer and Mrs. "FREE" GOLLIEHER.

CLAIR E. BOSSEN has been promoted to assistant signal supervisor, succeeding ELFORD WALL. Clair was formerly a signal draftsman in San Francisco. He and his wife, Norma, and a daughter Carla, 11, have moved here.

Congratulations to Doris Koski and Engineer MARVIN E. VENABLE on their marriage at the Sonoma Inn in Winnemucca on July 8, 1964!



Mr. and Mrs. Marvin E. Venable

Radical overhaul of the rail price structure is being made possible by the greater operating efficiencies and economies springing from plant modernization. Utilizing new cost and market research methods, railroads are emphasizing lower rates for greater freight volume.

* * *

Prosperity is something the businessmen create for politicians to take credit for.

SACRAMENTO STORE

Irene E. Burton

Welcome to ELAINE ROUSE who has been filling in for a number of our people while absent on vacation.

We are sorry that JIM LEE has not been up to par lately and we hope that during his vacation he will get a good rest and return to work soon. JACK MILLER handled Jim's desk during his absence.

Talk amongst store employees is gradually turning to the beginning of the salmon season. For one thing, it has to be better than the results some of our people had at the State Fair races who bet on a horse that came in a winner but without a rider!

Your correspondent was honored during a recent evening designated as "Irene Burton Night" for her seven years of service as secretary to the Sacramento Valley Chapter, California Credit Union League. A number of letters and cards were received from out-of-town credit union members, and a monetary gift was presented during the evening. Her position as secretary will be relinquished at the annual meeting in September, pending retirement from Western Pacific at the end of this year.

WENDOVER-SALT LAKE CITY

Esther A. Witt

J. B. Price

Linda Nuffer, daughter of Yard Clerk and Mrs. PRESTON A. NUFFER, departed August 31 for a trip to Europe. Flying from New York to Scotland she joined Cook's Travel Tour for a 20-day visit to the Scandanavian countries. Completing the tour Linda will go to Rome to visit with her sister and

husband, Staff Sergeant and Mrs. Jesse Oakes and their daughter, Rebecca. While there she will travel throughout Italy.

Switchman COLEMAN PETTIT was welcomed back to work after a two-weeks absence in a hospital and a week at home recovering from a seige of sickness.

Sincere sympathy is extended to Mrs. Oliver C. Lovelady and son, Randy, whose home was saddened by the sudden accidental death of their husband and father, Brakeman OLIVER LOVELADY, on September 10.

We welcome Track Supervisor and Mrs. MERLIN C. HIGLEY who have taken up residence in Salt Lake City, and extend a fond goodbye to Track Supervisor and Mrs. HOWARD A. McMAHON who were transferred to Portola. Our best wishes to both of these families.

Waitress ESSIE MAE GARFIELD relaxes after working hours from the WP "beanery" by sewing and making quilts. Her beautiful Autumn Leaf quilt won for her a first prize plus sweepstakes at the Tooele County Fair. She now has the quilt entered in the Utah State Fair and we wish for her another first prize.

Condolences to the family of Retired Conductor CHARLES COIN who passed away at Alhambra, California on September 9. He will be sadly missed by one and all.

We wish many happy years of retirement for Eastern Division Engineer H. H. ELLIOTT. He was a good friend of everyone and will be greatly missed throughout the ranks. Wherever he goes or whatever he does we wish for him the best things that life of retirement can bring.

OROVILLE

Helen R. Small

Our hearty congratulations to E. L. McCANN, special agent-claim agent, who was presented with a life-time membership certificate in the Peace Officers' Association of the State of California. The award honored "Mac's"



McCann, left, receives Award "by proxy" from Oroville Police Chief Wesley Barrett.

