

WESTERN PACIFIC  
*Mileposts*

MARCH APRIL 1963



# Mileposts

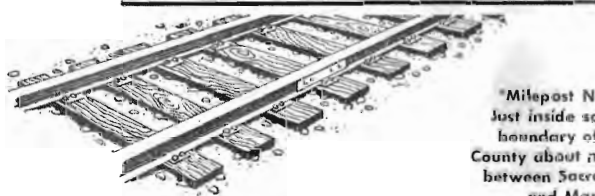
WESTERN PACIFIC

Volume XV, No. 2

MARCH-APRIL, 1963

\*Milepost No. 150

Department of Public Relations  
**WESTERN PACIFIC RAILROAD**  
 SACRAMENTO NORTHERN RY.  
 TIDEWATER SOUTHERN RY.  
 526 Mission Street  
 San Francisco 5, California  
 Lee "Flash" Sherwood, Editor



\*Milepost No. 150:  
 Just inside southern  
 boundary of Sutter  
 County about midway  
 between Sacramento  
 and Marysville.

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## Big New Contest For Employees

# Write a Shipper-gram and win MONEY

**D**URING 1962 your railroad sponsored a contest for active WP, SN and TS railroaders aimed at reducing loss and damage of freight and keeping business on the rails.

A similar contest is being sponsored this year, but with a slightly different twist. Your entries for this new contest should be aimed at asking shippers for their freight business and pledging that it will be handled with care.

All you have to do to enter the contest is to write a Shipper-gram. The message may be as short as five words, or it can run up to 20 words. Here are some examples:

- 1) We give your freight tender loving care.
- 2) We promise you fast action and damage-free satisfaction.
- 3) Give us your freight, you can trust that we will handle it swiftly and damage-free.

The number of words isn't the big point, and your Shipper-gram doesn't

have to rhyme. But, it should be sharp, punchy, direct, and hard-hitting because it deals with a subject of prime importance to all railroaders. We need more freight business on the WP. The more we get the better for all concerned. It's one thing to get additional business—it's another thing to see to it that we move it fast and with care. We want to prove to all shippers that in the transportation of freight, the rail way is the safe way.

Damage to freight drains away many millions of dollars in earnings, customer goodwill, and railroad jobs. Careful handling will receive increasing emphasis all through 1963. The Shipper-gram contest will spotlight this campaign for the attention of both railroaders and shippers.

Final word: Read the contest rules carefully. Get your entries in early.

Contest rules, entry form, and prizes are shown on Pages 4 and 5.

## People in Freight Cars?

A CARLOAD of tinplate or furniture or chemicals or coal looks about as lifeless as anything you can imagine.

But look again. Could it be that people are riding with each load?

Well, not actually, but . . . people labored to produce those goods. People wanted the goods strongly enough to pay money for them. People are waiting for them to arrive. They'll be pleased if the products arrive on schedule, in good shape and without loss—displeased if they arrive late or damaged or with part of the load missing.

When we talk about freight, we're really talking about people. We're hauling peoples' wants and needs and

expectations and satisfactions.

It's a tremendous responsibility. And it's a responsibility we like. We want to have more of it. Nothing can brighten the railroad scene more!

So, when we look at a freight car, let's try to visualize the people who sent it and the people who are waiting for it. Then let's give their shipments the careful, damage-free handling and prompt movement they deserve. The kind of handling that will make the people think well of us here at Western Pacific, Sacramento Northern and Tidewater Southern.

There's a good chance those people will remember us the next time they have more freight to move!

## Entry Form

Print in ink or use typewriter

Shipper-gram Contest  
Western Pacific MILEPOSTS  
526 Mission Street  
San Francisco 5, California

My Shipper-gram is: \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

My name: \_\_\_\_\_

My job: \_\_\_\_\_

Location: \_\_\_\_\_

Cut out—send by U. S. Mail

## Contest Rules

1. The Contest is open to all Western Pacific, Sacramento Northern, and Tidewater Southern employees in active service during the period of the Contest, except officers, freight claim department employees, and judges.

2. Each Shipper-gram must contain 5 or more words but not exceeding 20.

3. Use the entry form on Page 4. Print clearly in ink or use a typewriter. If you submit more than one Shipper-gram, additional entry forms must be identical to the one on Page 4, on plain, white paper.

4. All entries to the Contest must be enclosed in envelope and sent only by U. S. Mail. Entries may be mailed immediately, but must be postmarked

before midnight, May 31, 1963.

5. If a winning Shipper-gram has been submitted in the same form by more than one person, the one with the earliest postmark will receive the prize.

6. All entries become the property of Western Pacific Railroad and will not be returned. The decision of the Judges will be final.

7. Any entry not complying with all of the above rules will be disqualified from entry in the Contest.

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

## Contest Prizes

### National Grand Prize

The slogan winning the Western Pacific first prize of \$50 will be eligible to compete with winners from other railroads in the national competition for the National Grand Prize, sponsored by the American Railway Magazine Editors' Association. Amount of the National Grand Prize will depend upon the number of contributions made by participating railroads and will be announced later.

### Western Pacific Prizes

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

\* \* \*

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

\* \* \*

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

## How We're Doing

Freight volume for February 1963 increased 22.6% over February a year ago. All classifications of traffic, except the movement of breakdowns, were greater, resulting to a large degree from the prolonged SP strike threat now removed.

\* \* \*

The February 1963-1962 occupancy ratios for the *California Zephyr* were 53.6% and 50.1%, respectively.

\* \* \*

Since the June 30, 1962 fire that destroyed WP's tunnel "A" in San Francisco, the railroad has operated on a detour basis over SP and SFe trackage. On March 19 the Public Utilities Commission authorized WP to construct three track connections which will improve this operation.

Western Electric Company has relocated on temporary leased quarters in San Francisco served by WP spur track and will later this year move to a new warehouse facility under construction in San Francisco and also served by Western Pacific.

\* \* \*

Ceres Pipe & Metal Company located on Tidewater Southern property at Moore and a spur track to serve the property has been installed.

\* \* \*

Relocation and extension of tracks in Burmester yard, Utah, including some 3,600 feet of additional trackage, to handle volume shipments from Tooele Army Depot on the Warner Branch is now 50% completed.

## Sacramento Shops employees win National Safety Award

Paul H. Jenner, assistant to general manager, was notified by the National Safety Council, Chicago, that employees at Sacramento General Shops qualified for a Certificate of Commendation for the operation of 634,400 man-hours without a disabling injury. The period was from April 30, 1961 to December 31, 1962.

In the National Safety Council's letter, Howard Pyle said: "Congratulations. . . the heartiest and very special congratulations of the directors and staff of the National Safety Council on this fine safety performance—truly a job well done!"

H. C. Munson, vice president and

general manager, wrote E. T. Cuyler, chief mechanical officer, that the award itself has been ordered and will be shipped the first of May. "You will probably want to tell your men at the Shops about this fine award and place it where it can be seen by many. Again, congratulations, this time from the many of us here in San Francisco who with yourself are so interested in trying to promote safety to employees on our railroad."

Upon receipt of the award, Paul Jenner will arrange for suitable presentation ceremonies to the employees at the shops.

## More new equipment

THE Thrall Manufacturing Co., Chicago Heights, Illinois, are building 18 *Tenelon* stainless steel covered hopper cars to augment those Western Pacific placed in service last Fall for the first time on any railroad.

In announcing acquisition of these 100-ton, 4,000-cu. ft. capacity cars, Chief Mechanical Officer E. T. Cuyler said: "The service performance of our first supply of these cars has been excellent, and demonstrates that this type of equipment is fully justifiable on the basis of shipper and receiver satisfaction and financial return to the railroad.

"The easy-to-clean surface of *Tenelon* stainless steel has virtually eliminated car preparation costs and outage time prior to loading. Shippers of highly rated commodities—such as rice and other foodstuffs—have been

enthusiastic about this 'kitchen clean' equipment.

"These corrosion-resistant cars are fabricated of USS *Tenelon*, a stainless steel developed recently by U. S. Steel Corporation. *Tenelon's* superior designed strength (nearly twice that of conventional stainless steel) will permit economies both in the weight and cost of these units. Such economies are a part of Western Pacific's continuing 'Distribution Dividend' program for its shippers."

