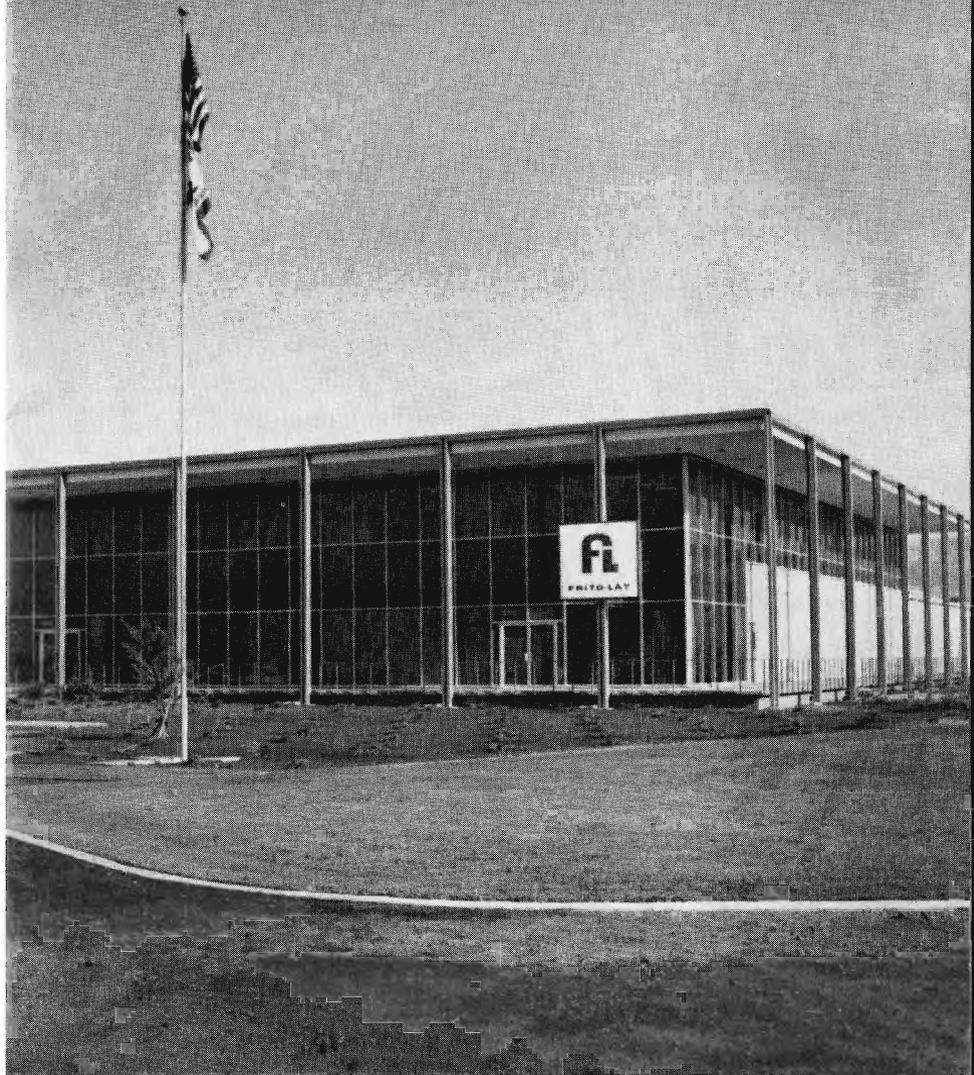


WESTERN PACIFIC
Mileposts

JANUARY-FEBRUARY 1966



Mileposts

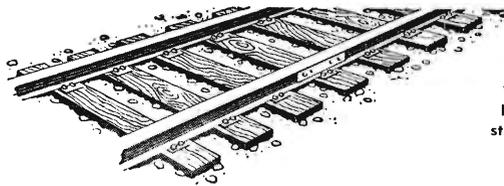
WESTERN PACIFIC

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JANUARY-FEBRUARY, 1966

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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. 167:
 Farmland between
 stations Trowbridge
 and East Arborga.

MANIFEST

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The Frito-Lay Story

A New Customer Has An
 Interesting History
 And A Promising Future

THERE'S an attractive, spanking-new plant in operation at 650 North King Road in San Jose, owned by one of the nation's leading packaged snack food companies. Not only is the plant a new source of revenue for Western Pacific (you might say we're "in the chips"), but the plant's opening in mid-1965 adds to the Frito-Lay story, which in itself is a tribute to American ingenuity and the free enterprise system.

The story begins in 1932 and involves two young men, Elmer Doolin of San Antonio, Texas, and Herman W. Lay of Nashville, Tennessee. The young Texan took an unknown new food product, and imagination, ingenuity and perseverance to start an entirely new industry in America. The product was FRITOS corn chips. The other young man used his 1928 auto as a delivery truck to distribute potato chips made by an Atlanta, Georgia, firm.

Curiously — or perhaps coincidentally — both men needed, and borrowed, about \$100 each to start their respective businesses.

While waiting for his 5¢ sandwich in a small San Antonio cafe, Elmer Doolin notice a plain package of corn chips on the counter. His decision to spend another nickel for the package changed the course of his life. The contents were crude but tasty, made from the basic corn masa, or dough,

used as a bread for centuries by the Mexicans of the Southwest.

Doolin's present ice cream business was caught in the middle of a price war and, looking for another business, he sought out the maker of the corn chips. He found a Mexican eager to go back to his native land, and for \$100 bought the recipe for FRITOS corn chips, 19 small retail accounts, and the equipment which consisted of an old converted potato ricer.

Doolin used his mother's kitchen for his first production. Capacity was about 10 pounds an hour and profits from sales of about \$8 to \$10 a day amounted to as much as \$2 a day. With sales increasing, Elmer developed a new press more efficient than the potato ricer, even though it had to be struck with a hammer to cut strips from the corn dough.

With expansion, Doolin moved his headquarters from San Antonio to Dallas which he felt presented some distribution advantages and new accounts and territories.

During this time Herman Lay, in Nashville, was starting his own organization. By 1934, with six men working five additional potato chip and snack food routes, he was on his way to becoming a major distributor for an Atlanta potato chip manufacturer. A few years later Lay bought the chip manufacturer's business,

(Continued on Page 4)

The Frito-Lay Story . . .

(Continued from Page 3)

changed its name to H. W. Lay & Company and moved the headquarters to Atlanta. Sales grew, new plants were opened, and the distribution system became one of the largest snack convenience food companies in the Southeast with its primary product, LAY'S potato chips.

From the beginning both companies were built on the same basic business philosophy—"Make the best product possible; sell it at a fair price to make a profit; and make service a fundamental part of doing business."

World War II and rationing delayed further expansion until 1945 when The Frito Company granted H. W. Lay & Company, who had achieved a strong, experienced, and hard-hitting organization, an exclusive franchise to manufacture and distribute FRITOS corn chips in the Southeast. As a result, when Elmer Doolin died in the summer of 1959 he had seen FRITOS corn chips become one of America's popular snack foods, and witnessed the

development of the snack and convenience food industry to substantial size and stature.

The affiliation eventually resulted in the merger of the two companies in September, 1961 to become Frito-Lay, Inc. This created one of the leading companies of its kind in the world, which originated from the most humble and quite similar beginnings of Elmer Doolin and Herman W. Lay.

As Frito-Lay moved forward into the sixties, it enjoyed consistent annual sales increases. Although FRITOS corn chips and LAY'S potato chips are the company's best known products, Frito-Lay's complete line today totals some 135 different convenience food products. Among these products are CHEE-TOS cheese fl-

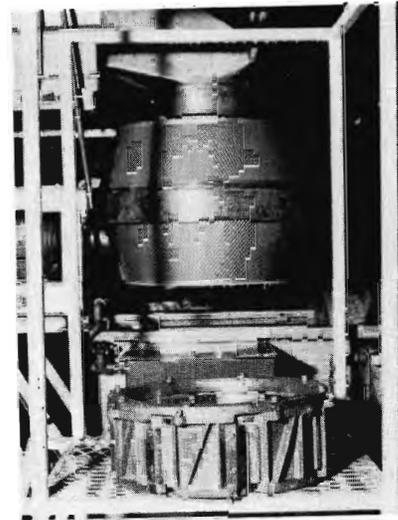
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James L. Major, vice-president, Frito-Lay Northwest Division.



After being peeled by machine at right, any oversized potatoes riding assembly line are sorted and hand-cut by this worker into more uniform size.



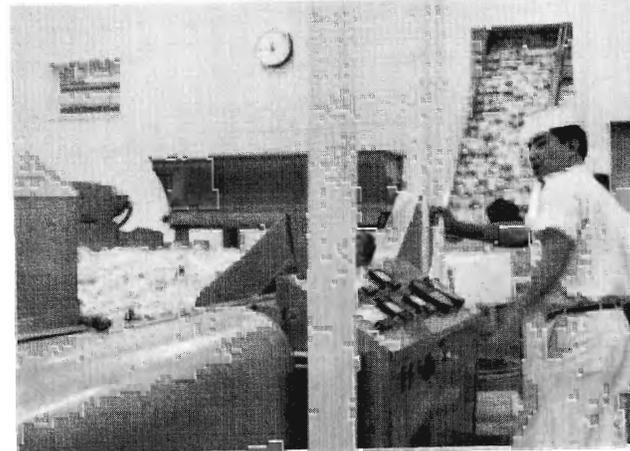
Razor-sharp knives encircle object shown on shelf which is one of several types placed inside potato slicer just above which, operating at extreme high speed, slices potatoes to a uniform and exacting thinness before frying.

The Frito-Lay Story . . .