20 years membership in the association. The award, a bronze engraved membership card, was presented in absentia at the annual convention of the California Peace Officers held in Palm Springs April 26. As "Mac" was unable to attend the convention due to a prior commitment the award was accepted by Oroville Police Chief Wesley Barrett at Palm Springs who "by proxy" made the presentation to the honored McCann at Oroville a short time later. "Mac" was commended at the conven-

tion for his outstanding devotion to his profession as a law enforcement officer. In September "Mac" was made vice-president of the Butte County Peace Officers' Association.

ELKO

Theda Mueller

OWEN TERRY, recently transferred to the engineering department, San Francisco, returned to Elko to spend his vacation. Both Owen and his wife, enjoy fishing and have their favorite "holes" so spent their leisure time pulling the big ones out of the water. Another attraction, of course, is their daughter and family, which includes two young grandsons.

Congratulations to Engineer Aide R. O. SORENSON, who was married on August 22 at Elko. His bride is the daughter of Carman H. M. BARRY and she is presently employed as medical secretary at the Elko Clinic. They will live in Elko.

Brakeman OLIVER C. LOVELADY was killed instantly in a motorcycle accident about 7:30 a.m. September 10 just west of Elko. Oliver had just completed a trip and was enroute home at the time. Our sympathy is extended to his family. His body was escorted to his home in Missouri for burial there.

Mrs. Polly Rhines, wife of CHARLIE RHINES, general TCS maintainer, while visiting relatives in Denver suffered a heart attack and was confined to a hospital for several weeks. Polly has a lovely new home where she is regaining her health.

Signal Maintainer FRANK PECK, Sulphur, is father of a son born in September. Mrs. Peck is the daughter of Switchman DEWEY TROUPE who reports the entire family is doing fine.

Janice Dore, daughter of Agent R.

A. DORE, has returned to her studies as a sophomore at the University of Nevada after doing relief vacation work in the superintendent's office.

DON THORPE, son of Head Time-keeper ALLAN THORPE, left recently after doing vacation relief work. Don graduated from Santa Clara law school and will be working as law clerk baliff in District Court at Reno for the coming year. His brother Brakeman RONNIE THORPE, lives in Winnemucca.

Electrician JAY KUMP and his wife, Charlotte, were very busy parents during the month of August, as both sons announced their wedding plans.

On August 8 Miss Karen Lee MILDREN, of Buhl, Idaho, became the bride



Mr. and Mrs. Jacob J. Kump

of Jacob J. Kump at the First Baptist Church in Buhl. The bride is a graduate of Mountain Home High School and will be a sophomore at the College

of Idaho this Fall. Jacob is a graduate of Elko High School and received his B.A. degree from the College of Idaho and is presently teaching in Parma, Idaho.

On August 29 Miss Karen Feasel became the wife of Moyal Kump at St.



Mr. and Mrs. Moyal Kump

Joseph's Catholic Church in Elko. The bride is the daughter of Mr. and Mrs. Norman H. Feasel of Elko. Both the bride and groom graduated from Elko High School and are presently students at the College of Idaho at Caldwell. Karen, a member of Sigma Epsilon Sorority will graduate in May with a B.A. degree in elementary education. Moyal is majoring in biology and physical education and will also graduate in May.

Hard work is nothing more than an accumulation of easy things you didn't do when you should have.

STOCKTON

Elaine Obenshain

Miss Barbara Ann Giadrone, daughter of Mr. and Mrs. Paul A. Giadrone, and Larry K. Craig were married August 22 in St. Mary's Cath-



Mr. and Mrs. Larry K. Craig

olic Church. Larry is the son of Conductor and Mrs. KENNETH W. CRAIG. The justweds were greeted by more than 450 guests who assembled in Stockton Rod and Gun Club for a buffet dinner and dance after the wedding. A special guest at the wedding was the bride's grandmother, 82-year-old Mrs. Eleanor Craig, who flew from Gering, Nebraska. The young couple honeymooned at San Francisco, Carmel, Monterey and San Simeon. Larry is in his senior year at Sacramento State College where he is majoring in business administration.

Conductor ORREN K. PRENTISS and

wife, Velma, are the proud parents of Steven Gregory, born August 18. Big brother and sister are Michael and Patricia. The new arrival is grandson of retired Trainmaster and Mrs. PHIL PRENTISS of San Jose.

