

WESTERN PACIFIC
Mileposts

MAY JUNE 1963



Mileposts

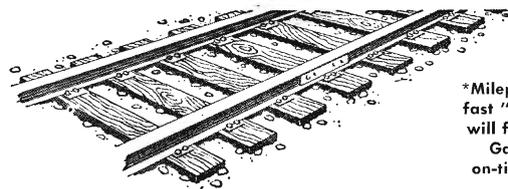
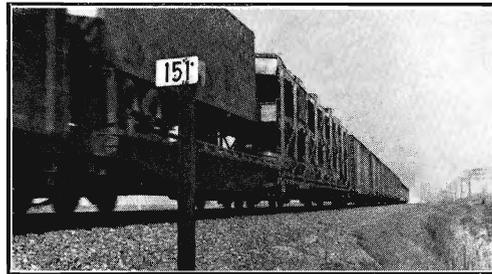
WESTERN PACIFIC

Volume XV, No. 3

MAY-JUNE, 1963

*Milepost No. 151

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. 151: This fast "Expediter" freight will follow WP's Inside Gateway Route with on-time delivery to the Pacific Northwest.

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New loading method gives better protection to sugar shipments

By W. C. Emerson, transportation inspector

A new loading method especially designed to protect box car shipments of sugar has been fully tested and placed in operation by Western Pacific. Emphasis has been placed on protecting sugar packaged in both multi-wall paper bags and in fibreboard cartons when necessary to load in doorway areas.

The basic purpose is to prevent the load from shifting or spreading between the door posts and the doors of the car, thus avoiding damage from pressure or snagging against an uneven surface or when a box car door is opened.

During tests made by the railroad, several different types of protection were tried. Steel bands, patented steel and laminated paper, and just laminated paper, each had good features as well as bad. The outstanding handicap of the tested products was the interference of the materials with the movement of the lift trucks in and out of the cars while delivering palletized units to the loaders.

These handicaps were overcome, however, by using Avistrap cord strapping which, as shown by the accompanying pictures, is out of the way of any traffic in and out of the car. The chance of personal injury to both loaders and unloaders is also considerably lessened.

Western Pacific's method for handling sugar is to trans-ship both multi-wall paper bags and fibreboard cartons from boat to sugar dock, and then into

rail cars. This is accomplished by lift truck, handling from the boat directly to the car where the sugar is removed from the pallets by two loaders and stowed.

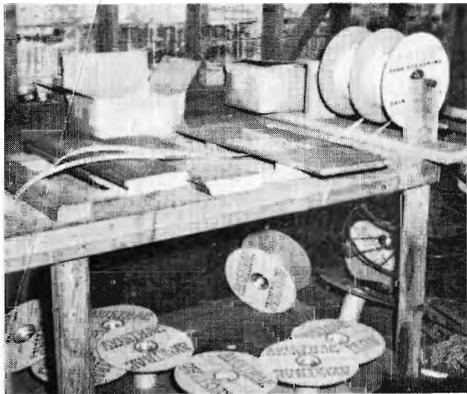
Freight cars assigned for sugar loading are first cleaned. Sidewalls and ends of the cars are then lined with double-faced corrugated fibreboard equal to the height of the load. As the loading progresses, similar sheets are used to cover the car floors.

Avistrap cording is installed by WP's load checkers after the cars are spotted at the sugar dock. The installation is accomplished by crimping a seal about four inches from one end of the cord strapping. An eight-penny nail is then driven through the seal

(Continued on Page 4)



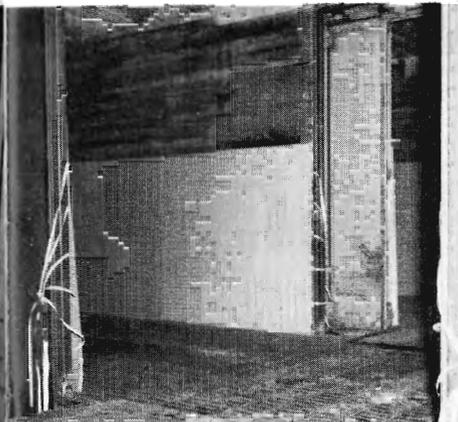
Bay and River Navigation's M/S Mokuhana tied to WP's sugar dock at Oakland.