(Continued from Page 4)

vored puffs, RUFFLES potato chips, BAKEN-ETS fried pork rinds, ROLD GOLD pretzels, NEW ERA potato chips, RED DOT potato chips, and other regional brands of snack foods, including a line of nut meats manufactured and distributed in several regions. The company also ventured into the canned meat and Mexican specialty products area, and is now one of the largest manufacturers and distributors of these products in the Southwest. Austex Foods, Inc., Austin, Texas, was merged into the company to become the Austex Foods Division. AUSTEX brands include beef stew, spaghetti and meat balls, chili, tamales, and other products. This division also markets several canned products under the FRITOS brand such as barbecued beef, chili, tamales, and prepared dips. When Frito-Lay acquired Belle Products Company of

(Continued on Page 6)



Sliced and fried, potato chips ride along belt through opening in wall to packaging room. Distance from fryer to packaging machine and speed of belt is accurately measured so that chips will be just the right temperature for packaging.

The Frito-Lay Story . . .

(Continued from Page 5)

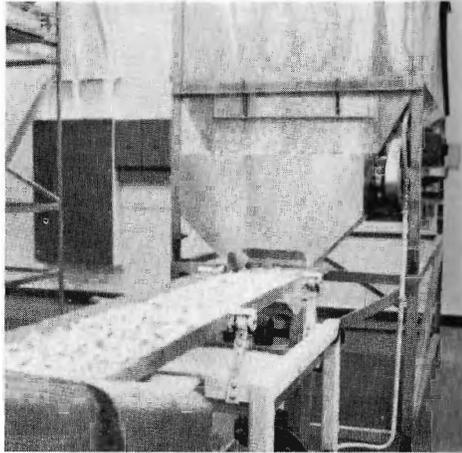
Houston in 1964 it added to its line of products olives, cherries, cocktail onions, pickled peppers, and olive oil.

Frito-Lay products are manufactured throughout the United States and Canada in 46 plants which employ 9,000 people.

In June, 1965, Frito-Lay and Pepsi-Cola shareholders met separately and approved the corporate marriage of the two companies. PepsiCo., Inc., the new parent organization is truly international in scope with some 525 Pepsi-Cola bottlers in the United States and 450 bottlers in 108 countries throughout the world. Annual sales of the new company are in excess of \$500 million.

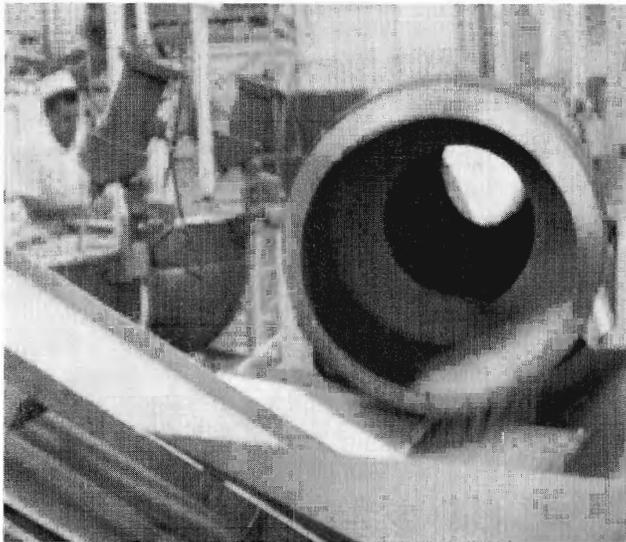
The general office in the new Frito-

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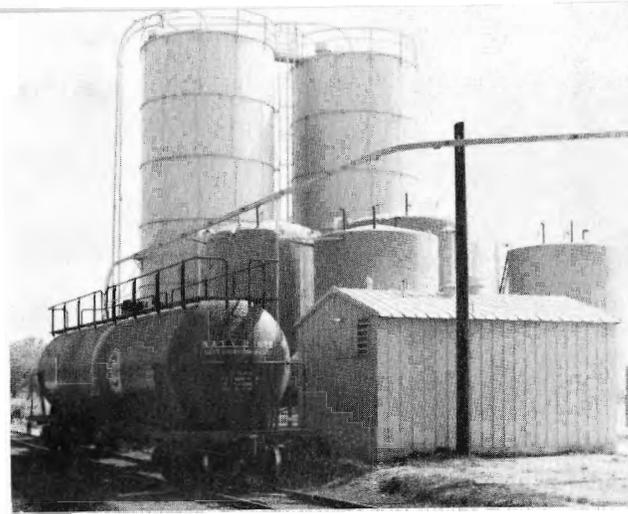


Prepared CHEETOS ride belt line to the fryer

After leaving fryer CHEETOS receive a coating of Kraft melted cheese as they are tumbled about while passing through this spinning drum enroute to packaging room.



MILEPOSTS



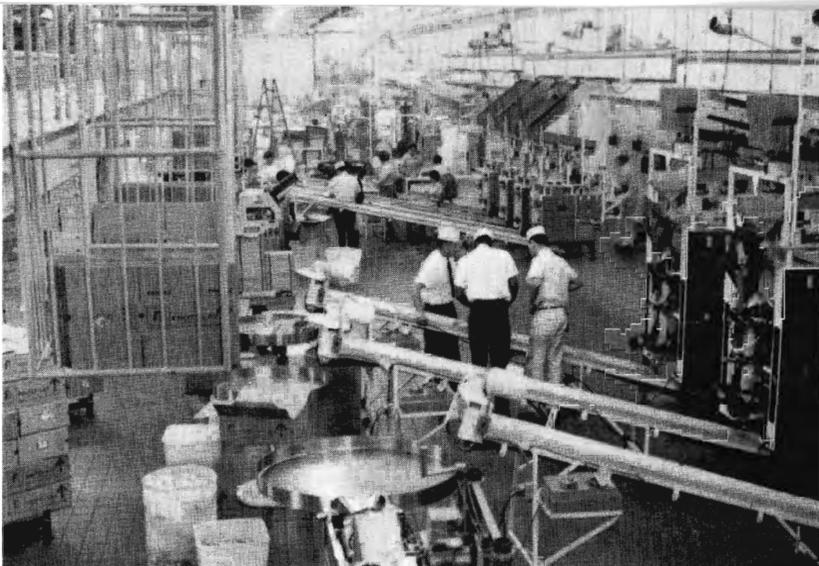
This tank car of cooking oil was just delivered by W P, and will be piped into huge tanks alongside.



Frito-Lay has fleet of panel delivery trucks like these for making deliveries in San Jose area.



A fleet of these large truck-trailers are used by Frito-Lay for deliveries to large accounts around the Bay Area.



The Frito-Lay Story . . .

(Continued from Page 6)

Lay plant in San Jose occupies the southeast corner of the modern building, behind an exterior glass construction. Other offices, including the traffic department, are at the rear of the building on the second floor. Storage, production, packaging and shipping areas occupy the ground floor. Oil used for cooking Frito-Lay products is stored in huge storage tanks well to the rear of the building, so placed as to provide a pipeline supply to the present building and, in the event of plant expansion, to future production lines in a building on 9½ acres to the rear of the present plant which occupies 2½ acres.

Oil for the storage tanks is brought in by tank cars delivered and picked up by Western Pacific train and engine crews. Other incoming shipments—pork skins and corn meal—arrive in

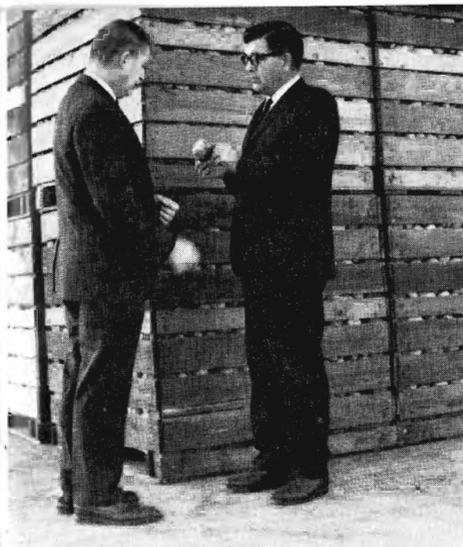
An over-all view of a Frito-Lay packaging line where products are accurately weighed as they are placed and sealed in many sized containers most suitable for home and commercial uses.

box cars. It is expected that potatoes will be added to Western Pacific's inbound deliveries some time after the first of this year.

Outbound shipments of Frito-Lay products, other than to local Bay Area points, are hauled by piggyback, destined to points as far away as Los Angeles, Portland, Seattle, Salt Lake City, and to Brooklyn, New York, for export overseas. Deliveries to local and Bay Area retail outlets are made by Frito-Lay's fleet of trucks and panel delivery cars.

In addition to the new San Jose plant, the company also has plants in the western states located at Inglewood, Portland and Seattle, although all of these plants do not manufacture the same products originating from San Jose.

(Continued on Page 9)



Traffic Manager Charles D. McKown (right) explains size, quality, and conditions of potatoes required for best quality potato chips to WP's District Sales Manager John Dullea.

* * *

John P. Carroll, WP sales representative, was on hand while this WP trailer was being loaded. John, right, keeps in close touch with Charles McKown to insure good Western Pacific service.



The Frito-Lay Story . . .

(Continued from Page 8)

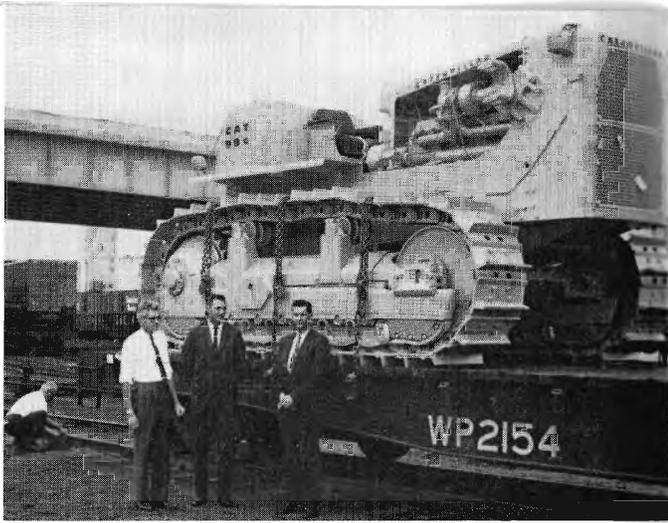
Western Pacific's contacts with Frito-Lay are made by District Sales Manager John Dullea and Sales Representative John Carroll of the railroad's San Jose marketing division office. Their Frito-Lay contacts are James L. Major, vice president of the Northwest Division, and Traffic Manager Charles D. McKown. Major recently transferred to the San Jose plant from New York. He has been with the Frito-Lay organization since 1946. McKown recently joined the firm after a background of many years in the traffic management field.