Retired Switchman GEORGE POTTER stopped by the office recently to visit old friends. George makes his home at Morro Bay and is active in the Eastern Star. Another recent visitor was retired Car Foreman W. W. CLARK who tells us he and his wife are kept busy with Veterans of Foreign Wars activities.

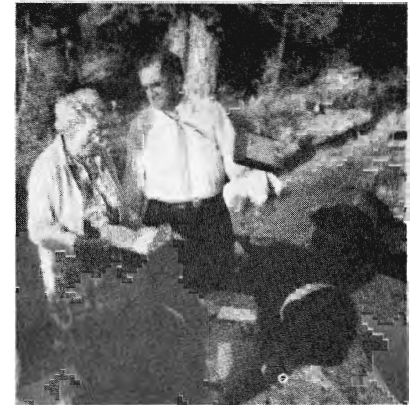
Our deepest sympathy to Tidewater Southern Conductor W. R. DAWSON whose wife passed away recently.



Ruth Verhaege, daughter of Assistant Terminal Trainmaster and Mrs. R. M. VERHAEGE, was installed Worthy Advisor of Fern E. Schreiber Assembly, Order of Rainbow for Girls at a recent formal installation in Stockton.

PORTOLA

Diesel House Clerk "HAP" HOWARD J. WINN retired on August 16 after more than 21 years of service with Western Pacific. On August 25, 50 clerks and diesel house employees and families held a picnic supper at the Portola City Park in "Hap's" honor, at which time he was presented with a transistor radio. Many years of happiness are wished for "Hap" and his wife, Millie, in their retirement. "Hap" was active on the Democratic Central



Mr. and Mrs. "Hap" Winn show their radio

Committee in Plumas County and in the Holy Family Catholic Church. Both will be missed in Portola, as they will make their future home in Columbia, California.

(Editor's note: At the present time MILEPOSTS has no correspondent to cover Portola news. If someone would be willing to become correspondent the editor would appreciate hearing from you so that our news of Portola employees may be continued as in the past. The above news item was sent in by a good friend of MILEPOSTS, which is most appreciated, but the person is unable to do so on a regular schedule. Perhaps you would be willing to help!)

OAKLAND

John V. Leland

My "leg man," IRMA PIVER, secretary to District Car Foreman DAVID LAIRD, reports that JOHN FORSMAN and his wife, Signe, left August 31 for their first visit to Sweden since leaving there 53 years ago. They will see friends and family in Stockholm and

then go to their home town of Gefle. John retired as airman in the mechanical department on September 30, 1957 after 39 years with Western Pacific at Oakland.

District Car Foreman and Mrs. DAVID LAIRD left September 17 for a visit to the New York's World Fair and then on to Puerto Rico where "Scotty" will be looking for eagles and other "birds" in a friendly (?) golf tournament before returning home.

PAUL EVANS, coach yard office, left St. Joseph's Hospital in August after a six-week stay and hoped to be back at work by about October 1. We'll be looking forward to that day, Paul.

SAN FRANCISCO

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

General office lost two wonderful employees recently. Just too late to report in the last issue, was the death of ROBERT A. PFEIFFER, machine operator-duplicating bureau, who died on August 18 just after he left a commute train enroute to see a doctor. Bob had been with the railroad since October 18, 1949.

DONALD L. CARMAN, purchasing officer, died September 25 after being ill for some time. Don first worked for WP as a roundhouse laborer at Stockton in 1942, and had been in the purchase and stores department since 1959.

The Marketing Division reported the death of FRANK SELL, chief clerk at Los Angeles, over the weekend of September 4. Frank first worked for WP as a stenographer at Los Angeles on March 1, 1939. Although physically handicapped, Frank had substantial success in calling on prospective customers by

phone. His successful "system" was demonstrated by Frank at a marketing division sales meeting in 1962 which resulted in his techniques being adopted by many of the members of the railroad's sales force with similarly good results. Frank was at one time a MILEPOSTS' correspondent.