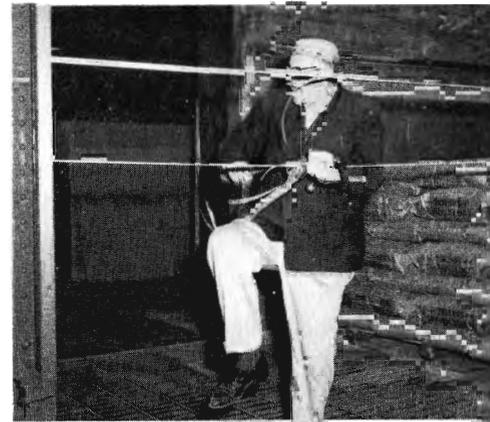
Pre-cutting bench for advance preparation of Avistrap cord.



Storage assembly of pre-cut Avistrap material



Note five straps secured out of the way to help prevent personal injury. Fibreboard wall protection is affixed over strap nailing.



After tensioning cord strapping, Car Checker Harold D. Richman seals the tensioned cord.

New loading method . . .

(Continued from Page 3)

into the door post of the car. When all straps are secured the door post, seals and straps are covered with the wall liner board so there is no rough surface to damage the contents being loaded. Avistrap cord strappings are tensioned and sealed at the center of the door area after loading is completed, except the off-loading door which can be finished prior to the completion of loading thus reducing time spent closing car doors.

Damage reports for the past ten months show that any damage chargeable to the doorway areas is reduced to a minimum.

Western Pacific's sugar dock has two depressed parallel tracks which permits the through loading of two cars spotted with doors opposing. The tracks hold a total of sixteen cars at one spotting. Loadings vary from eight to twenty-two cars per loading day.

About the author and Avistrap

Transportation Inspector W. C. Emerson, who also took the pictures for this story, had this to say about Avistrap.

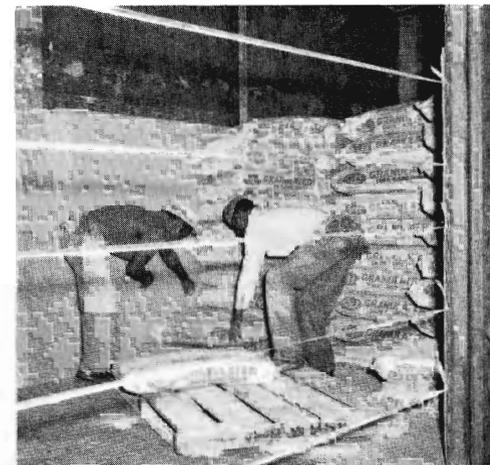
"Avistrap is made up of 25 Nylon strands which are laminated adhesively into a 3/4-inch-wide strap. It has a very high tensile strength, and very good potentials for this type service, as well as for other uses where bags and soft materials are being handled. I first saw Avistrap in similar use and promoted its use on the WP which I believe is the first railroad to use the material in this manner. Other railroads are making tests."

Cliff has been with WP since August 23, 1928, first working for the yardmaster and agent in Fruitvale. He has been in the transportation department since June 10, 1929.

Five straps have been placed in position and sealed. Double-faced corrugated fibre sheets are placed between the straps and the load.



Car in the process of being loaded with sacked sugar shows the protection for wall and door.





EMD's General Manager R. L. Terrell, WP Secretary Rose Rinaldi, and WP's Vice President H. C. Munson nicely display a model of WP's GP-35's.

More power to WP

WESTERN PACIFIC will be the first western railroad to receive the new GP-35, 2,500-h.p. freight locomotives announced at Chicago on May 20 by General Motors Electro-Motive Division.

"The GP-35 is the latest model in the popular General Purpose 'Geep' series which has become the backbone of most railroad motive power fleets since its introduction in 1949," said R. L. Terrell, vice president of GM and general manager of EMD.

The GP-35 at 56 feet 2 inches and ballasted to 260,000 pounds duplicates the GP-30 in length and height. The over-all height at the exhaust stack is 15 feet 3 inches. Height at top of the roof line is 14 feet 4 inches—eight inches lower than the GP-30. It then slopes to a new low profile which provides additional clearance for tunnel operation and gives greater latitude in locating horns and other accessories.

The new locomotives incorporate improvements in prime mover, electrical transmission and control apparatus compared with previous models. They have the new 567-D3A engine which turns at 900 rpm, a newly designed piston, an improved cylinder head, changes in the turbo-charger and improved engine air filtration.

They also feature an all-new transmission, the D-32 main generator and D-67 traction motor. Their continuous tractive effort is 52,000 pounds at 12 miles per hour and offer an 11% increase in horsepower. EMD engineers say: "Of singular importance in the successful application of the GP-30 locomotive on U.S. railroads has been its broad range characteristics, the ability to operate in ultra-high speed freight service on a given run and move high tonnages in heavy drag operation on another. These characteristics are enhanced in the GP-35."