On April 2 Western Pacific's board of directors authorized the acquisition of ten 2,250-h.p. diesel electric locomotives, and 25 heavy-duty auto parts cars, 60-foot, 100-ton capacity.

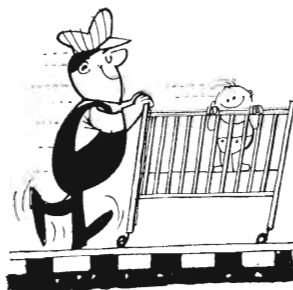
Other new freight car equipment being acquired by the railroad includes 50 insulated, 70-ton, box cars, and 10 Airslide, 70-ton, 2,600-cu-ft. capacity covered hopper cars.

Fifty 50-ft. 6-in., 70-ton insulated box cars with cushion underframes and damage-free bulkheads, authorized by the board of directors on October 2, 1962 were delivered during February and March, and are now in canned goods service.

## \$8,129 family debt

The gross debt of Federal, state and local governments at the end of fiscal 1962 is calculated by Tax Foundation's 12th biennial edition of *Facts and Figures on Government Finance, 1962-63*, at \$379 billion. This is approximately one and one-third times as great as it was in fiscal 1952. This represents a per family debt burden of \$8,129, says the Foundation.

# FREIGHT'S OUR BABY— LET'S BABY OUR FREIGHT!



MARCH-APRIL, 1963

MILEPOSTS

## Personnel changes

Listed below are the names of recently appointed or promoted WP personnel and the positions they now hold:

Bernard E. Pedersen, assistant to vice president marketing, advertising-public relations.

David H. Copenhagen, assistant to vice president marketing.

Kenneth A. Rank, general sales manager at Chicago, with sales jurisdiction over central and eastern United States.

Russell J. Cleland, sales manager over San Francisco, Oakland, and San Jose.

Stanley E. Dinkel, sales manager over Sacramento, Stockton, Modesto, and Fresno.

Willard Workman, sales manager over New York and Washington, D.C.

Robert B. Ritchie, district sales manager, Cincinnati, Ohio.

Leslie H. Stoltzman, district sales manager, Pittsburgh, Pennsylvania.

Donald L. Loftus, director of market development.

Peter H. Van Gorp, manager of market analysis.

G. R. Green, manager of costs and statistics.

Peter Citron, assistant director of industrial development.

Robert W. Harlan, assistant director of real estate.

R. A. Henderson, trainmaster, San Jose.

V. H. Edwards, trainmaster-road foreman of engines, Oroville.

A. E. Stone, terminal trainmaster, Oakland-San Francisco.

J. H. Brown, trainmaster, Stockton.

R. A. Christ, trainmaster, Oakland-San Francisco.

J. K. Brennan, trainmaster, San Jose.

R. M. Verhaege, assistant terminal trainmaster, Stockton yard.

J. C. Lusar, road foreman of engines, San Francisco to but not including Oroville yard.

A. P. Murphy, assistant trainmaster-agent, San Francisco terminal.

M. E. Graham, assistant trainmaster-agent, Sacramento yard.

H. K. Reese, assistant trainmaster-agent, Stockton yard.

## Cattle drive by train

One of the largest movement of cattle in recent years ended at Modesto, California, in March, after a cross country ride from Salida, Colorado via the rails of Rio Grande, Western Pacific, and Tidewater Southern.

The special 51-car train also had a caboose and two empty cars in case any cattle became ill and had to be transferred during the trip.

The prime cattle, from the San Maria Baca Grant herd, were on the road only 36 hours out of a total of 48 hours since leaving their Colorado Valley home.

There were some calves among the 1,127 adult cows, but all arrived in Modesto feeling well fed and watered, having enjoyed stop-over privileges at the North Salt Lake City stock yards where they were made comfortable before transfer to WP's train.



## Ready to answer alarms

The shiny-red American LaFrance fire engine above is the same one shown on the cover of this issue of MILEPOSTS. It is one of several unloaded at Western Pacific's freight yard in San Jose after shipment from the manufacturer's plant at Elmira, New York.

"Our unloading ramp is preferred for unloading these fire engines destined for cities in this area," said John Dullea, Western Pacific's district sales manager at San Jose, left, who was on hand to assist with the delivery.

Taking delivery, center, is Harold Seyferth, City Manager of Hollister, California. Seyferth will be remembered by many MILEPOSTS' readers as a former Western Pacific locomotive

engineer who worked for the railroad from 1941 to 1951.

Shown at the wheel of the truck as it leaves the front end of the box car is M. L. Manikoski, American LaFrance Company's unloading specialist, who personally unloads and delivers all American LaFrance fire engines shipped to cities in eleven western states. He has also taken delivery at WP's 8th and Brannan Streets ramp in San Francisco.

This picture, as well as the one on the front cover, were taken by Al Magazu for the San Jose *Mercury-News*. One of the pictures appeared in the February 19 edition of that paper, and MILEPOSTS was granted permission to republish.

## "Big Steam" art for railroad collectors

A COLORFUL brochure was received by MILEPOSTS announcing a new series of full color lithographs reproduced from brilliantly colored oil paintings by the brush of famed Otto Kuhler.

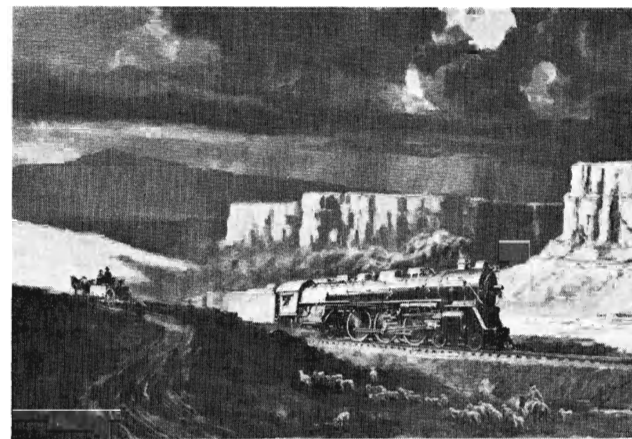
Worldwide, enthusiastic response to the first publication of *Fine Art Prints* as full color Railroad Lithographs since "Currier and Ives" prints made history a Century ago, encourage the publication of the new series.

*Thunder on Horseshoe Curve*, reproduced below, is the first of the "Big Steam" series, a dynamic representation of blazing action of steam and smoke. Further prints of big, modern power, as only engineer-artist Otto Kuhler has mastered their mighty

motions in their last days of glory, will follow.

"Kuhler is at his best when painting huge, orthodox American steam locomotives—under construction, at rest, in action," said Editor David P. Morgan in the April issue of *Train Magazine*. "His signature in the lower right-hand corner is simply a formality, for who could fail to identify the blurred spokes of his driving wheels or the immensity of the landscape beyond the track or the manner in which his machines dwarf all mankind from engineer to bystanders," Morgan wrote.

In describing his *Chief of the Stormy Desert*, reproduced on Page 11, Morgan quoted Kuhler. "Somewhere between Grants and Gallup, N. M., we



"Chief  
of the  
Stormy  
Desert"

ran into a violent storm about sunset. Besides depicting the rocks and the cleanlined SF Hudson, I could not resist dragging in some Navajos, including the girl spurring on her pony to keep her 'woolies' away from the engine."

The brochure also announced the availability of Otto Kurler's world famous "South Park" narrow-gauge prints, reproduced from brilliant, authentic watercolors. He also designs and handcrafts at his "KZ" Ranch near Denver authentic rail-mementos. These include a standard gauge and narrow-gauge bookends each with a piece of former main line rail mounted on polished oak blocks, and a narrow-gauge ashtray with a slice of the original "South Park" main line rail.

Collectors of railroadiana interested in expanding their hobby may obtain further information and a copy of the colorful brochure by addressing a post card to Otto Kuhler, "KZ Ranch," Pine, Colorado.

## Foreign rails get billions of U.S. dollars

Nearly \$1½ billion, your tax dollars, have been provided by the United States government in loans and grants to railroad systems in many foreign countries since World War II.

In addition, through the World Bank of which the U.S. is the largest stockholder, another \$970 million have been loaned to foreign lines.

It's interesting to compare these government expenditures with the \$16 billion invested by private capital in U.S. railroads during the same period.