Our deepest sympathy is extended to their families.

For a month and one-half during July and August pretty 18-year old Sandy Moll enjoyed an exciting stay in Japan. Sandy, daughter of purchasing department Chief Clerk and Mrs. CLYDE MOLL, and a group of students was on a Y.M.C.A. Seminar repaying a visit made to this country last year by a group of student Japanese boys. While in Japan each member of the group was assigned to live with one or more "adopted" Japanese family during part of the time. There were also tours throughout the country and meetings and discussions with Japanese "Y" members. Sandy's numerous letters to her parents would make a "best seller," filled with activities as only a lively teen-ager could describe. Highlights were the beauty of Japan, the hot baths, chopsticks, "Koka-Kola," beautifully clean and kept homes, colorful Kimonas, pillows filled with pebbles, and community bathrooms described as "Yuk!" She was impressed with the generosity of Japanese families such as the one so nice to her who had only one son but "had been given a daughter whom they hoped would visit them again." She described her visit to Hiroshima and Nagasaki Memorial Parks and Museums as pitiful and sickening. It was also a little sickening when, as she put it "my 'father' laughs at the faces I make when he makes me taste certain



Sandy Moll sits between father and son of one of her adopted Japanese families.

foods. I swear he gave me a candy-coated ant today—ugh!"

HARRY CARVER, right-of-way engineer, suffered a cracked shoulder, two broken ribs, lacerations and a possible back injury in the collision of two "Skunk" trains on an excursion ride on September 26. Harry was hospitalized at Ft. Bragg until October 6 when he was transferred for further treatment and recovery at Mills Hospital near his home on the Peninsula.

All three daughters of FRANK TUFO, transportation department, will participate in their first recital at the San



Grace Tufo

Francisco Conservatory of Music in November. Mary Anne, 16, will play Mozart Sonata 1st Movement Allegro K-333; Lucille, 15, will play Claire De-Lune by Debussy; and Grace, 14, will play Pinnocchio by Bellini. A son, John, 6, is also apparently musically inclined, as is Frank who played saxophone in high school symphony and bands. Two pianos in the Tufo home enable the girls to practice several hours each day.

SIDNEY HENRICKSEN, chief clerk-engineering, stayed at home on October 6 to begin his first day of retirement from the railroad after 35-1/2 years of service. He spent all but 11 of those years in the engineering department,



"I'm going to hang this in my living room," said Sid as he shows friends picture taken at WP Christmas Party in December, 1950.



Mary Anne Tufo



Lucille Tufo

having worked from September 1, 1943 until June 30, 1954 in the president's office, during part of which time he was secretary to President F. B. WHITMAN. He earned for himself from a host of friends a respected reference—"a great guy." An example of this respect was evidenced by the large attendance at a retirement dinner given for Sid and his wife, Billie, on October 2. After one week at home Sid and Billie left October 10 for a trip to the Hawaiian Islands.

COLIN ELDRIDGE, former cost and systems analyst, left WP recently after 17 years with the railroad and is now assistant to executive vice president, Consolidated Freightways, Inc., with headquarters at Menlo Park.

Building Superintendent HILDING "HILDY" NILSSON spent nearly three months in his native Sweden and Norway visiting relatives and enjoying "Mid Summer" festivities during June-September. Nine members of his family are still living, three brothers in the United States, and four brothers and one sister in Sweden. "Hildy" has been a U.S. resident for 35 years and his last trip home was about four years ago.