Frito-Lay headquarters are in Dallas, Texas. MILEPOSTS learned from John R. McCarty, Frito-Lay's vice president for advertising, concerning Western Pacific's complete cooperation in helping to establish the new San Jose plant, that Vice President for Manufacturing W. E. Freeman said: "Western Pacific was one of the most cooperative railroads that I have ever had the pleasure to work with."

With so many of their products being used for dipping, snacking, and all-around eating enjoyment, there's no dipping in sales of Frito-Lay products, partly due to the excellent advertising and sales promotion campaigns. You may recall one of their popular ads—a small boy offering a bag of chips to comedian Bert Lahr with the challenge "Betcha can't eat just one!"

With Frito-Lay's new plant in full operation and with Western Pacific's dependable services, more and more people in the Western states are going to be able to put that little boy's challenge to a test!

Ready for shipment this track-type tractor shows no effects of several severe impact tests which were witnessed by Fred Goetz (kneeling), Caterpillar's manager of Weights, measurements, and packaging; Leo F. Delventhal, manager W P marketing field services; Byron D. Ogburn, supervisor outbound traffic for Caterpillar; and George Schroeder, W P sales representative from Chicago office.



New tie-down device improves tractor shipments

A SPECIAL tie-down device to secure track-type tractors on flat cars was developed early in 1964 jointly by the Caterpillar Tractor Co. of Peoria, Ill., and the T. P. & W. railroad. Western Pacific assisted in this program a few months later and placed one of its test cars in service which resulted in improvements to the tie-down device after several months of numerous tests.

In March, 1965 Western Pacific assigned the first five cars to a pool to serve Caterpillar's Peoria plant and, currently, several other railroads are in the process of equipping and assigning flat cars with this special device.

The accompanying photograph shows a track-type tractor tied down on a W P flatcar after several impacts,

ranging from six to 14 m. p. h., were completed, following which the shipment moved transcontinentally to destination. A D-8 tractor, not visible in the photo, was similarly loaded on the opposite end of the flatcar, making a combined lading weight of nearly 58 tons.

This special tie-down hardware eliminates all wood blocking, and provides a positive safety securement for this type of lading. The several loads that have been handled in this manner have moved to destination on schedule and have avoided any delays at rip tracks where, when loads are secured by other more conventional methods, it is frequently necessary to add additional wood blocking to re-secure lading.

For golfers who don't like to walk!

EACH year more and more men, women and children are learning to play golf. Many former non-golfers have been attracted to the game due to attending, or watching on television, the many professional tournaments held the year-round.

Professionals are not allowed to ride, and a good many of those who play for fun prefer to walk, either packing their golf bag or pulling it behind on a hand cart. Others prefer having a caddy to carry their clubs. Those not in the best of health, in a hurry, or who might wish to get out of the rain in a hurry, prefer to ride in a battery-powered electric golf cart. Some like them for the sheer pleasure of riding.

Present for arrival of first carload of golf carts in Spokane were Charles N. Tackett, W P sales representative (left), with three Audubon Cushman Sales Company owners, Robert V. Stone, William A. Stone, Jr., and William V. Stone, Sr.

Revenues from golf cart rentals are also a fine source of income for golf courses and the professionals who are in charge, in some instances the rental fees help to keep down the cost of green fees and dues.

The carload of Cushman golf carts pictured below are the first to be received from Cushman Motors, Lincoln, Nebraska by Audubon Cushman Sales Co., Spokane, Washington.

"Charley Tackett, Western Pacific's sales representative in Spokane, did an outstanding sales job in getting this car to move over Western Pacific rails," said Sheldon Glatt, district sales manager at Seattle. "Charley was on hand with the owners when the car arrived in Spokane and reported that the carts arrived in perfect condition. Not only was owner William V. Stone very pleased with this factor, but in addition he was pleased, too, with the fast time in transit."

Routing was via CB&Q, D&RGW, and WP from Salt Lake City to Bieber, and Great Northern to Spokane.



Fred A. Tegeler

Western Pacific directors on December 7, 1965 elected Fred A. Tegeler vice president-finance to succeed Roy E. Larson, effective January 1. Tegeler's responsibilities will include accounting, treasury, and W P's computer center.

Fred has been with Western Pacific since May, 1946, first as assistant signal engineer. For five years prior to that date he was with Union Switch & Signal Company, during the last two years of which time he was installation engineer on the railroad's first centralized traffic control system in the Feather River Canyon.

During Tegeler's subsequent career with Western Pacific he was acting signal engineer, signal engineer, assistant engineer-special projects, and budget control officer. He was elected assistant secretary and assistant treasurer on April 4, 1961. When organization changes placed the accounting and treasury departments under a vice president-finance on June 24, 1964, he became treasurer with the additional title of assistant vice president-finance.

Bruce L. McNeil, Jr.

Effective January 1 Western Pacific's signal and communications departments were combined into one department which brought about the following appointments: Bruce L. McNeil, Jr., engineer signals and communications; Earl A. Thompson, assistant to engineer signals and communications; and Robert E. Enger, superintendent of communications.

Bruce first worked for W P as a chainman in 1938. He became a tele-

PERSONNEL CHANGES

rapher in 1940, dispatcher in 1946, and signalman in 1948. In 1950 he came to San Francisco as signal draftsman and during the next seven years worked as junior engineer, senior engineer, office engineer, assistant to signal engineer, and was appointed signal engineer in 1957.

Earl A. Thompson

Earl Thompson was born at Winnemucca, Nevada, January 11, 1917 and received his high school education at Sparks.

His first position with Western Pacific was as a signal helper on August 24, 1936. After promotion to signal maintainer Earl worked at Carlin, Nevada and later at Spring Garden in the Feather River Canyon. He went to Sacramento in July 1944 as general TCS maintainer and was promoted in July 1950 to position as assistant signal supervisor at Livermore. Another promotion in April 1953 brought him the title of signal supervisor at Elko, which led to his promotion to assistant to signal engineer in November 1957.

Robert E. Enger

Robert E. Enger was born at Ord, Nebraska on October 31, 1921. Following high school education at Ogden (Utah) High School, he received education in electronics and teletype communications at Fort Monmouth, New Jersey, and in cryptography at Vint Hill Farms Station, Virginia.

He first worked for Postal Telegraph-Western Union as manager at Ogden, Utah in 1938; became manager-wire chief for Southern Pacific in Utah and Nevada in 1941; and then became manager-wire chief for Western Pacific at Elko in 1948. He came to San Francisco in 1955 as communications installer, was made general communications supervisor in 1957, and communications engineer in 1961.

John T. Smith

John T. Smith, appointed general supervisor of the roadway equipment department on January 1, has been closely associated with Western Pacific since his birth in Elko, Nevada on September 10, 1929. His father, John Smith, retired as a locomotive engineer on the eastern division, and his mother, Ruth, recently retired as roundhouse clerk at Winnemucca, and was for 10 years a faithful and most helpful MILEPOST's Winnemucca correspondent. Her last column appeared in the November-December 1965 issue.

John first worked for Western Pacific as a pitman on a grading gang on September 25, 1952 and before the end of that month was promoted to burro crane operator. He was again promoted to position as mechanic in the motor car shop on October 28, 1952, but left the railroad to serve in the Army from January 13, 1953 until 1955. Following his return to Western Pacific he was made assistant general supervisor of roadway work equipment on Sep-

tember 1, 1961 covering the eastern division from his headquarters in Winnemucca.

Paul R. McElheney

Paul R. McElheney was appointed assistant to freight pricing manager January 1, succeeding Hamilton.

Born in Brownstown, Illinois on August 28, 1937, "Dick" received his education at the University of Cincinnati and the Humboldt Institute Traffic School in Minneapolis. He became a chief clerk in Western Pacific's Cincinnati, Ohio sales office on December 16, 1959. On April 1, 1961 he was made sales representative at Oakland, and held the same position at Seattle from May 1, 1962 to August 1, 1964, which led to his position as chief of the rate bureau at San Francisco on August 1, 1964.

J. Paul Wilmoth

Paul Wilmoth was appointed staff analyst for the marketing division at San Francisco, effective November 1, 1965.

Paul was born at Dobson, North Carolina on November 22, 1929 and holds a B.S. degree in business from the Appalachian State Teachers College, Boone, N. C.

He first worked for Western Pacific on February 23, 1956 as a stenographer at San Francisco, later became stenographer-clerk, and went to the Fresno sales office as stenographer-clerk in August 1956. While in Fresno he received a diploma for a two-year course in transportation sponsored by Chapter 114, Delta Nu Alpha, under the auspices of the Adult Division of the Fresno City Schools. He next became a chief clerk at Sacramento in

Personnel Changes . . .

(Continued from Page 13)

October 1958 and three years later was made sales representative there. He was transferred to Los Angeles as sales representative in March 1962, and while there completed a salesman's workshop course conducted by the Sales and Marketing Executives International.

Ronald M. Tofanelli

Succeeding "Dick" McElheney as chief of the rate bureau is Ronald M. Tofanelli, who has been a sales representative at Oakland since May, 1962.

Ron was born in Oakland on February 6, 1937, attended Oakland City College and, in January 1965, was awarded a scholarship to Golden Gate College in San Francisco by Delta Nu Alpha. Ron became an accounting department file clerk in September, 1955 and following promotions entered the passenger department as reservation clerk and cashier in June, 1958. He entered the marketing division in January, 1959 as consist clerk, then docket clerk, junior division clerk and assistant rate clerk, before becoming a sales representative.

Floyd J. Foley

Floyd J. Foley was appointed sales representative at Oakland, effective January 1.