Yet, the U.S. government has paid little attention to the financial condition of its own railroads despite the fact many of the woes of American rails are brought on by severe and unfair regulations.

Few U.S. railroads ask for financial aid from the government.

They just want freedom to compete on equal terms with other forms of transportation.

"Thunder  
on  
Horseshoe  
Curve"



## Early day railroader

I understand that you publish a Western Pacific magazine and would like to have one sent to me if permissible. I worked for the WP from 1926 to 1934 on the railroad's eastern division coal burners.

One event I remember well was a cattle car left on the siding at Tobar, Nevada. It was not properly braked and no derail. Evidently the wind blew the car onto the main line. I was firing for an engineer named Bert Dyer on passenger headed west. Mr. Dyer's alertness and capable handling prevented a very bad derailment, but the only damage was a smashed pilot and drawbar.



Former railroader Frank Grider

I resigned from the railroad and went into the restaurant and tavern business and am now retired.

Frank E. Grider  
1643 Cabrillo Street  
San Francisco, California



# Dear Editor:

## Do you remember "Slim"?

I certainly enjoy MILEPOSTS and eagerly look forward to each issue. Many items take me back to long ago—like about 1912. I was way down in Hoxie, Arkansas at the Frisco Lines depot. As always in those days crowds congregated at depots during train time. I recall one fellow interrogating the people—"where ye agoin feller? Ye gotta ticket? If haint got a ticket I'll hafta putchie off on company property."

Any MILEPOSTS readers remember "Slim," Hoxie, Arkansas?

L. H. Eaton  
2711 West 10th Street  
Wichita 3, Kansas

\* \* \*

## Likes retirement village

I enjoyed hearing from you again and I'm sorry about the misunderstanding in our new address.

In this 6,750-apartment project, buildings are designated by numbers, apartments by letters, and as there are no boards showing names and corresponding apartments, we were asked to show apartment numbers until the postal people became more familiar. As they are moving in 18 tenants a day it is quite a development. Since last March they have sold an average of

10 apartments a day. It is called "Leisure World" and is sponsored by the Metropolitan Life Insurance Co.

We pay \$100 to \$127 a month and all maintenance is taken care of. Also provided is medical care short of hospitalization. We have two clubhouses with the third under construction. Also coming along is a 9-hole golf course and swimming pool. All facilities are free to residents and we are just a few miles from very fine public beaches and, of course, our sons and their families.

We are leaving for Europe in March and are looking forward to that. Give my best to everyone.

Homer Bryan  
Apartment 28-E  
13721 Alderwood Lane  
Seal Beach, California

\* \* \*

## In appreciation

"Vi" and I want to thank our many friends among the officers and employees for their generosity and thoughtfulness in presenting us with the monetary retirement gift. We are using the money to purchase plants and shrubs for our retirement home, as the former owners were not too interested in improving the yard. We felt this would act as a living reminder

to us of our many fine friends on the "old wobbly."

I can't think of any incident that happened during all the 35½ years I worked for Western Pacific that will stay in my memory any longer than the terrible snows of the winter of 1951 and 1952. I was trainmaster at Keddie and spent 13 days and nights working out of Westwood trying to keep the line open. We finally bogged down in front of the depot there and couldn't move in either direction. I managed to get to Keddie via the high-way which had also been closed and came out of Keddie with the rotary. We were 59 hours making the 58 miles from Keddie to Milepost 58, but went right into Bieber with no difficulty and the high line was open again.

With best wishes to all.

Grant Evans  
652 Soderquist Road  
Turlock, California



"I don't know what's the matter with me lately . . . I can't stay awake nights."

# MILEPOSTS



# IN GOLD

MILEPOSTS congratulates the following railroaders who are eligible for Service Pin Awards during the months of March and April, 1963:

<b>40-YEAR PINS</b>		
Benjamin F. Reppert .....	Train Desk Clerk .....	Oroville
Robert E. Travel .....	Machinist .....	Stockton
<b>35-YEAR PINS</b>		
James E. Engstrom .....	Marine Captain .....	Western Division
C. C. Harvey .....	Machinist .....	Portola
Eric H. Heckers .....	Locomotive Engineer .....	Western Division
Joseph J. Kirch .....	District Sales Manager .....	Kansas City, Mo.
L. B. Larson .....	Asst. Freight Pricing Mgr. ....	San Francisco
Robert L. McQuarrie .....	Conductor .....	Eastern Division
Anton H. Mettett .....	Carman .....	Oakland
Glenn W. Morton .....	Locomotive Engineer .....	Eastern Division
James Procarione .....	Machinist Helper .....	Oakland
Frank E. Thomas .....	Machinist .....	Oroville
<b>30-YEAR PINS</b>		
David G. Hutchinson .....	Assistant B&B Supervisor .....	Elko
Sam Richichi .....	Track Laborer .....	Western Division
Nimrod E. White .....	Inside Hostler Helper .....	Elko
B. G. Wikander .....	Government Accounts Clerk .....	San Francisco
<b>25-YEAR PINS</b>		
William T. Baker .....	Brakeman .....	Winnemucca
Frank Buckholtz .....	Track Patrolman .....	Keddie
Edward W. Holmes .....	Section Foreman .....	Eastern Division
Bruce L. McNeill, Jr. ....	Signal Engineer .....	San Francisco
Richard J. Mounkes .....	Roadmaster .....	Sacramento
William L. Stephenson .....	Telegrapher .....	Winnemucca
<b>20-YEAR PINS</b>		
William D. Benedict .....	Brakeman .....	Western Division
Nellie C. Brown .....	Laborer .....	Portola
Olga R. Cagna .....	Sales & Service Clerk .....	San Francisco
Chester C. Clevenger .....	Engine Watchman .....	San Jose
Bernardo Cornejo .....	Clerk .....	Eastern Division
Hayden W. Davis .....	Fireman .....	Western Division
John E. Fisher .....	Locomotive Engineer .....	Eastern Division
Clifford F. Gamble .....	Locomotive Engineer .....	Eastern Division
John H. Kelly .....	Carman .....	Elko
Dean M. Masten .....	Yardmaster .....	Eastern Division
Darl A. Miller .....	Brakeman .....	Western Division
Thomas F. Nally .....	Night Ice Foreman .....	Eastern Division
Voy L. Neuman .....	Switchman .....	Western Division
John Norford .....	Chef .....	Dining Car Dept.
Frank O. Perkins .....	Electrician Helper .....	Oroville
Blanche A. Smiraldo .....	Telegrapher .....	Eastern Division
Dorothy Storey .....	Ticket Clerk .....	Oakland
Maxwell Stoughton .....	Passenger Sales Representative ..	San Francisco
Evva B. Thompson .....	Telegrapher .....	Eastern Division
Aurilla R. Troy .....	Car Distributor .....	San Francisco

(Continued on Page 15)

Taxes are just like golf. You drive your heart out for the green and then end up in the hole.

Conscience is that small inner voice which tells you that the internal revenue service might check your return.

## MILEPOSTS IN GOLD ... (Continued from Page 14)

<b>15-YEAR PINS</b>		
William H. Barrows .....	Store Helper .....	Oakland
Donald J. Browne .....	Rate and Division Clerk, Sr. ....	San Francisco
Jesse D. Cabrera .....	Electrician .....	Sacramento Shops
Alice Creswell .....	Nurse .....	Portola Hospital
Joe A. Gallegos .....	Hostler Helper .....	Portola
Cayetano Gonzales .....	Track Laborer .....	Western Division
Tiburcio Gonzales .....	Track Laborer .....	Western Division
Charles R. Jarman .....	Switchman .....	Western Division
David Laird .....	Car Foreman .....	Oakland
Ralph G. Lambly .....	Chief Clerk, Industrial Dept. ....	San Francisco
Charles E. Langston .....	Iceman .....	Eastern Division
William A. Linehan, Jr. ....	Sales Representative .....	Stockton
Charles D. Miles .....	Section Laborer .....	Western Division
John C. Miller .....	Asst. Engineer, Special Projects ..	San Francisco
James G. Russell .....	Relief Position, Purchase & Stores ..	Oakland
Ernest J. Swanson .....	Revising Clerk .....	San Francisco
Fred L. Sweeney, Jr. ....	Sales Representative .....	Chicago
John H. Wood .....	Clerk .....	Western Division
William G. Wyman .....	Commissary Buyer .....	Oakland
<b>10-YEAR PINS</b>		
W. A. Bowdidge .....	Sales Representative .....	Oakland
D. J. Bowers .....	Switchman .....	Western Division
C. H. Briggs .....	Switchman .....	Oakland
A. L. Carpenter .....	Conductor .....	Western Division
G. W. Churchill .....	Assistant Chief Clerk .....	Stockton
James D. Clifford .....	Conductor .....	Western Division
N. J. Crusos .....	Conductor .....	Western Division
D. L. Dickinson .....	Fireman .....	Western Division
Eusebio Garcia .....	Laborer .....	Western Division
J. F. Green .....	Relief Clerk #3 .....	Oroville
W. L. LeBouf, Jr. ....	PBX-Jumbo Clerk .....	Stockton Yard
D. A. Lovdal .....	Conductor .....	Western Division
S. L. Pierce .....	Yard and Industry Clerk .....	San Francisco
V. L. Rodriguez .....	Laborer .....	Western Division
P. VanDenEnde .....	Marine Deckhand .....	Western Division