In the electrical control equipment, a new static voltage regulator eliminates moving parts, except for one relay used in starting the engines. The EMD power control feature permits the GP-35 to work with existing locomotive units without sacrificing the performance of the GP-35. This power control is said to provide maximum permissible horsepower and tractive effort for starting and accelerating heavy trains. The electrical control equipment also features a low speed stopping dynamic brake with a static transistorized brake regulator, new power contactors, shunting contactors, and reversers, the last three of which are contained in a new lower high-voltage cabinet.

New hatches in the carbody, which has a low roof line, provide for easy removal of major components.

Michelson and Breiner promoted

EFFECTIVE May 1 Leland D. Michelson became general superintendent, and L. W. Breiner became assistant superintendent, both with headquarters at Sacramento. In addition to supervision of the western division, "Mike" will supervise the transportation department for the railroad's entire system.



L. D. Michelson



L. W. Breiner

Michelson was born in San Francisco on July 5, 1914. He first worked for WP on June 10, 1928, as a crew caller while attending Elko High School. During the next 16 years he advanced through positions as cashier, agent, timekeeper, assistant accountant, traveling freight and passenger agent, and chief clerk to the superintendent at Elko. In September 1949 he was made auditor of payroll accounts at San Francisco. Returning to the operating department, "Mike" was appointed acting trainmaster at Salt Lake City on May 1, 1951. During the next seven years he became trainmaster, terminal trainmaster, and on June 26, 1949, assistant superintendent at Sacramento. He has been superintendent at Sacramento since November 1, 1961.

Breiner was born at Fullerton, California, on October 9, 1927. After four

years at the University of California "Bill" entered the railroad's 39-month training program on July 10, 1949. His first supervisory position was as trainmaster at Elko on January 1, 1953, later working at Oroville and then at Stockton where he became terminal trainmaster in July, 1959. Breiner has been trainmaster at Sacramento since January 1, 1961.

Trainmasters moved

Other personnel changes announced on May 1 are the transfer of Trainmaster R. A. Christ from Oakland-San Francisco to San Jose, and the transfer of Trainmaster J. K. Brennan from San Jose to Oakland-San Francisco.

Road Foreman J. C. Lusar was promoted to position as trainmaster-road foreman with headquarters remaining in Stockton.

Keep Freedom in Your Future Buy U. S. Savings Bonds

You can now take advantage through Western Pacific's payroll savings plan to purchase United States Treasury Department's Series E Savings Bonds. These bonds are as riskless and worry-free as an investment can be.

This safeguarding of the value of our money requires the cooperation of American citizens in increasing our ownership of U. S. Savings Bonds as a means to finance the national deficit mainly through non-inflationary savings.

Leo J. Gosney, vice president-controller, is chairman for Western Pacific.

Grant Allen retires . . . Ken Plummer takes over

GRANT S. ALLEN, superintendent of transportation since July 1, 1952, concluded a distinctive 50-year rail-road career on May 1, including 29 years with Western Pacific.

MILEPOSTS doesn't have the pages to relate in detail all of "Red" Allen's railroading experiences since this likeable individual was quite a "boomer." Oddly enough, his shortest and longest tours of duty with any one railroad were both with Western Pacific. On his first job with WP in August, 1938, he worked as a dispatcher at Elko, Nevada, for eight days! He also got in about one month as a brakeman in September 1934, but it wasn't until September 5, 1935, that he settled down with the WP, again as a brakeman on the western division.

To fill in the other years we go back to December 9, 1897, the day "Red" was born at Dunkirk, Indiana. He learned telegraphy from his father at the age of seven and his first railroad employment on May 29, 1913, was as a telegrapher for the Santa Fe on their Illinois division. During the next five years he worked as a telegrapher at eleven Santa Fe offices from as far east as Chicago to Los Angeles in the west. He put in a few months with the Oregon Short Line, four months with the SP on the Salt Lake Division, and after five months with the Rio Grande on the Green River Division he became a train dispatcher for that railroad on September 25, 1919. Leaving that railroad as a car distributor on December 24, 1919, he returned to telegraphy working for the Union

Pacific, Colorado and Southern, and Santa Fe until May 1920.

For the next month and one-half he worked as telegrapher for a grain brokerage house in Illinois, but railroading was more to his liking.