Jim, who has been on the marketing division's administrative staff since May 10, 1965, was born at Oakland on March 21, 1938. Following high school education in San Antonio, Texas, Jim spent seven years with the U. S. Navy prior to coming to Western Pacific.

Because of his ability and adaptability to qualify for new assignments, the Navy assigned Jim to several of its special Naval Training Schools.

New equipment coming

President M. M. Christy announced on December 7 a \$10,300,000 capital expenditure program for 1966 for new freight locomotives and special freight cars. The 1966 purchases will complete a 3-year new equipment program of approximately \$25 million, tailored to help Western Pacific better serve its customers.

Included in the 1966 budget, at a cost of \$7,300,000, are:

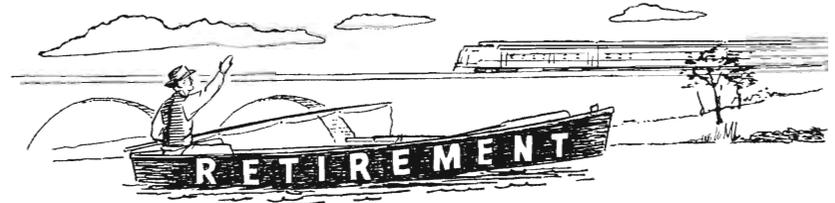
- 10—new design 3,000-h.p. diesel locomotives
- 225—50' DFB-type insulated box cars
- 25—4700 cubic foot covered hopper cars
- 20—Airslide covered hopper cars
- 15—High cube appliance box cars

The remaining approximately \$3 million will be spent during 1966 for roadway and plant improvements.

Christy and Whitman get additional titles

Dr. Russell T. Sharpe, president of Golden Gate College in San Francisco, announced in December that President Myron M. Christy has been elected to the college's board of trustees.

It was also announced in December that Director Frederic B. Whitman was elected a senior board member of the National Industrial Conference Board, New York, for a term of three years.



In behalf of all employees of Western Pacific and its affiliated companies, MILEPOSTS extends sincerest best wishes for happiness to the following railroaders who have made application for annuity:

Frank J. Casey, locomotive engineer, San Francisco, 19 years 2 months.

Harry E. Fay, engine foreman, Stockton, 18 years 3 months.

Roy S. Hyatt, switchman, Stockton, 22 years 1 month.

Roy E. Larson

"Western Pacific's treasury department is a lot different today than it was when I first came to work for Western Pacific as a teen-aged clerk." That sage statement came from Roy E. Larson who should know, after holding every position in the department over a span of 40 years and four months, which terminated with his retirement on December 31.

A native of San Francisco, the son of Emil and Marie (Montilius) Larson, Roy was for a short while first employed with a large local wholesale hardware firm, followed by brief employment with a local bank. Neither employer offered Roy what he felt his future should provide in the way of pay increases or promotions, and learning of a position at Western Pacific by chance he took ad-

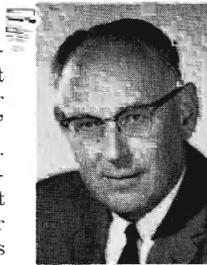
Annie E. Lapham, Bookkeeper, San Francisco, 41 years 5 months.

Roy E. Larson, vice president-finance, San Francisco, 48 years 4 months.

Norman W. Menzies, superintendent of communications, San Francisco, 32 years.

Herbert L. Nash, section foreman, Stockton, 23 years 8 months.

Gordon Switzer, general supervisor work equipment, Oakland, 36 years 11 months.



vantage of the opportunity. That was on September 5, 1917. Looking back, Roy can congratulate himself on making a wise move.

Following promotions to positions as paymaster, cashier and assistant treasurer, Roy was appointed treasurer on July 1, 1948. The title of vice president and treasurer came on December 14, 1955 and on March 16, 1961 he was elected a director of the railroad. When organization changes placed the accounting and treasurer departments under a vice-president-finance on June 24, 1964, Roy received the title he held at the time of his

(Continued on Page 16)

Retirement...

(Continued from Page 15)

retirement. He was also a director for Sacramento Northern and Tidewater Southern railways and had been a member of the finance committee and a director of Trailer Train Company since 1959. He will continue as a director for Western Pacific.

Just three years after becoming a Western Pacific employee, Roy married Ruth McGrath in San Francisco. They have one daughter, Mrs. Gilbert (Barbara Ruth) Sheffield of Lafayette, whose husband is general traffic manager for Pacific Telephone & Telegraph Co., San Francisco. The Sheffields have three children, Gail 11 years; Mark 9 years; and Todd 7 years.

The Larsons live at 63 Fernwood Drive, San Francisco.

* * *

Norman W. Menzies

With a 30-year Western Pacific career behind him, Norman W. Menzies retired from the railroad on December 31 as superintendent of communications.

Norman entered Western Pacific's transportation department on December 16, 1933, transferred to the tax department on September 1, 1935, and returned to the transportation and telegraph department in June, 1936 as chief clerk and assistant superintendent of telegraph. He was appointed superintendent of telegraph just 10 years later, and became superintendent of communications on January 1, 1953.

He was born in Alameda on September 4, 1907. He attended University of California, Berkeley, majoring in architecture, a profession he fol-

lowed before his employment with Western Pacific.



It was under Norman's supervision that the railroad began its first teletype network in 1946, its radio network in 1952, and in 1960 the system-wide dial telephone system.

Norman married Catherine Graves, a former transportation department secretary, on December 29, 1934. Their immediate plans are for some overseas traveling before deciding later in 1966 just where they will make their home in Southern California.

* * *

Gordon Switzer

Keeping Western Pacific's roadway equipment—excavators, bulldozers, loaders, power ballast tampers, cranes, etc.—in good working order has been the responsibility of Gordon Switzer for 11 years. He succeeded Norman McPherson as general supervisor of the roadway work equipment department in 1954, and his record is outstanding.

There was good reason when a representative of one of the larger railroad supply companies said that WP's maintenance equipment department is one of the most efficient and well organized departments of its kind I have ever seen on any comparable sized railroad. For one thing there was a great feeling of respect between Gordon and the men working under him. The department has never experienced

(Continued on Page 17)

Retirement...

(Continued from Page 16)

absenteeism and its safety record has been excellent. And, when it comes to putting a piece of inoperative machinery back in action, no matter how large or how small, "Mr. Fixit" and his crew combined their skills to get the job done.

Gordon was born in Colton, California on October 18, 1900. He majored in civil engineering at the University of California, Berkeley and in 1927 went to work as a rear flagman on the Napa survey (part of WP) and for a brief time was a civil engineer for the Northwestern Pacific. He first went to work for Western Pacific in May, 1927 surveying the railroad's Northern California Extension between Keddie



and Bieber. He became head bridge and building clerk on the western division in January, 1942, was made office engineer at Sacramento in August, 1943 and bridge and building inspector in January, 1944. On May 2, 1947 he went to the eastern division as supervisor of bridges and buildings, returned to Sacramento as assistant division engineer in November, 1947 and became supervisor of structures and work equipment on November 1, 1954. On July 1, 1958 his title was changed to general supervisor roadway work equipment.

Gordon married the former Charlotte Emma Dowd in Pasadena on July 25, 1925. They have two sons, Donald 34, and Stanley 32, and nine grandchildren.

He is a member of the Masonic Lodge in Pasadena and the Psi Sigma Kappa at University of California. As hobbies, Gordon enjoys refinishing antique furniture and gardening at his home at 379 Staten Avenue, Oakland.

New tax rate and base for retirement benefits

RAILROAD payroll deductions in 1966 will reflect a new tax rate and tax base for railroad retirement benefits. Effective January 1, the tax rate under the Railroad Retirement Tax Act rises from 7.125 to 7.95 percent. The tax base increases from \$450 to \$550 a month. A medicare tax of 0.35 percent is included in the 1966 rate. The 7.95-percent rate applies to railroad employees and employers alike.

The changes in the railroad retirement tax rate and tax base were provided by the 1965 amendments to the railroad retirement laws. The new tax rate will remain in effect through De-

cember 1966. After that date, further increases in the tax rate are scheduled. However, not until 1968 will the new tax schedule exceed the old schedule. Prior to October 1965, the tax rate was 8⅞ percent on earnings up to \$450 a month. The change in the limit on taxable earnings establishes the monthly limit on railroad earnings as one-twelfth of the annual limit on social security earnings. The \$550 monthly limit will remain in effect unless the social security earnings base is changed at some time in the future.

According to Howard W. Haber-

(Continued on Page 19)

WP boosters

Edward Berube and his wife, Knowles Way, Narragansett, Rhode Island, think Western Pacific and the *California Zephyr* are just great. They ride the *Zephyr* once every year and looking forward to this year's trip.

They would like very much to receive MILEPOSTS and if you can send it to them I'll appreciate it. Happy New Year.

Ralph W. Landon
Retired Conductor
998 Torrano Avenue
Hayward, Calif. 94542

* * *

Done movin'

I moved my wife, dog and cat to Winnemucca and as far as I am concerned it is a move that will last me until I retire in December 1966.

We do enjoy MILEPOSTS and I am requesting that you correct my mailing address from Box 345, Portola, to Box 334, Winnemucca, Nevada. MILEPOSTS credits the Western Pacific. We can all be proud of your production.

Harry Van Drielin
Engineer
Winnemucca, Nev.

* * *

Watches WP progress

Thank you very much for keeping me on your mailing list. As a former employee it is most pleasant to note the continued progress and prosperity of the Western Pacific, as well as keeping up with my many old friends on the property. With best holiday wishes.

Basil S. Cole
P. O. Box 142
Evanston, Wyoming 82930



Dear Editor:

Supreme skill

The enclosed letter addressed to Engineer William Wise came to my attention and I thought you may wish to reproduce it in MILEPOSTS:

"I am just one of the hundreds who were on your train working up the Feather River Canyon just before 5:00 P.M. on December 30 when that rock struck the locomotive. I felt the three successive pulses that you gave on the emergency brake. I saw the train saved and all its passengers intact because you—at exactly the right second, and with supreme skill and sense of responsibility to your passengers—were operating your train with a masterful hand.