K. V. Plummer, Jr., assistant superintendent of transportation, had the pleasure recently of presenting a well-earned 20-year Service Pin to Aurilla Troy, transportation car distributor.

## It's up to Congress

On April 5, 1962 President Kennedy sent Congress a far-sighted Transportation Message. Once again pressing action, he sent to Congress on March 5, 1963 his proposed legislation which was subsequently introduced in the Senate as S.1061 and in the House of Representatives as H.R.4700.

"The law should provide . . . equality of opportunity for all modes and for all passengers and shippers, without any special preferences. There should be maximum reliance on the forces of competition consistent with a continuing need for protection against destructive competition between forms of transportation or between competing carriers," said President Kennedy.



Left-right: Mrs. Prentiss, Agent Ken Dunton, Phil Prentiss the honored guest, his daughter Marilyn Wilson and her husband Bill. Picture was taken by Oren Prentiss, Phil's son.



## Phil Prentiss retires

Philip F. Prentiss enjoyed probably one of the greatest surprises of his life on March 23 when he and members of his family arrived at Lou's Village in San Jose for a private family dinner honoring the birthday of Phil's son, Oren, a WP conductor.

What Phil didn't know was that about 100 others were on hand to greet him, join in the "birthday dinner," and to honor Phil's retirement and 44 years with Western Pacific. If ever this good-natured guy was at a loss for words, this was the occasion.

It was a highly successful affair, guided by Trainmaster James K. Brennal, Sales Representative John P. Carrol, and Agent Kenneth K. Dunton who turned in a superb performance as master of ceremonies.

A highlight of the evening was the

presentation to Phil of a moving picture projector and screen contributed by his many friends and co-workers.

Phil was born June 21, 1901 at Saco, Maine. He came to California on invitation of his uncle, L. B. Fairchild and began working for WP on a section gang in March 1919. He next became assistant warehouse clerk at Portola, then clerk at Oakland, and on April 12, 1923 was made switchman at Oakland. Phil returned to Portola January 1, 1937 as a yardmaster, was promoted to assistant trainmaster on the 1st and 2nd subdivisions on February 21, 1942, and then became trainmaster at Keddie on March 1, 1948. During the next four years, Prentiss served as trainmaster at Oroville and at Oakland, until his appointment on

(Continued on Page 17)

## WP secretary in Queen Contest

CLARA R. NICHOLS, secretary to H. A. O'Rullian at Sacramento Shops, has been selected to represent Western Pacific in the Annual Queen of Transportation Contest during National Transportation Week. Clara will compete with contestants from other railroads, air lines and truck lines. The winner will be announced on May 16.

Clara was born and raised in the Sacramento area. She is a graduate of Sacramento High School, Sacramento Jr. College, and the University of California at Berkeley. While at UC she majored in languages and holds a Bachelor's degree in French. Her employment history includes various legal secretarial posi-



tions, including work in the Attorney General's office. She has also done much social work among the Spanish speaking people of Sacramento and has worked as secretary to the Mexican Consul in San Francisco doing legal work with a Spanish-type typewriter.

Miss Nichols is a member of the American Association of University Women, Woman's Forum, and the Railway Business Women's Association. She is also a former officer in the Columbus Chapter #117, Order of Eastern Star.

Her favorite hobby is flowers, which is evidenced by the more than 100 varieties of roses in her acre garden on Jenny Lind Ave. in North Highlands.

Clara is presently vacationing in Hawaii. While there her exciting itinerary will take her to Hilo, the orchid center of the world.

## Phil Prentiss retires . . .

(Continued from Page 16)

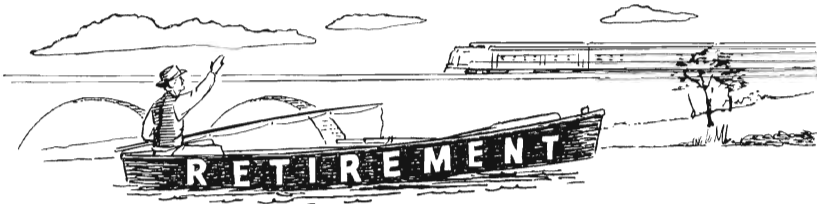
April 1, 1956 as trainmaster at Milpitas-San Jose, the position he held at the time of his retirement.

Phil married the former Gertrude Hoffmaier in Oakland on June 22, 1922. Their family consists of son Oren and his wife, Velma; a daughter, Marilyn, and her husband Bill Wilson; and four grandchildren, Patricia, Mike, Lynn, and Karen.

Phil is a past director and president of the Milpitas Chamber of Commerce,

and was official Santa Claus for the Santa Clara County Transportation Club of which he is a member and will soon be made honorary life member. For many years Phil has played the role of Santa Claus for charitable institutions in and around San Jose and for many other organizations in communities along the WP. As Santa Claus, he also made the 4-color front cover of the December 1947 issue of MILEPOSTS.

Phil and Gertrude have their home at 14502 San Marino, San Jose.



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:

*Clarence A. Bailey*, water service maintainer, Sacramento, 27 years.

*Kenneth W. Browning*, training coordinator, San Francisco, 10 years 8 months.

*Vito Calava*, Sacramento Northern track laborer, Sacramento, 32 years 10 months.

*Earl L. Coker*, Sacramento Northern train dispatcher, Sacramento, 12 years 8 months.

*Samuel W. Fordyce*, assistant director industrial development, San Francisco, 11 years 7 months.

*Paul Glover*, switchman, Oakland, 23 years 1 month.

*Morton B. Hart*, Sacramento Northern brakeman, Walnut Creek, 12 years 7 months.

*Cuba C. Harvey*, machinist, Portola, 34 years 10 months.

*Dwight E. Hayden*, relief yard clerk, Stockton, 17 years 2 months

*Orval F. Hays*, conductor, Salt Lake City, 35 years 6 months.

*Ray F. Hobbick*, carman, Portola, 26 years 5 months.

*John V. Holcomb*, machinist, Oroville, 40 years 3 months.

*Herbert Keil*, pipe fitter, Sacramento, 33 years 9 months.

*John L. Kelly*, Sacramento Northern roadmaster, Sacramento, 32 years 3 months.

*Fred C. Koch*, marine mate, San Francisco, 36 years 8 months.

*Alvin H. Larson*, car inspector, 18 years.

*Oscar W. Lind*, conductor, Sacramento, 36 years 5 months.

*Peter D. Mamalis*, machinist, Sacramento, 43 years 4 months.

*James F. McElroy*, joint agent, Elko, 52 years 10 months.

*Anton H. Mettet*, writeup man, Oakland-San Francisco, 35 years.

*Alma I. Miller*, laborer, Oroville shops, 17 years 5 months.

*Tom P. Nall*, locomotive engineer, Oakland, 25 years 4 months.

*Juan Navarro*, track laborer, Western Division, 30 years 2 months.

*James C. Nicholson*, fireman, Winemucca, 21 years.

*Manuel L. Ochoa*, extra gang laborer, Carlin, 22 years 6 months.

*Manuel Olivera*, section foreman, Milpitas, 40 years 9 months.

*Frank Parson*, brakeman, Western Division, 23 years 7 months.