ELIZABETH BORGWARDT, ditto machine clerk-communications center, returned from an extended trip through Europe in September. In a poem too lengthy for this column, "Liz" said there was not even a single dull day. The ocean voyage from San Francisco included stops at Los Angeles, Acapulco, Mexico, Panama Canal, Nassau enroute to France. Then by train to Vienna and on to Salzburg and Munich, Hamburg and Berlin. She went through the "Wall"—a "monster of

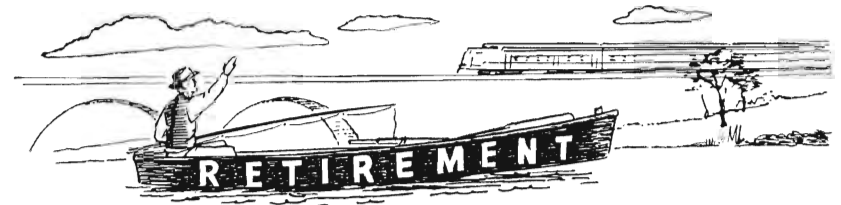
madness" to visit friends and cried in sadness.

They said it could never be done—that box car and piggyback can never get together. But Cupid overlooks all obstacles. Another WP merger resolved when a pair of proud WP parents were greeted by the happy news that their respective offspring will be married on October 24. The announcement was made by Charles, son of TOFC Manager C. G. "Bud" HARTJE, and Charyle, daughter of ANDY E. STENE, terminal trainmaster at Oakland.

ONE GIFT Works Many Wonders



This little girl is going to make it on her own, thanks to help she will receive through your donation to the United Crusade. If you haven't already contributed, decide to do so now!



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

Joseph H. Burt, locomotive engineer, Portola, 43 years.

Paul Edwards, car inspector, Oroville, 23 years 4 months.

Sidney Henricksen, chief clerk-engineering, San Francisco, 35 years 6 months.

Esiquio Huizar, Sacramento Northern track laborer, Sacramento, 16 years 5 months.

Otto T. Klemp, brakeman, Oroville, 20 years 7 months.

John I. Pierce, locomotive engineer, Sacramento, 39 years 9 months.

Milton R. Raleigh, dining car waiter, Oakland, 23 years 7 months.

Ramon Robles, assistant track foreman, Oakland, 18 years 8 months.

Edna M. Spratt, nurse, Sacramento, 21 years 6 months.

Bert Washington, section laborer, Burmeister, Utah, 16 years 11 months.

Allen H. Wilkinson, section foreman, Keddie, 33 years 6 months.

Add "Retirement Party" to your Christmas list

"Many people tell me each year that had they known soon enough they would have arranged to attend the one big Western Pacific Retirement Party," announced Hy O'Rullivan, chairman for the annual event.

This advance notice is to announce that the party this year will be held at the Fairlake Racquet Club, Howe Avenue and Hurley Way, Sacramento, on Saturday, December 5. The date is well in advance of busy days immediately preceding Christmas, and Saturday makes it convenient for those out

of town to attend. All Western Pacific employees, their families and friends are invited.

About 400 people annually attend this party to honor WP employees who retire during the year. It is expected that this year's party will be another huge success.

For your enjoyment the party will include cocktails, dinner, program, and a floor show by outstanding professional entertainers.

Additional information will be released soon by Hy O'Rullivan.

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RAILROAD LINES



A record high of 18,731 flat cars were loaded with piggyback trailers in week ending August 29; previous record 18,106 cars in week ending August 22.

* * *

Southern Pacific gets three first U.S.-built (Alco) main-line diesel-hydraulic locomotives to add to their German-built units.

* * *

Atlantic Coast Line testing for planned fleet a Pullman-Standard 135-ton "Whopper-Hopper" car with six-wheel truck, quadruple hoppers and eight side pockets with stainless steel discharge gates.

* * *

White Pass & Yukon makes it possible for travelers to see Alaska by train and take their auto or chartered bus with them—piggyback.

* * *

During past ten years Texas railroads have brought into that state over 4,400 industrial plants costing \$2 billion and initial total employment of 84,000 persons.

* * *

By end of year Seaboard Air Line will have about 19,000 prestressed-concrete ties in service.

* * *

Thirty-four railroads now Class 1 would become Class 2 if ICC reclassifies \$5 million average annual revenues as qualifier for Class 1 roads.