I want to thank you and your fireman (N. G. O'Neill) and everyone who was in command of that train. You will never know how we thanked you and Providence, for what you did as an apparently simple act of good driving the train. We saw that chasm to our left, into which a less dedicated man could have let us all go our way down if he did not do what you did so expertly. There was no panic at all. And, when later you ran into that blizzard and sleet storm we rested easily, with implicit faith in your steady heart and hand. I hope the railroad rewards you in the proper manner, and that you have many more years

of service for those who entrust themselves to you.—W. Eugene Shiels, S.J. (Rev.), Xavier University, Cincinnati, Ohio."

A. E. McNally
Ticket Clerk
Oroville, Calif.

* * *

Overseas friend

For some years, since I visited California and, amongst other things, enjoyed a memorable journey on the *California Zephyr*, you have been kind enough to send me MILEPOSTS. I have thoroughly enjoyed reading each issue.

I have now changed my place of employment and if, as I hope, you feel able to keep my name on your mailing list I should be glad if you would do so. With many thanks and with best wishes for 1966.

W. H. Stebbings
City of London College
Moorgate, London, E. C. 2

* * *

Comfortable travel

I am writing in regard to my trip on the *California Zephyr* from Oroville, California to my home in Rochester, N. Y. I reserved a seat from Agent A. E. McNally (Oroville) on October 14 and asked for one near the ladies

room as I could not walk too well because of one bad leg. I was given a most comfortable seat and, as no one occupied the adjacent seat, I could stretch out even more comfortably all the way to Chicago where I changed to a New York Central train. The *Zephyrette*, conductors and porters helped to make the trip most enjoyable by helping me from one car to another and by holding doors open as I passed through. I have never before seen such beautiful scenery and mountains. It was my first trip on the *Zephyr*, and I will most certainly recommend the train to others.

Mrs. Alice DuRocher
241 Ridgeway Avenue
Rochester, New York

New Tax Rate . . .

(Continued from Page 17)

meyer, chairman of the Railroad Retirement Board, railroad employees earning \$450 or less a month during 1966 will pay less retirement taxes than before October 1965. On the other hand, employees who will pay more because they earn over \$450 a month will get back more in future benefits than they will pay in additional taxes. This is because the maximum amount of earnings that can be credited toward benefits also increases to \$550 a month, effective January 1, 1966.

Mr. Habermeyer also pointed out that the maximum unemployment contribution rate of 4 percent will remain in effect during 1966. These contributions apply only to employers. The taxable earnings base under the Railroad Unemployment Insurance Act is the first \$400 of each employee's monthly earnings.

MILEPOSTS



IN GOLD

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

35-YEAR PINS		
Julian J. Hernandez.....	Track Laborer.....	Western Division
Martin C. Wood.....	Section Foreman.....	Eastern Division
30-YEAR PINS		
Jack M. Schenk.....	Carman.....	Sacramento
Robert L. Shepard.....	Mechanical Foreman.....	Elko
25-YEAR PINS		
George Clark.....	Switchman (International Vice President SUNA).....	Sacramento
Thomas E. Clifton.....	Carman.....	Oroville
Jesse R. Dabbs.....	Machinist.....	Oroville
Adrian E. Drummond.....	Machinist.....	Sacramento
Harry C. Fleenor.....	Painter.....	Sacramento
Charles W. Fosha.....	Boilermaker.....	Sacramento
Rulen Jones.....	Machinist.....	Elko
Troy R. Jones.....	Electrician.....	Oroville
Charles F. Lynch.....	Car Foreman.....	Sacramento
Ernest Mancuso.....	Locomotive Engineer.....	Western Division
Harold V. Myers.....	Painter.....	Sacramento
Reinhold Schmidt.....	Yardmaster (General Chairman RYA).....	San Francisco
Leon C. Sherwood.....	Editor MILEPOSTS.....	San Francisco
Richard E. Stansberry.....	Locomotive Engineer.....	Western Division
Arthur J. Stout.....	Car Foreman.....	Sacramento
Wade H. Wald.....	Carman Foreman.....	Oroville
John D. Work.....	Switchman.....	Eastern Division
20-YEAR PINS		
Robert C. Allgeo.....	Overcharge Claim Investigator, Sr.....	San Francisco
James T. Connelly.....	Machinist.....	Oroville
James S. Goodwin.....	Chef.....	Dining Car Department
Leon A. Gordon.....	Carman.....	Stockton
Wallace G. Grice.....	B&B Carpenter.....	Western Division
Bernard S. Guzenske.....	Division Lineman.....	Portola
Hervil Hayes.....	Typist.....	Western Division
Guy S. Heaney.....	A&E Accountant Mechanical Dept.....	Sacramento
Lois Hooe.....	Waybill Tracer Clerk.....	San Francisco
Charles H. Jewell.....	Laborer.....	Oakland
Jack H. Jones.....	Assistant Roadmaster.....	Western Division
Morton D. Lindley.....	Dining Car Steward.....	Dining Car Department
Marie A. Matthias.....	Ticket Accounts Clerk.....	San Francisco
Chester E. Maxwell.....	Roundhouse Clerk.....	Oakland
Wayne R. Orton.....	Carman.....	Stockton
Raymond L. Paule.....	Blacksmith.....	Sacramento
Charles F. Reed.....	Store Helper.....	Oroville
George Riolo.....	Carman.....	Sacramento
Harold A. Rylie.....	Fireman.....	Western Division
Clarisse M. Schmitt.....	Secretary to Chief Clerk.....	Sacramento
Bruce A. Stilwell.....	Stock Control Clerk.....	Sacramento
Irene H. Strobridge.....	Accountant.....	San Francisco
Harold A. Tetreau.....	Clerk.....	Western Division

(Continued at top of next page)

Bowling Tournament Flash!

The annual Western Pacific Bowling Tournament will be held at Alpine Lanes, 24th Street and Florin Road, Sacramento, on March 26. Hy O'Rullian, Sacramento (Local 203), has full information.

15-YEAR PINS

B. L. Coggins.....	Carman.....	Portola
Edward N. Dickie.....	Carman.....	Elko
Loy E. Hibbs.....	Special Agent-Claim Adjuster.....	Portola
Julius V. Loginoff.....	Payroll Clerk.....	San Francisco
James M. Marshall.....	Conductor.....	Western Division
M. P. Messerly.....	TCS Maintainer.....	Elko
Harold A. Michael.....	Tax Commissioner.....	San Francisco
Isabella Miller.....	Order Clerk-Stenographer.....	San Francisco
Lavon K. Robinson.....	Storekeeper's Clerk.....	Sacramento
Doris A. Thorne.....	Secretary to Division Engineer.....	Elko
E. H. Williams.....	Switchman.....	Eastern Division

10-YEAR PINS

Raphael R. Betancourt.....	Section Laborer.....	Eastern Division
E. J. Carey.....	Telegrapher.....	Sacramento
L. R. Fitch.....	Switchman.....	Western Division
Francisco Gallardo.....	Section Laborer.....	Eastern Division
C. E. Hamburg.....	Switchman.....	Western Division
Matilda M. Hernandez.....	Carman.....	San Jose
R. Hernandez.....	Communications Maintainer.....	Elko
J. P. Jacobs.....	Shovel Operator.....	Western Division
John F. Manning.....	Carman.....	Portola
J. E. Self.....	Switchman.....	Western Division
W. S. Snapp.....	Switchman.....	Western Division
Calvin S. Trembl.....	Carman.....	Western Division
J. P. Wilmoth.....	Staff Analyst-Marketing.....	Oakland
		San Francisco

WESTERN TRAINS

An outstanding book of railroad pictures

If you're interested in a story of Western railroading, for the most part told by pictures of superb quality and excellently reproduced, you'll like *Western Trains*, now at your favorite bookstore.

Co-authors Richard Steinheimer and Donald Sims have put into 72 pages 85 quality illustrations of steam and diesel engines, freight and passenger trains, people and scenery, and even station signs, including Keddie.

Briefly but adequately, Steinheimer's full captions and Sims' text augment the action caught by the lenses of well-known railroad photographers in winter, summer, day and night.

Every major mainline railroad west of Denver and El Paso, including Western Pacific, is represented to tell the story of Far Western mainline railroading during the 20 years follow-

ing the end of World War II.

About one-third of the dramatic illustrations are reproduced in nearly full 8½ x 9½-inch page size. Printed in duo-black on 100-pound offset enamel the nighttime pictures especially are rich and impressive.

Western Trains, being distributed by Golden West Books, P. O. Box 8136, San Marino, California, is well worth the \$5.95 cost.

March of Dimes

Not long ago no one talked about birth defects. The subject was taboo—never mentioned in conversation, in print or on the air.

But afflictions that disable more than a quarter of a million liveborn American babies each year cannot be ignored out of existence.

America is no longer ashamed to talk about the hundreds of thousands of youngsters with birth defects. And, through your support March of Dimes treatment and research, America is doing something to stop birth defects.

Electric railway museum will open this year

A UNIQUE operating electric railway museum is presently under construction at Rio Vista Junction in Solano County by the Bay Area Electric Railroad Association. The museum, situated on a 20 acre parcel between State Highway 12 and the Sacramento Northern's line, features some 40 pieces of historical electric railway equipment saved over the years by the Association.

Unlike some museums which merely display a collection, this will provide the public with an opportunity to enjoy a brief journey on a form of transportation which has all but vanished from the American scene.

"A most important exhibit at the museum," said Paul Gordenez, BAER tour director employed in W P's treasury department, "is a portable substation recently donated by the Sacramento Northern Railway. The substation, only item of its kind preserved in any museum, will provide the power to actually operate the equipment."

Among the more glamorous cars preserved at Rio Vista Junction are a combination baggage-coach, SN 1005; a steel interline coach, SN 1020; and

an open-platform observation car 751 which originally operated over the now defunct Salt Lake and Utah Railroad. This latter car has been refurbished by the Association into an extremely handsome parlor car furnished with carpeting and furniture from a retired WP solarium-lounge car. In 1952 these three cars made up the consist of the last electric passenger train to operate in Solano County, and the last passenger train to use the SN's train ferry Ramon between Mallard and Chippis Island.