*Philip F. Prentiss*, trainmaster, Milpitas, 43 years 10 months.

(Continued on Page 19)



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:

*Eldon L. Broady*, yardmaster, January 21.

*Jose F. Castro*, section laborer, January 29.

*Harry W. Chambers*, retired switchman-flagman, March 12.

*Charles A. Faylor*, retired carman, February 23.

*Dennis D. Fleming*, retired motor car maintainer, February 9.

*Lennie L. Graves*, kitchen helper-Portola Hospital, January 28.

*Gabriel M. Kays*, Krane Kar operator, February 28.

*Melvin W. Lewis*, retired messenger-clerk, February 17.

*Charles H. Martin*, retired Sacramento Northern electrician, February 4.

*William J. Meehan*, retired brakeman, March 3.

*Joaquin Munoz*, track laborer, January 13.

*Eugene R. Newgard*, auditor of disbursements, February 5.

*Elmer E. Rinehart*, retired Tidewater Southern conductor-brakeman, December 11, 1962.

*Ann D. Shuster*, retired head file clerk, February 11.

*Allan M. Smith*, retired machinist, January 7.

*James R. Stockwell*, locomotive engineer, February 21.

*Walter H. Warrell*, retired division accountant, January 29.

*James S. Woodward*, retired Sacramento Northern engineer, February 14.

## Retirements . . .

(Continued from Page 18)

*Garther A. Price*, track laborer, Oakland, 15 years 6 months.

*Norman F. Roberts*, road foreman of engines, Oroville, 39 years 8 months.

*Orson C. Shepard*, machinist, Oroville, 39 years 10 months.

*Austin J. Smith*, conductor, Stockton, 37 years 8 months.

*Edward E. Strayer*, locomotive engineer, Oroville, 28 years 1 month.

*William M. Taylor*, switchman, Winemucca, 18 years.

*Frank E. Thomas*, machinist, Oroville, 39 years 8 months.

*Louise M. Toft*, registered nurse, Portola, 16 years 10 months.

*Bruce O. Vance*, locomotive engineer, Portola, 44 years 1 month.

*Walter T. Weibel*, carman, Sacramento, 35 years 3 months.

*James H. Wright*, boilermaker helper, Sacramento, 18 years.



# Caboosing

## OAKLAND

John V. Leland

We regret to belatedly report the death of former Clerk STANLEY J. ANDERSON at Highland Hospital on November 20.

Roundhouse Foreman WILLIAM D. GOOD is back on the track after having been flat on his back because of illness the first of the year.

Marine Mate FRED KOCH retired January 29 after entering service in 1926 as a deckhand on WP's old passenger ferry *Edward T. Jeffery*. Fred and wife, Mildred, have no immediate plans for enjoying his retirement.

Switchman FRED JOHNSTON's son, Dan, after completing boot training with the U. S. Navy is training for electronics.

Marine Oiler CHARLES B. CHRISTIANSEN, who retired last November 30,

tells us his hobby now is his son, "Chuckie" by his second wife, Hilda Anna. The little fellow is a first grader and a good baseball player. We're sure "Chuckie" will get some fine father's advice as well as love and devotion.

Conductor and Mrs. W. B. BROKAW are due back in April from a round-the-world trip to Kenya, South Africa, India, Japan and way points.

Switchman EUGENE MORTON who retired last August reports he is enjoying a few trips, working crossword puzzles, watching TV with a remote control device in his hand, and by no

Due to increased business during the prolonged SP strike threat WP borrowed three sets of UP power, one of which reached WP's yard in Oakland where it was photographed by WP Special Agent Bill Bergman with assistance of Bob Failing of WP's roadway work equipment department.

stretch of the imagination has he any plans for crowding the labor market. "Gene" put in over 50 years in railroad service, 34 years with WP.

Switchman EUGENE GLOVER turned in his switch key on January 31 after close to 30 years of railroading, including 22 years with WP. He and his wife, Ella, have no special plans other than just taking it easy.

It's about time we thanked in print Lead Car Inspector JOHN PRISE and Car Laborer EMMET MUMPHREY for their generosity just prior to Christmas. These two railroaders hosted a most enjoyable luncheon in the yard office for all employees on December 24 when all local restaurants were closed. The menu included hot biscuits and delicious Southern fried chicken and coffee, served in quantity by the plattersful supported by contributions from the car department and other employees. The idea was John's and preparations were by the Emmet Mumphrey family.

Thanks to IRMA PIVER, stenographer-clerk in the district car foreman's office, for the following news. On March 2 friends and family of Storekeeper RALPH E. DANIELSON and his wife, Mayme, gathered at St. Jarlath's Catholic Church in Oakland to participate in the ordination of their son, the now Reverend Father Daniel E. Danielson. Father Danielson sang his first solemn Mass the following day, and later visited with everyone at an impressive reception held in the church hall. On display were beautiful vestments designed and made for him by his sister, Bonnie. Father Danielson was born in San Francisco on December 11, 1937. He received his



elementary education at St. Jarlath's school, Oakland, under the guidance of the sisters of St. Joseph of Carondelet. In September, 1951, he began his preparatory studies for the priesthood at St. Joseph's College, Mountain View, and just six years later he entered St. Patrick's Seminary.

## NEW YORK

James B. Hansen

A reception and dinner was held on February 26 honoring District Sales Manager ROBERT B. RITCHIE who has been appointed to the Cincinnati office. We will all miss Bob's guidance and understanding and hope that he will remember us whenever he has occasion to turn on the transistor radio given him by his former staff.

Secretary PAT McKIERNAN spent two cold weeks vacationing in Europe. Although she refused to go aloft in this correspondent's plane, she had no qualms about jetting across the Atlantic to visit London, Rome, and Paris.

Tracing Clerk JOHN CASSIDY is enjoying his new home recently purchased in Queens.

JOE MASON, senior sales representative, sold out in Mamoroneck, N. Y., and is now a "Manhattanite." No more commuting for Joe, although his spare time is devoted to planning a retirement home way out on Long Island.

It is rumored that the stork is hovering over the home of our Chief Clerk RICHARD TRACY.



## OROVILLE

Helen R. Small  
Clayton D'Arcy

Machinist ORSON C. SHEPARD retired from service on March 29 after nearly 42 years with Western Pacific. His father helped to build the railroad through the mountains and later became an engineer. Orson, educated in Oroville schools, began his apprenticeship with WP in 1915 at 10 cents an hour wages. After booming for a while he returned to WP in 1923 and modestly states he has held just about every job on the railroad except "cook on the wrecker." Orson doesn't exactly plan to retire, as he will continue rice farming near Richvale and he has also taken a job with the

Oroville Dam Construction Co.'s machine shop near the damsite. He is still a director of the North Burbank Utilities District, having served several terms, has been an active Union officer and member, and is a Mason. He and his wife also plan to continue his hobbies of photography and fishing.

At this writing retired Boilermaker "WHITEY" DASELER is very seriously ill in Medical Center and not allowed visitors.

Conductor L. T. VAN ALLEN and his wife became grandparents on February 21 with the arrival of Vickie Jeanine Flatt, daughter of Richard and Beverly Flatt.

Engineer and Mrs. L. E. BOONE celebrated their 25th Wedding Anniver-

sary on March 2. Open house was held at their home. Their son, Donald, lives in Montana and a daughter, Mrs. Larry Wright, in Menlo Park, Calif.

Retired Machinist ALLAN M. SMITH, 72, died in Oroville on January 7. He is survived by his widow, Catherine, daughter Mrs. T. J. Long, Jr., of Pendleton, Ore., several stepchildren and grandchildren.

Congratulations to our Agent A. I. "RICK" REICHENBACH, JR., Oroville Rotary Club member who has been elected to the Board of Directors for 1963.

Section Foremen RAY SCOTT and JUAN NAVARRO retired at the same time in January. Ray is making his home in Oroville.

Welcome to VIRGIL EDWARDS who has taken over ROBERT B. REDUS' job as trainmaster and NORMAN F. ROBERT's job as road foreman. "Bob" was sent to San Francisco to work on the General Electric Company study of the railroad, after recuperating from an attack of hepatitis. Norman retired from the railroad on March 17 after 40 years of WP service as fireman, locomotive engineer and since September 1, 1950 road foreman of engines. Our best wishes to all three.

Assistant Signal Supervisor I. T. ESLINGER has given both of his daughters in marriage recently. Janice Marie was married to Gary Reil on December 22 at the Methodist Church in Oroville and are living in Marysville. Bonnie Lynn was married at home on February 16 to Charles Weatherford and are living in Berkeley, Calif.

We extend our sympathy to Machinist CLIFFORD GARVIS in the loss of his mother recently in South Dakota.

Six sons, including Clifford, acted as pallbearers.

The 1963 officers of Machinists' Lodge #286 are R. D. FIELD, president; DON ARMITAGE, vice president; WARREN SCOTT, recording secretary; NICK CABBITTO, financial secretary; JAMES C. CAUGHEY, treasurer; L. R. BARGE, conductor; ROY SOUTHALL, sentinel; and GILBERT POWERS, trustee. GILFORD RICE is now serving as shop committee chairman, assisted by CLYDE HARRIS and LOUIS WRIGHT, JR.

JOHN V. HOLCOMB, machinist, retired March 1 after more than 40 years with Western Pacific. John says retirement is only from the railroad, as he intends to stay very active in boating, hunting and fishing.

## WENDOVER-SALT LAKE CITY

Esther Witt  
J. B. Price

Lou Hansen, wife of Conductor R. L. HANSEN, underwent major surgery recently and we all hope for an early recovery.

Sincerest condolences to retired Clerk RAYMOND A. SARGENT and his family on the death of his mother on February 10 at the age of 89.

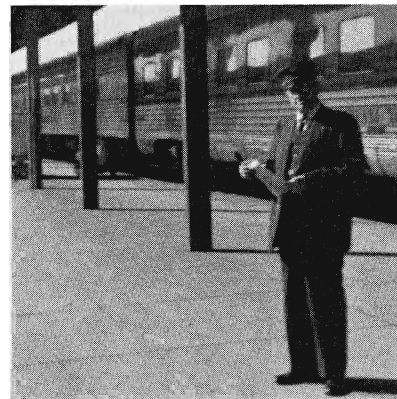
Conductor JOSEPH C. PARKER has been away because of an injured hand which we hope will soon be healed and that he will be back on the job before long.

Our sympathy to Conductor JOHN E. MURPHY whose father, John Edward Murphy, passed away on February 20. Jack's father was a retired clerk for the Tooele Valley and International Smelter Railroad and was 83 years old at the time of his death.

Section Laborer KARL W. JOHNSON, who was confined to the hospital for surgery, has been released and we hope he is well again real soon.

Mrs. Maude Mae McQuarrie, mother of Conductor ROBERT L. MCQUARRIE, died of a heart ailment at the age of 81 on February 26, and we extend our sincere sympathy to the McQuarrie family.

We wish God's speed and many happy years of retirement to Conductor ORVILLE F. HAYS who retired the end of February after 35 years' service with Western Pacific. Orville began railroading in 1918 with the CB&Q at Hannibal, Mo. He came west and hired



Orville F. Hays in Salt Lake's Union Depot

out with the SP at Oakland in 1923. He became a WP employee on August 11, 1927 and, as he told me, "I've enjoyed every minute." Orville was freight conductor, passenger conductor on No.'s 1 and 2, and also worked on the Tooele Valley local. We will miss Orville as he will make his home at 407 Sherman Street, Goodland,

Kansas, but hope he plans to visit us whenever possible.

Signal Inspector R. "BILL" HEARD sent in a clipping and picture from the *Oakland Tribune* concerning pretty Mrs. Betty Miller, 36, who took off from San Francisco early in March for a solo flight to Australia. The account was also written up in many other papers. Betty is the wife of former Roadmaster CHUCK MILLER, Wendoever, who now own Santa Monica Flyers. She will be the first woman pilot to fly solo over the route on which Amelia Earhart disappeared in 1937. With more than 6,500 hours of flying time, Betty is delivering a twin-engined Piper Aztec B to a new owner in Sydney Australia, flying by way of Hawaii, Canton Island and the Fiji Islands.

On March 8 the Associated Press combined its transatlantic photo cable circuit with the satellite Relay I in the experimental transmission of a news picture to Rome, Paris, and London. It was the first simultaneous photo transmission to these three cities via the satellite and the first Relay I photo transmission to Italy. The picture, beamed to the satellite 4,000 miles above the earth in its 657th orbit, was of Mrs. Betty Miller!

## STOCKTON

Elaine M. Obenshain

Congratulations to Chief Clerk and Mrs. G. W. McCAULEY who were married in Reno on January 14.

Blaine Jay is the name chosen by Clerk and Mrs. O. J. FARMER for their first child, born January 22.

Susan Kay was born February 5 to Brakeman and Mrs. L. H. PARKER. The

Parkers have two other children, Joretta and "Buddy."

Switchman and Mrs. K. E. NIEMEYER named their third daughter, born February 13, Pamela Ann. Her sisters are Darla, 4, and Paula, 2. Grandparents are Engineer and Mrs. H. D. ATKINSON.

Our sympathy to the families of retired Motor Car Maintainer D. D. FLEMING, who died at Stockton on February 9, and Robert LeBeouf, son of Conductor W. L. LEBEOUF, SR., and brother of Clerk W. L. LEBEOUF, JR.

Our deepest sympathy to Switchman GEORGE J. SHINE, whose wife died February 19 after a long illness. Also to the family of retired Telegrapher HAROLD L. JOHNSTON, who died at Stockton on February 15.

Stockton WP Employees Federal Credit Union held their 9th Annual Meeting on January 25 at the WP passenger depot. A 2% dividend was declared for the year 1962. Assets have grown from \$83 in 1953 to \$177,728.61 in 1962, and shareholders number 381. During 1962 235 loans were made totaling \$131,043.88. Newly elected officers are: Board of Directors—Conductor H. D. WOLF, president; Conductor K. W. CRAIG, vice president; Agent A. B. BETTGER, secretary-treasurer; Clerk C. C. SKINNER, assistant treasurer; Special Agent JOHN C. STERNER, clerk of the Board. Credit Committee members are Assistant Trainmaster R. M. VERHAEGE, Clerks D. L. GREGSON and L. G. PATTERSON. Supervisory Committee members are Clerk B. B. HARDING, Conductor H. A. TRACY, and Engineer R. W. TURNER.

**Always Keep SAFETY in Mind**

## SACRAMENTO STORE

Irene E. Burton

Our employees were saddened by the sudden death of G. M. KAYS, better known to his friends as "Bunny." "Bunny" reported for work, was taken ill, and in a short time had passed away. He had worked for the railroad for about twelve years, and is survived by a daughter, Norma.

Hazel Evers, daughter of EDWARD E. EVERS, will take part in the Camellia Ball during the Camellia Festival as a page from the Candy strippers of Sutter Hospital. Hazel will also be installed as president of Sigma Theta Roe #5 on March 30, an organization sponsored by the Odd Fellows.

JIM LEE, stock control clerk, spent a few days of his vacation moving out to the southern section of town. Jim claims the breeze in the summer there will be more beneficial than what they experienced nearer the city.

The Sacramento Chapter #27, National Association of Railway Business Women, sponsored a fashion show "Ventures in Fashions at the Hotel El Dorado in March. Proceeds of this annual event go to the association's Multiple Sclerosis project.

Shortly after this is being written, this correspondent will be spending about 10 days in the Hawaiian Islands. The trip is under the sponsorship of the directors of the Fourth District of the Credit Union National Association.

## KEDDIE

Elsie Hagen

We were glad to hear from Palm Springs that Engineer and Mrs. BILL HECKELA were enjoying a wonderful

vacation and much nicer weather than we were experiencing.

Now that the bridge into Quincy has been repaired for one-way traffic, we are enjoying being back to normal again after having had to drive the back road for several weeks.

Mark and Bruce Shipman, sons of Fireman SHIPMAN, and one of their friends made a house-to-house canvass for the March of Dimes. The boys collected quite a sum of money and turned it into the Sacramento office. Although proud of the collections they made, they were disappointed in that their names were not called.

The generosity of our people in contributing to the Heart Fund through collections I made for the Rebekah Lodge was most heart warming and I wish to thank everyone for their kindnesses.

Mrs. Chet Barry, wife of Roadmaster CHET BARRY, has been a patient in Plumas District Hospital for several weeks, but we are glad to report she is now at home again.