In addition, streetcars from both San Francisco and Oakland are waiting to run again. One is a famous San Francisco "iron monster" #178, and a modern "magic-carpet car" streamliner #1003. Former SN Birney #62, a single truck "dinkey" which once served such cities as Sacramento, Chico, Marysville and Yuba City, is presently being restored for operation.



Paul Gordenez



Open platform car #751 which was originally operated on the now defunct Salt Lake & Utah.

Suburban equipment in the form of two Key System articulated units, #182 and #186, are also represented. They last saw regular service across the San Francisco-Oakland Bay Bridge and were recently featured in an Association sponsored excursion originating from Rio Vista Junction. Nearly 400 people participated in this trip over the SN's Solano County rails behind SN diesel #202.

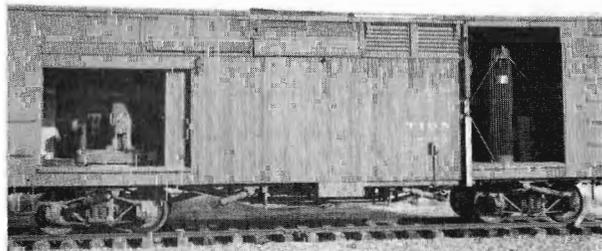
Freight and work equipment also

make up the collection, such as electric freight engines #652 and #654 recently donated by the SN. They will be used to haul freight and construction trains. Other freight equipment includes flat and box cars from the Central California Traction Company and a caboose from the McCloud River Railroad which will provide a rolling office. A former Oakland streetcar, converted to a car with overhead platform for working on overhead wires, dates back to 1885.

Visitors to the museum will find construction well under way with about one-half mile of track and about one-quarter mile of overhead trolley wire in place. "Initial operation is planned in mid-1966," Paul estimates, "as progress is strictly weekend work dependent upon the willingness of voluntary labor provided by the nearly 200 businessmen and students who are Association members."

In addition to the trolley system, park and picnic areas are planned in conjunction with a small lake, the total facilities being designed to provide a truly unusual and pleasant experience for young and old alike. Although the museum is not officially open, nearly 2,000 guests have inspected the project.

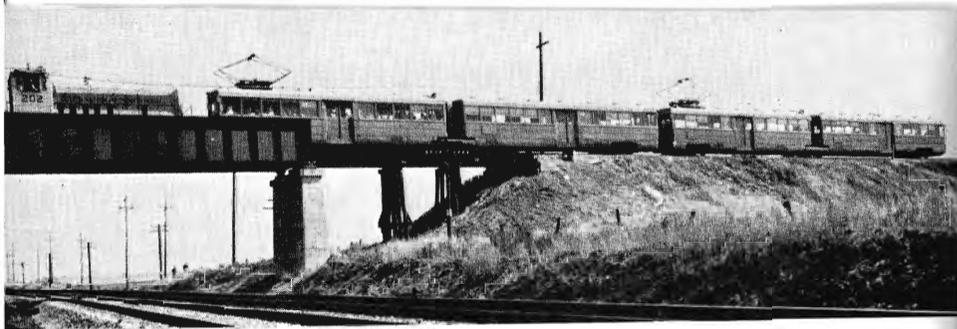
(Continued on Page 24)



BAERA's portable substation received from Sacramento Northern.



Seen from a Key System unit during recent SN excursion are a former San Francisco Municipal "iron monster," a former Bamberger Railway interurban car, and a Saskatoon, Sask., streetcar.



Electric Railway Museum . . .

(Continued from Page 23)

ect. Information concerning the opening date, and applications for anyone desiring a membership, may be obtained by writing Bay Area Electric Railroad Association, 2119 Marin Ave., Berkeley, California.

The BAERA have announced an excursion to run on the Tidewater

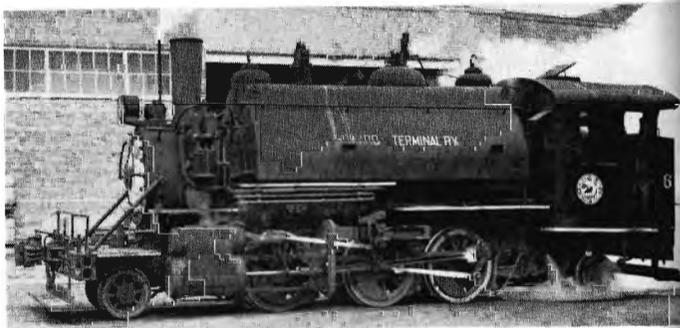
Key System units excursion train on the SN crosses over SP tracks near SN's station Cannon.

Southern Railway on Sunday, April 17. According to Tour Director Paul Gordenez, the special train is scheduled to leave Stockton about 10:00 A.M. making a run to Turlock and return. Some of the old coaches stored at Rio Vista Junction will be used in the train. Additional information is available from the Association.



Former SN electric locomotives 654 and 652, and substation.

This ex-Sierra Railway 2-6-2-T was obtained by BAERA from the Howard Terminal Ry.



Caboosing

OROVILLE

Helen R. Small

Congratulations to Conductor and Mrs. RAY V. WRIGHT on the birth of their son on December 13, and to newly hired Switchman LARRY MABRY and his wife on the arrival of a son on December 21.

Belatedly we are happy to report the marriage of retired Section Foreman RAY H. SCOTT and Mona George at Reno on August 25. The new Mrs. Scott was formerly employed at the Oroville Inn. The Scotts are living at 112 Rutherford Lane, Oroville.

David McLain, son of General Clerk and Mrs. MARVIN A. MCLAIN, and Sonja Marie Kaupanger were married in a pre-Christmas ceremony in the First Methodist Church. Rev. George Berg, pastor of Calvary Lutheran Church, officiated in a double ring ceremony. The bride is the daughter of Mr. and Mrs. Arthur I. Kaupanger. She attended college in Los Angeles and is employed by an insurance adjustment bureau. David, a veteran of Armed Forces duty, is employed by a lumber company. The newlyweds are living at 341 Ward Boulevard, Oroville.

A certificate of recognition for "Boy of the Month" was awarded by the Y's Men's Club of Oroville to high school senior Dennis Michael Bump. Dennis is the son of Conductor WESLEY I. BUMP and Trainmaster's Relief



Clerk CLARA BUMP. Dennis has participated in many school activities as well as in sports. He was president of the junior class and had the lead in a junior class play. He is an active member of the Oroville Chap-

ter of De Molay and on January 16 was installed as master councilor.

We are saddened in reporting the death of Mrs. Alice Ball, 87, on December 22. The mother of Carman STANLEY KISTER's wife, Mrs. Ball was a native of Kansas and had lived in Oroville since 1924. She is survived by three sons and two daughters, one being Beulah Kister.

Clerk JOHN FALKNER, accompanied by his parents, Mr. and Mrs. Howard Falkner, visited with relatives in Kansas and Nebraska during December. They did not return via Texas as planned, due to unfavorable weather.

NEW YORK CITY

Richard J. Tracy

The office staff and 8 million other New Yorkers are completing Phase 2 of their Ranger training. Phase 1, mentioned in the last issue "How to Travel Without Lights and Trains." Phase 2, "How to Travel Without Any

Public Transportation." Some of our courageous crew have found that with a little luck they could leave home as late as 5:30 A.M. and get to the office! What will Phase 3 be?

New Yorkers have a reputation for being hard, cold, and unfriendly. In the face of adverse conditions as have been experienced the past few months, it is something to see how they all pitch in when the chips are down.

ARLENE CARTWRIGHT, secretary to our sales manager, recently joined the ice skating ranks at Rockefeller Center. Arlene has competed in many championship roller skating events in the past with notable success.

Our resident sales representative at Levittown, Pa., CLARENCE W. BEADLING, who has been lending a hand to the local Boy Scouts, reports that he has become a proficient camper. Now, if he could only play gin.

MERYLE W. REIGNER, sales representative, spent Christmas at his new home in Templeton, Mass. Great pleasure was derived from the fireplace he built . . . with help from some obliging friends, that is.

Out of the past . . . ALAN HUDSON, former sales representative and this column's former correspondent, now general agent for the Akron, Canton & Youngstown Railroad, has become a grandfather!—a girl. The mother, Al's daughter, is the wife of Archie Roberts, former star quarterback with Columbia, who signed with the Cleveland Browns for \$100,000. "Big Al" is now known in New York traffic circles as "Grandfather Hudson."

A man needed a \$3 train ticket. He had only a \$2 bill. He took it to a pawn shop and pawned it for \$1.50; then he sold the ticket to his friend for \$1.50 and bought his \$3 train ticket.

WINNEMUCCA

Hank Mentaberry, Bob Shepard

(EDITOR'S NOTE: On rather short notice, Cashier HANK MENTABERRY and Mechanical Foreman BOB SHEPARD have obligingly concurred to continue this column formerly reported by RUTH SMITH. Their first report is in tribute to Ruth, a most faithful and helpful correspondent for the past ten years. Hank and Bob will be grateful for any news items from Winnemucca railroaders.)

We all hate to lose RUTH SMITH, not only as a MILEPOSTS correspondent, but a fellow employee as well.

Ruth came to Jungo, Nevada in 1928 as a school teacher. There she met her husband, Fireman JAY SMITH. After moving to Winnemucca she went to work as roundhouse clerk in 1943 and remained on that job until it was abolished in November, 1965. Her husband, Jay, retired as a locomotive engineer in July 1959 and is now recovering from surgery in San Leandro.

Ruth and Jay have three children, JOHN T. SMITH, just appointed general supervisor of work equipment in Oakland, Calif.; Mrs. Harriett Webber, Rio Vista, Calif.; Mrs. Francis Vanderhoff, Boise, Idaho; and eight grandchildren.

The Smiths will continue to spend the winter months in Bullhead City, Arizona, living in their trailer and fishing.