Our deepest sympathy to the family of Sacramento Division Accountant WALTER WARRELL, who passed away recently. Walter and his family lived in Keddie for many years.

## WINNEMUCCA

H. P. Mentaberry

(EDITOR'S NOTE: Thank you again to Cashier-Roadmaster's Clerk H. P. MENTABERRY for reporting for the second issue this year the Winnemucca column during the absence of Correspondent RUTH G. SMITH.)

TED BARRERA, former Winnemucca employee, and his wife were recently

reunited with their only child whom they had not seen in 18 years. Due to political difficulties in Poland their son had been left in that country at the age of three. We are very happy to welcome the young man to our community!

Agent and Mrs. CARL GARVOUGEL attended the annual Sportsman of the Year Award banquet held in Sparks, Nev., honoring her son, Lyle Damon, as coach of the year for the State of Nevada. Mr. Damon's team, The Virginia City Muckers, has become the greatest basketball winner in Nevada prep history, having won 40 consecutive games!

One of the most impressive and beautiful weddings of the season united Sandra Hoxsey, daughter of Conductor and Mrs. BILL HOXSEY, and John Curutchet in marriage. The ceremony was held in St. Paul's Catholic Church on February 23. A champagne reception at the Sonoma Inn followed the rites. The popular young couple are honeymooning in Aspen, Colorado.

Cigars were in evidence in the yard office recently on the occasion of two births. A 7 lb. 5 oz. daughter was born to Switchman and Mrs. CHARLEY BRIGHT on February 20, and a 6 lb. 14 oz. daughter, Leslie Marie, was born to Fireman and Mrs. LELAND YORK. Our congratulations to these parents.

## SAN FRANCISCO

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

The accounting department lost a wonderful friend and devoted employee in the death of EUGENE R. NEWGARD, auditor of disbursements, on

February 5. Born at Minneapolis, Minn., in May 1899, "Gene" first became a railroader in September 1917 as chief clerk for the Missouri St. Louis Railroad at Minneapolis. After three years there he became an I.C.C. examiner of accounts at San Francisco, followed by four years as resident auditor for the U. S. Maritime Commission at Alameda, an analyst for the War Shipping Administration at San Francisco, and office manager for Association Factors at San Francisco. He first worked for Western Pacific on January 26, 1949 as traveling accountant and was appointed acting auditor of disbursement on October 11, 1954. There was great admiration for "Gene" on the part of his staff and all WP employees who knew him. Highly respected, "Gene" was often called upon for "fatherly advice" which had earned him the title of "Papa."

Assistant Industrial Agent and Mrs. O. L. "DICK" HOCKER announced the arrival of a second son, Michael Douglas, on February 10. Son Richard "Ricky" is now 2½ years of age. Mother, BEA, was a former industrial department employee for about four years.

Frank Michael Gabbert was born on December 18 at the same moment his father was undergoing surgery (laminectomy of spine) at St. Joseph's Hospital. The parents are FRANK GABBERT, purchase and stores department assistant price clerk, and his wife, Mary. Father returned to work on February 18 after two months' absence.

PFC Steven G. Bowers, son of GEORGE E. BOWERS, head accounting clerk, left for Long Beach on February 5 aboard the USS *Princeton* for nine

months' tour of duty with the Marine Corps in the Far East. He entered the Corps in 1961 and has been trained as a helicopter mechanic. George's youngest son, Kurt, 18, is attending a Naval Reserve submarine school on the east coast.

Clifford T. Warner, 26-year-old son of Assistant General Auditor and Mrs. CLIFFORD E. WARNER, was awarded a Danforth Graduate Fellowship by the Danforth Foundation recently. Young Warner, a history major from Sequoia High in Redwood City, will receive a bachelor's degree from Brigham Young University in June. He plans to attend Yale University's department of philosophy in pursuit of a doctorate. In addition to the Danforth Fellowship, Warner received a Woodrow Wilson Fellowship and National Defense Education Act fellowships. He has an accumulated 3.89 grade point average—nearly straight A—for his four years as an undergraduate. Last December he read a study of Friedrich Nietzsche's thought at a Phi Alpha Theta National Historical Association meeting in Chicago. He also received last year the Provo Rotary Club Research Fellowship to do research on the American poet Wallace Stevens. Warner served an LDS mission to Great Britain where he was editor of the *Millennial Star*, the mission's highly esteemed 100-year-old publication. He married the former Susan Lillywhite and the couple is expecting a child in April. He has a married sister, Carolyn, 23, a brother Joel, 17, and another sister, Christine, 10.

Happiness is that sensation you acquire when you are too busy to be miserable.

MARCH-APRIL, 1963

## PORTOLA

Loy E. Hibbs

On our retiring list we have Engineer B. O. VANCE, January 31, with 43 years' service; Carman RAY HOBBIK, February 28, with nearly 27 years; and Machinist C. C. "RED" HARVEY, February 28, with 46 years



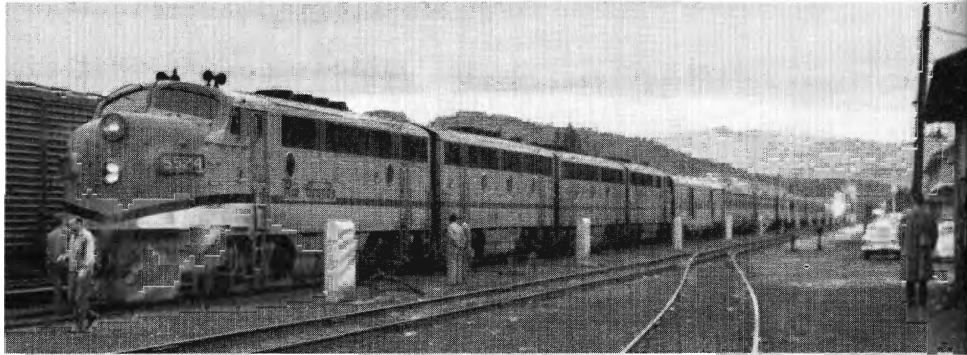
Engineer Vance reads last train order in cab

(34 years 10 months with WP). Any future plans these fellows have in mind are limited to short trips, resting, fishing, and doing odd jobs around their homes.

We hope retired Perishable Freight Supervisor I. C. "PEARS" BALDWIN, of Carmichael, Calif., will soon be recovered from his reported illness.

Roadmaster and Mrs. J. J. MARTIN became grandparents on February 26 when Darlene Dotty arrived in Reno, the daughter of Jim and Loretta Johnson of Portola.

Machinist and Mrs. DON E. HARDING have not at this report named a daughter born March 4. And a yet unnamed son arrived March 3 whose parents



are Machine Operator and Mrs. W. M. HAUDYSHELL of Extra Gang 71.

Congratulations and yet deepest sympathy to Brakeman and Mrs. FRED E. LINDHE on the birth of twin sons, Ronald Allen and Robert Byron, born February 12, and the loss of Ronald Allen on February 17.

Our sincere sympathies, too, to the families of WP Hospital Cook LENNIE GRAVES, who died on January 29, and retired Carman ALFRED L. TRUCKEE, who died on January 5.

## SACRAMENTO SHOPS

Nadean A. Blakemore

After nearly 53 years of loyal and faithful service to Western Pacific, Machinist PETER MAMALIS retired March 15 at the age of 79. Shop employees presented Peter with several nice gifts, among which was an English-Greek Bible which Mr. Mamalis said he would cherish.

Employees in the office of the chief mechanical officer were saddened by the loss of Head A.A.R. Clerk BERT FINCHLEY who died on March 22. Bert was only 44, and had worked in the

WP borrowed this D&RGW power for California Zephyr service during recent storm period and Correspondent Hibbs got the picture at Portola.

mechanical department for 26 years. His position has been filled by LOUIS DEL MORO, formerly file clerk.

CLARA NICHOLS, who will soon leave for a Hawaiian vacation, has been selected to represent Western Pacific in the National Transportation Week Queen of Transportation Contest. She will compete with Queens representing other carriers, including railroads, airlines and truck lines. Winner of the contest will be announced on May 16. Clara is secretary to Chief Clerk Hy O'RULLIAN. (See story on Page 17.)