They have the very best of good wishes from all of us.

A gunman suddenly appeared at the paymaster's window of a large company and demanded: "Never mind the payroll. Just hand over the welfare fund, group insurance premiums, pension fund, and the withholding taxes."

STOCKTON

Elaine Obenshain

Tidewater Southern Conductor WILLIAM R. DAWSON retired on October 31 with 28 years' service. Bill started his railroad career as a brakeman at



With conductor Dawson (left) on his last run were Tidewater Brakemen H. C. Allen and W. C. Fields.

Tracy in 1927, was employed by TS as a weighmaster at Modesto in September, 1937, and transferred to train service just a short while later. Bill plans to spend most of his time around Stockton and says he is thinking of building a shanty along the track to watch the trains go by.



Crew making last run with Engineer Smith (second from left) were Conductor A. C. Fleming and Brakemen D. A. Miller and J. J. Pitts, Jr.

the Gulf of Mexico. Mr. and Mrs. Smith will make their home at 820 W. Park Street, Stockton, according to Engineer R. W. TURNER who reported "Sugar Cane's" entire history to the *BLE Magazine* on two full single-spaced typewritten pages!



We wish many years of enjoyment for Roundhouse Laborer NATHAN "NATE" JOHNSON who retired on December 31. He entered WP service on August 12, 1929, just a little more than 36 years ago.

Engineer PAUL G. MORRIS retired on October 6 with 23 years and 5 months service which began with the WP on May 9, 1942. We wish Paul and Mrs. Morris a most happy future.

Our deepest sympathy to the families of retired Conductor FOSTER J. PARKER, who passed away October 14; retired Yardmaster M. W. HAYNIE, father of Mrs. Ralph Petersen, who passed away December 27; retired Clerk HARRY B. BEATIE, who passed away December 1; and retired Conductor HENRY H. SPRY and retired Engineer G. C. BOATES.

B&B Foreman and Mrs. CLYDE WALKER became proud grandparents for the first time on January 12 when their daughter and son-in-law, Shirley and Dennis Horst, announced the arrival of James Lee, 7 lbs. 14¼ oz.

On December 30, Deborah Jean Berkstresser, daughter of Conductor and Mrs. D. O. BERKSTRESSER, and WILLIAM J. THOMPSON, brakeman, were married at the home of the bride's parents in Stockton. The groom is the son of retired Engineer WILLIAM



Mr. and Mrs. William J. Thompson

THOMPSON and Telegrapher MARGARET THOMPSON. The couple was attended by Sandra Trow, daughter of Engineer and Mrs. J. G. TROW, and Brakeman E. A. VONIBSCH. A reception was held at the home of Conductor and Mrs. D. A. LOVDAL, neighbors and close friends of the family. Bill has enlisted in the U. S. Army for warrant officer flight training and is scheduled to report on January 28.

Leland Robert Schmid claimed as his bride on September 11 Catherine Ray Burrows, daughter of Conductor and Mrs. J. T. BURROWS. The bride attended Stagg High School and her husband, a Stagg graduate, attended Stockton College and is employed at Aiken Trailer Supply Co. They honeymooned in Northern California and have established a home in Stockton.

Back from military service are Brakeman D. A. TATOMER who served with the Army's Signal Corps, and Switchman P. E. DODSON from the Army.

WENDOVER

Esther Witt, J. B. Price

Congratulations and sincere wishes for many years of happiness to Linda Nuffer, daughter of Yard Clerk and Mrs. PRESTON A. NUFFER, and Dale Skinner, who were married in the Salt Lake LDS Temple on December 10. A reception that evening at the Wendover LDS Ward honored the newlyweds. The bridegroom's parents, Mr. and Mrs. John Sepkema of Salt Lake were hosts at a wedding breakfast at the Doll House. Mrs. Mel Com-



Mr. and Mrs. Dale Skinner

mack was matron of honor and bridesmaids were Janice Lowhan and Karen Skinner, sister of the groom. Best man was George Harris, a cousin. A wedding trip was postponed until the Christmas holidays when the groom was free from his work as a seminary teacher and also a junior high school teacher. The happy couple will make their home in Wendover.

It was with sadness but also with good wishes for his retirement years that we said goodbye on October 25 to Motor Car Maintainer LIND HUTCHINSON who has served Western Pacific for 41 years. Though Lind had been off work for nearly a year due to a back operation, he was a frequent visitor at the shop to chat with his fellow workers. Lind went to work for WP as a B&B carpenter at Elko on June 2, 1924. He became motor car maintainer on February 1, 1925, at Wendover and was transferred to Oakland the following June, accompanied by his bride of one month, the former Myrtis Anderson, of Grantsville. They returned to Wendover in May, 1933 where they will remain until Myrtis retires as a teacher in the Wendover schools. Their plans then are to move to Ogden to be near their daughter, Helen. Lind, meanwhile, is keeping busy with his woodworking hobby, fishing, hunting and camping.

Mrs. Jane Snowberger, wife of retired Conductor G. A. "Gus" SNOWBERGER, passed away in a San Gabriel, Calif., hospital of a heart attack on November 22. Mrs. Snowberger was born in London, England on January 6, 1882, came to America that same year and the family settled in Salt Lake City. She married Gus in Spokane in October, 1909 and they lived in Salt Lake until 1951 when Gus retired and they moved to San Gabriel. Due to "Jennie's" poor health their frequent visits to Wendover were abandoned the last few years. Our deepest sympathy is extended to Gus and his family.

Congratulations to Extra Gang Laborer and Mrs. PEDRO E. AVILES who have welcomed a little Miss into their

home. She was born at Tooele Hospital on December 16.

Conductor DEWARD C. ANDERSON reports that his wife has returned to her home after a few days in the hospital undergoing medical tests and that good health is hers again.

The annual *Brotherhood of Railroad Trainmen's* Christmas party was held in the Salt Lake Labor Temple. After an evening of Bingo refreshments were enjoyed by all those in attendance.

KEDDIE

Elsie Hagen

A Very Happy New Year, which started out here with snow and then rain.

Agent and Mrs. PETER HANLEY's son, Alan, and Ellen Breciani of Quincy, became engaged on Thanksgiving Day, but have set no wedding date. Ellen will soon graduate from Chico State College and Alan is attending the California Art Institute in San Francisco.

Bridge and Tunnel Foreman ROSCOE POWERS retired on November 15 after 20 years with the railroad. He came to WP in 1945 from the Air Force and worked in the Canyon since that time with the exception of six years at Niles. His workers gave him a party at Maple Leaf Inn near Belden.

Agent PETER HANLEY was in the hospital for several weeks recovering from an illness and around year end Mrs. Hanley had the misfortune of going off the road in a blinding snow storm which resulted in her being hospitalized. We're happy to report that both are recovering.

Conductor JACK KRAUSE's wife has

recovered and returned home after several days in the hospital.

JOE CLINTON, yardmaster, was back on the job the first of January after three weeks' vacationing in Council Bluffs, Iowa with relatives and friends and reports he had a very wonderful time.

We were sorry to learn of the derailment in which two of our former Keddie men were in, but happy to learn that their injuries were not serious.

SACRAMENTO STORE

A. E. Dabbs

A hearty welcome back to WILLIAM COWAN, store helper, who recently returned after a two-year hitch in military service.

Now we wish a speedy return to the Store for Store Helper RICHARD FOREMAN who left for military service on December 15 with our best wishes for a safe return.

CLAUDE CRAIN, Krane Kar operator, recently won a new Ford Mustang, and everything included. The contest was sponsored by a major oil company to its employees selling oil, in the quart cans of which the manufacturer placed aluminum tokens. Claude, who pinch hits occasionally for his cousin, a local gas station owner, picked the right can of oil!

Happy driving also to EVELYN RICHARDSON, personnel-stenographer clerk, the owner of a new '66 Chevrolet, her first car. Evelyn states that her driving lessons are nearly completed so we expect to see her car in our parking lot soon.

Your correspondent recommends to all fishermen who want something a little different, a trip to Mazatlan,



Al Dabbs, right, with fishing partner Paul Kershaw with a one day's catch at Mazatlan.

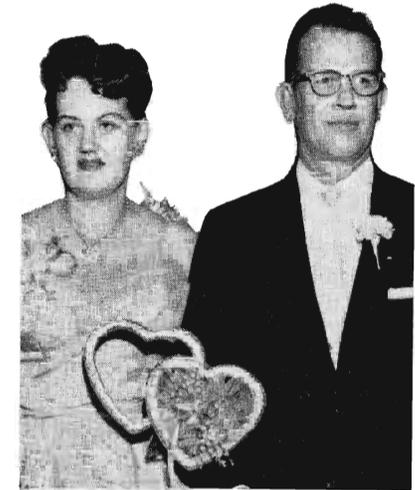
Mexico for terrific fishing, relaxing and living the life of "manana." A fast Jet will get you there in about four hours, and a week's time is all that is required. My fishing partner, Paul Kershaw, Mills Winery executive, a good fisherman and a great guy, and I caught Marlin, Sailfish and Dolphin everytime we went out.

PORTOLA

Retired Car Foreman W. J. FERGUSON, and Peggy Beem, widow of Yardmaster C. M. BEEM, were installed as Worthy Patron and Matron of Portola Chapter, O.E.S., on December 10.

On December 18 Clerk HERVIL "BILL" HAYES was installed as Worshipful Master of Grizzly Lodge, F&AM, Portola, with retired Engineer WALTER H. YOUNG acting as installing officer.

Engineer ROBERT WILLIAMS and his wife, Betty, were installed as Worthy



Mr. and Mrs. Robert Williams

Patron and Matron of Beckwith Star Chapter, O.E.S., on November 5.

Those having recently been called into military service from here are Switchman D. L. MARTIN and Relief Icing Foreman E. J. WOODS.

Our deep sympathy is extended to the family of Yardmaster LYLE G. WILLIAMS who passed away in Portola Hospital on December 14.

Season's Greetings were received at Portola from retired Conductors F. E. MILLER, SR., in Knoxville, Tenn., and HERBERT A. WOMICK, in Centralia, Ill.; Brakeman G. C. ROGERS, who is confined in the Veterans Hospital, Martinez, Calif.; and from Switchman W. M. TAYLOR, who had been in the Martinez Hospital.

Hope everyone had wonderful Holidays, during which we were busy here keeping the yard plowed and snow shoveled to keep the trains moving.

MECHANICAL DEPARTMENT

Clara R. Nichols

Carman GEORGE RIOLO spent part of his vacation deer hunting near Jackpot, Nevada. George, his two sons, and a group of friends had a very successful and enjoyable trip. They stayed at the Belmont Motel on Route 93.

The following clerical changes were made recently: CLAUDE EDWARDS from Keddie to Sacramento as file clerk; JESS GUARENO from Sacramento to Stockton as roundhouse clerk; LOUIS DEL MORO from Wendover to Sacramento as shop clerk; FELIX MARTINEZ from Stockton to Oroville as roundhouse clerk; DAVE FERRELL from Oroville to Portola as roundhouse clerk; and JIM McNALLY, Jr., from Portola to Oakland as relief clerk.

We hope by press time the follow-



George Riolo with results from his hunting trip

ing shop employees will have recovered from their illnesses: JACK D. GARRIS, DAVID R. SCHMIDT, HENRY BITZ, RAYMOND P. PERKINS, and HENRY L. DAVIS.

Already during the first two months of 1966 over 200 school children will have visited our shops. During 1965 more than 1,000 school children and Boy Scouts toured our facilities, with an ice cream treat as a finale. These tours are sponsored by the WP Amusement Club.

Nan Nichols, Mira Loma High School sophomore and daughter of your correspondent, won the lead role in the school's production "Sleeping Beauty." The play will be presented first to the general public, and then throughout the elementary schools of Sacramento County.

OAKLAND

John V. Leland

Interchange Yard Clerk FLOYD D. "DON" HILLYER has been recuperating from an auto accident, having been "clobbered" while en route to duty at Oakland yard on Sunday, November 14.

Switchman CARROLL H. BRIGGS recently retired on physical disability. The sentiments of all, we know, are reflected in the comments, "wonderful guy" and "good switchman," so often heard about Carroll.

Assistant Agent LEO ENNIS retired in January on physical disability after a long railroad career. The genial DENNIS RICKMAN was appointed as Leo's replacement.

After hours of inspecting 62 entries by the Pinole Jaycees in their Christmas decoration contest, the secular display at the home of Switchman



The beautifully decorated home of Ron Ahearn

RONALD R. AHEARN (Local Chairman SUNA) was selected for the first place award. Ron lives at 2948 Cornelius Street, Tara Hills.

Roadmaster DAN LAUGHLIN's son, Daniel, Jr., returned from military service in Germany and is working as a welder's helper until he returns to college for his master's degree in business administration in February.

LEO R. HAMLIN, secretary-treasurer for SUNA, reports that GILBERT A. LATHROP, retired engine foreman at San Jose and now living at 1674 Ave. "B" 12, Yuma, Ariz., is working on a new book "Railroading Below Sea Level."

District Car Foreman DAVID LAIRD returned to duty December 6 after a month in the hospital. "Scotty" is in fine shape and will enter the San Francisco City Golf Championship in February.

SAN FRANCISCO

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

The untimely death of WALTER J. KEADY, freight claim investigator, from a heart attack while attending a union meeting on January 11 shocked and saddened the WP family. Walter was active in union affairs and at the time

of his death was secretary-treasurer of Feather River Lodge No. 248, BRC, and division chairman for the general office division, and was editor and publisher of the *BRoadCaster*.

Walter was born in Jersey City, N.J., where others of his family still reside. At the age of 16 he went to work for a New York gelatin manufacturer, remaining with that firm until he entered military service in 1943. The Army brought him to California and he worked part-time at the local freight office in San Francisco. After his discharge he entered regular employment in WP's accounting department on June 4, 1946. He became an investigator on February 1, 1949.

According to HENRY TELLER, freight claim adjuster, "Walter was, first and last, an Irishman . . . passionate, talkative, contentious, devoutly religious, scrupulously fair and honest, very busy, always interested, hard-working, warm-hearted and sentimental. His activities and interests took him into every department at 526 Mission and it's safe to say no one in general office had a wider acquaintance. Whether working at his job or engaged in his many other activities, Walter always did more than he had to, and gave generously of himself to help others. His death diminishes us,

(Continued on Page 35)



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:

Luis Alvarado, retired trucker, date unknown.

Joe Z. Arguello, retired extra gang laborer, November 1965.

Abraham F. Ballantyne, retired switchman, date unknown.

Harry B. Beatie, retired clerk, December 1.

George N. Beeny, retired Sacramento Northern agent, November 25.

Melvin P. Coffelt, retired fireman, August 1965.

Claude S. Collier, retired engine watchman, November 1965.

Harry J. Curren, retired switchman, October 1965.

Clyde S. Dorrel, retired timekeeper, July 1965.

John M. Dugan, retired Alameda Belt Line fireman-engineer, date unknown.

Blythe C. Duggins, retired switchman, May 1965.

John F. Gillham, retired B&B miner, September 1965.

Ray Hage, retired machinist helper, date unknown.

Francis E. Harmer, retired patrolman, August 1965.

Morris W. Haynie, retired yardmaster, December 27.

Thomas D. Howard, retired head file clerk, December 31.

Walter J. Keady, freight claim investigator (Division Chairman, Feather River Lodge #248, BRC), January 11.

Dale Klaus, retired M of W shift boss, September 1965.

Albert J. Knight, retired Oakland Terminal employee, July 1965.

Archie D. Legg, retired train dispatcher, August 1965.

Frank R. Leon, retired track laborer, August 1965.

James E. MacFarland, retired telegrapher, December 1965.

Guy N. McBrayer, retired yardmaster, September 1965.

James H. McClintock, retired engineer, January 9.

John J. McGann, retired fireman, May 1965.

Raymond L. Mead, retired conductor, August 1965.

Andrew D. Mullins, retired waiter, September 1965.

Samuel M. Noble, retired carman, July 1965.

John F. Norman, retired B&B helper, June 1965.

Jess L. Parker, retired coal chute operator, October 1965.

Arice S. Patterson, retired car inspector, August 1965.

William W. Penninger, car inspector, July 23.

Everett P. Peterson, retired assistant chief engineer, December 23.

Joseph C. Phipps, retired carman, November 1965.

Willie F. Pittman, retired agent-telegrapher, September 1965.

Edward I. Riley, retired section laborer, date unknown.

Fred H. Sargent, retired industry clerk, December 19.

Irene E. Schuepbach, retired secretary, St. Louis, July 1965.

Fred Shuster, retired hostler helper, December 19.

Enos F. Souza, retired millman, December 23.

George R. Swall, retired clerk, date unknown.

Kenneth L. Taylor, retired dining car cook, November 1965.

George F. Thompson, retired boiler-maker, October 1965.

Lorenzo Vasquez, retired section laborer, October 1965.

Tom J. Vlahos, retired Sacramento Northern track laborer, July 1965.

James A. Walsh, retired extra gang laborer, August 1965.

Alva A. Warren, former Oakland Terminal fireman, June 19.

Lyle G. Williams, yardmaster, December 14.

Wesley J. Wolf, retired brakeman, September 1965.

Caboosing...

(Continued from Page 33)

as his life enriched ours. We will all long and affectionately remember Walter Keady."

Pamela Sousa, 14-year-old granddaughter of CHARLES VINCENT, supervisor of stationery and printing, appears on Ted Mack's amateur hour in a February 20 telecast. Pamela is one of 10 Junior Masonettes (S.F. Mason & Kahn Dance Studio) appearing in a ballet dance which was taped in Los Angeles on January 17. Her sisters, Candace Anne, 15, and Robin Diane, 8, will be watching the performance closely as will Pamela's parents and grandparents.

HERBERT W. SPENCER, sales representative, his wife and two other couples, made an annual trek to Yosemite Valley over the Christmas holiday to attend the spectacular and colorful Christmas dinner served at the Awah-

nee Hotel. "The weather this year was perfect," said Herb, "with snow on the ground, trees and buildings. As usual though I ate too much again, especially the two kinds of plum pudding which are out of this world."

JOHN C. MILLER, assistant chief engineer, and president of the Western Pacific S.F. Employees Federal Credit Union, reported on January 18 that for the first time a 4.75% dividend is being paid on shares on deposit on December 31, 1965. During 1965 the 4,000th loan was made since organization and also, for the first time, shares on deposit exceeded \$400,000 and loans exceeded \$300,000.

Belated congratulations to WILLIAM A. BOWDICE, assistant chief-sales and service, and Priscilla Furtado on their marriage December 18 at St. Bernard's Church in Oakland. The couple honeymooned at Mazatlan and Guadalajara, Mexico. Bill has been with WP for about 12 years.

WESTERN PACIFIC MILEPOSTS

526 Mission Street
San Francisco, Calif. 94105

Return Requested

RAILROAD LINES



Chesapeake & Ohio-Baltimore & Ohio plan to resume carrying passengers' automobiles with them on same train after successful summertime experiment during 1965.

* * *

Chicago & Eastern Illinois, Louisville & Nashville, and Atlantic Coast Line add second high-speed "Dixie Piggyback Flyer" on run from Chicago to Southeast.

* * *

Illinois Central's old passenger station by Ohio River in Louisville now playhouse for Actors Theater of Louisville.

* * *

Canadian National now selling in the U.S. its "Canrailpass" allowing coach travel anywhere in Canada for 30 days at cost of \$99.

* * *

United Aircraft Corp., Hartford, Conn. introduced model of proposed 160-mph train using turbine engines for Hartford-New York City run.

* * *

The State of New York on January 20 officially took over control of the Long Island Rail Road.

* * *

Apex Steel Company installing new facility at Fontana, Calif., principally to build underframes and car sides.

* * *

Chicago, Burlington & Quincy is launching the first college recruiting campaign in its 117-year history.