At this time I would like to thank all those who have assisted me by furnishing items for this column. I will leave the mechanical department this month for employment in the general office at San Francisco. It has been a pleasure to be associated with the exceptionally fine people in the mechanical department.

Doing your best with the little opportunities that come along will get you farther than idly wishing for the big chance that may never arrive.

## "Land of Mark Twain Cruise"

AN interesting and leisurely river cruise has been announced by WP's manager of tour services, Frank Rauwolf. "Reduced rates are available to WP employees and their dependents, subject to available space," Frank told MILEPOSTS.

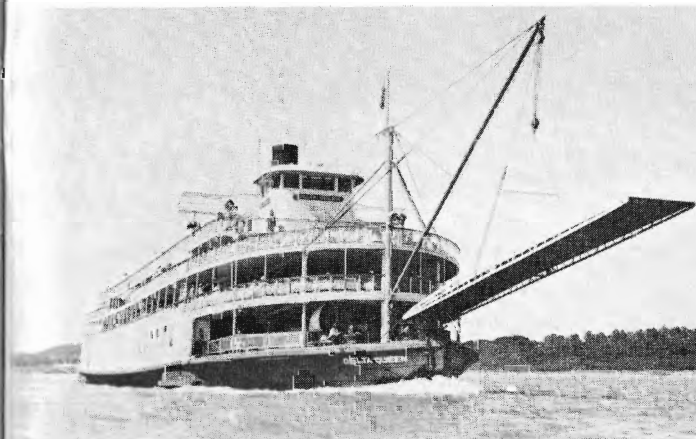
The first part of the 20-day tour, beginning May 29, is by *California Zephyr* to Chicago. The second part of the itinerary is aboard the *SS Delta Queen* which once plied the Sacramento River between San Francisco and Sacramento, then from Cincinnati, Ohio, to New Orleans aboard the L&N's *Pan American*. The return to San Francisco is by Missouri Pacific to Houston and Santa Fe with a stop-over at Grand Canyon.

Among the scenic attractions of the itinerary are a tour of Chicago, a ride through the Kentucky Lock and Dam

—second highest lift on the American continent—and a ride on beautiful Kentucky Lake. While passing through the land made famous by Mark Twain, "Tom Sawyer" and "Huckleberry Finn," the party will go ashore for fishing, swimming, and a fish fry. There will be a visit to an interesting historic museum at Evansville, Indiana. From deck chairs on the colorful steamer, passengers will view a page from the past, see tobacco markets and other colorful shore events as the *SS Delta Queen* paddles along the Ohio, Tennessee, and Mississippi rivers. There is a stopover planned for the beautiful old southern Indiana town of Madison, for church and an optional shore excursion. That afternoon there will be a cruise through the scenic "Switzerland of America."

The Royal Orleans Hotel in the

(Continued on Page 31)

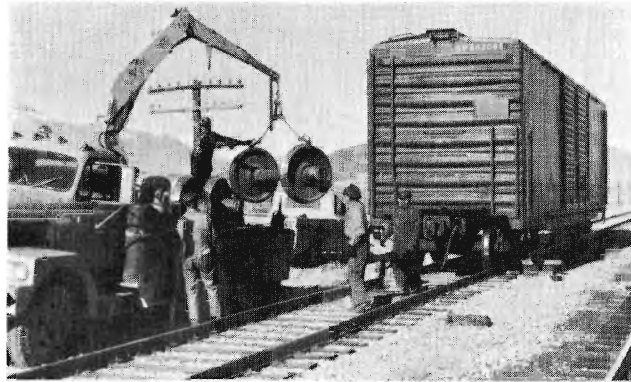
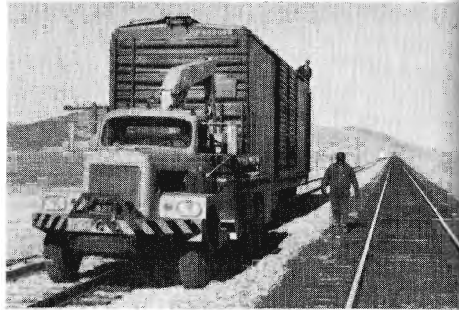


The *SS Delta Queen*, former Sacramento River boat, will be home for cruise passengers while traveling on some of America's most famous rivers.

## Carmen in action on Eastern Division

When there's a job to do somewhere along the Eastern Division, Car Foreman George Lewis and his crew are well prepared to get the job done.

One such job was a recent wheel change near Ruby, Nevada, about 60 miles east of Elko. It was a nippy 10° below zero that day but George and



In picture above car is being pulled up track to suitable location for putting air jacks under freight car prior to removing its trucks.

\* \* \*

At the left a new pair of wheels are lowered from the Cline truck to the rails.

his crew changed out three pair of wheels in two hours and 40 minutes.

Helping to make the job easier for this crew is a specially equipped Cline truck with crane hoist, power cable, and an assortment of tools, all property of the railroad's mechanical department.

The photos were taken by John L. Murphy, formerly chief clerk at Elko and now assistant auditor of disbursements at San Francisco.

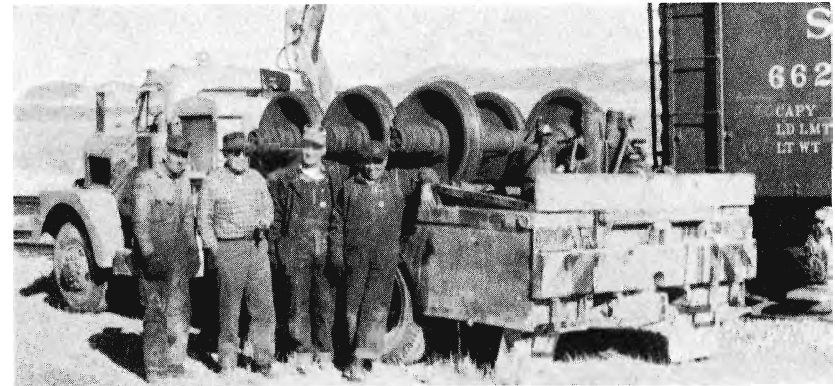
**Right:** After jacking up freight car with air jacks (air line operated from Cline truck) the freight car truck is being removed from under car prior to installing new wheels.



**Left:** Completely reassembled freight car truck with new wheels being rolled under freight car.

\* \* \*

When remaining jack under the freight car is removed and placed on the Cline truck, crew will be ready to move on. Left-right are Jim Dickey, car inspector; George Lewis, car foreman; Jack Hastings and Andy Domingo, car inspectors.



## "Land of Mark Twain Cruise" . . . (Continued from Page 29)

midst of famed "Vieux Carre" will be headquarters at New Orleans. While there passengers will enjoy tours, night life along Bourbon Street, free time for shopping, carriage rides, and other points of interest.

From New Orleans the tour leads through the backwoods of Louisiana, through Texas and New Mexico before stopping over for a day at Grand

Canyon to enjoy three meals and a tour. You will have an option of a day at Disneyland or at Los Angeles before returning from Los Angeles aboard SP's *Lark* with arrival in San Francisco on June 17.

Tour prices, reservations and other information are available from Frank Rauwolf in WP's passenger department.



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## RAILROAD LINES



REA Express plans begin this spring transcontinental piggybacking of containers in passenger trains, reducing New York-West Coast delivery time by 24 hours.

\* \* \*

Burlington is the first railroad using polyurethane foam insulation for freight cars, considered twice as efficient as conventional insulation.

\* \* \*

Seacoast Transportation Co., wholly-owned Atlantic Coast Line subsidiary, to use highway trailers for next-day LCL delivery between 100 Florida and 50 Georgia points.

\* \* \*

Canadian Government progressing plans for new Quebec's Gaspé Peninsula 57-mile rail line despite Canadian National's protests it's economically unjustified.

\* \* \*

Aided by government tax incentives and expected 1963 increase in traffic, Department of Commerce predicts railroads will order 50,000 new freight cars this year.

\* \* \*

Union Tank Car has completed a 50,000-gallon tank car as part of a development program aimed at the higher capacity equipment trend.

\* \* \*

Baltimore & Ohio forms new "trailer service department" to direct the company's rapidly growing piggyback operations.

\* \* \*

Government guaranty of a \$1.5 million loan has been approved by the ICC to reimburse the Pittsburgh & West Virginia's treasury for capital expenditures.