He was on the payroll of the Northern Pacific, Rio Grande, SP, Santa Fe, Oregon Short Line, Panhandle and Santa Fe and the Los Angeles and Salt Lake Railroad during the next eight years, for the most part as train dispatcher. After his eight-day employment with WP in August 1928 he hit the "boomer" trail again working for three railroads on which he was formerly employed.

He left the railroad field once more to become a laborer for the Six Companies, Inc., builders of Boulder (Hoover) Dam on May 7, 1931. Seventeen days later "Red" became time-keeper, then chief dispatcher-trainmaster on December 16, 1931, and finally assistant superintendent at Boulder City, Nevada.

By this time "Red" evidently felt that he should stay with railroading and following his one month with WP as a brakeman in September 1934, and nearly one year as superintendent for the Indian Valley Railroad at Paxton, California, he started out on what was to be his final place of employment. During his longest stay with WP he worked as a brakeman, train dispatcher, assistant chief dispatcher,

chief dispatcher, assistant trainmaster, trainmaster, assistant to superintendent of transportation, and superintendent of transportation.

Allen is a past president of the Pacific Railroad Club, and holds memberships in the Transportation Club of San Francisco, the Association of American Railroads' Committee on demurrage and storage, and the Knights of Columbus. He married Marguerite DeLand at Needles, Arizona, on August 17, 1938, when she was employed as a telegrapher for the Santa Fe. They have two daughters, Mrs. Marjorie A. Hammersly of Mill Valley, and Mrs. Peggy June Carroll of Campbell, five grand daughters, and two grandsons.

"Red" is an enthusiastic color slide photographer, but even with what spare time he has planned for the future, he is going to have to work harder than ever before if he hopes to equal the talent Mrs. Allen possesses as a proficient water color artist who has exhibited at various showings.

During all of his "booming" years, "Red" will no doubt have fondest memories of the nearly 200 people who turned out for his retirement party in San Francisco on May 4, attended by friends from as far away as Chicago. Being a "boomer" has its merits!

* * *

KENNETH V. PLUMMER, JR., succeeded Grant S. Allen as superintendent of transportation, effective May 1. He has been assistant superintendent since July 1, 1954.

Ken was born in Alameda, California, on June 6, 1914. Following education at Sacramento Junior College he

entered railroad service with the Pacific Fruit Express Company in 1933 as a laborer at Carlin, Nevada, during the harvest of natural ice for use in



refrigerator car bunkers. He subsequently held various positions with the PFE in Utah, Idaho, Nebraska and Colorado, until entering military service in 1942. Ken served as regimental radio chief for the 507th Parachute Infantry Regiment in the European Theater of Operations and received his honorable discharge in 1945.

Upon his return to the Pacific Fruit Express he held various positions in California and Nevada until 1947. During 1948 he was sales manager for Nevada York Company, a commercial refrigeration concern in Reno, Nevada.

Ken's first position with Western Pacific was as supervisor of perishable freight service in November 1948. He was promoted to superintendent of perishable service on October 1, 1952, and became assistant superintendent of transportation in July, 1954, retaining his supervision of Western Pacific's perishable service.

Plummer is a member of Midwest Lodge No. 317, F.&A.M., of Hastings, Nebraska, the Pacific Railway Club, and the Presidio Golf Club of San Francisco. Ken, his wife, the former Ethel M. Wartman of Reno, Nevada, and daughter, Susanne, 17, live in San Francisco.

Seventh Annual *Cariboo Country Special* goes to sea!

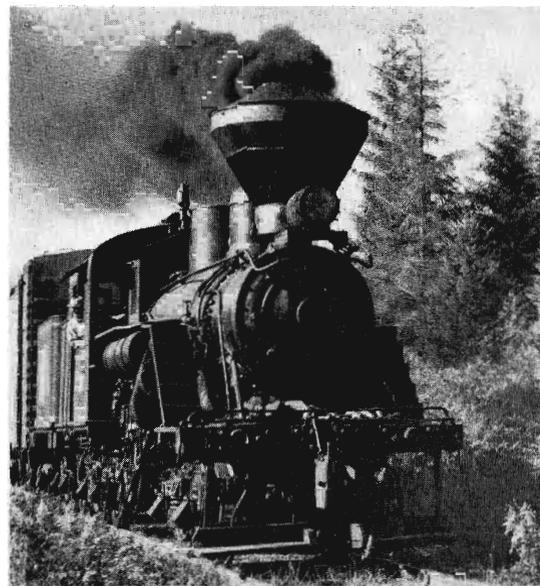
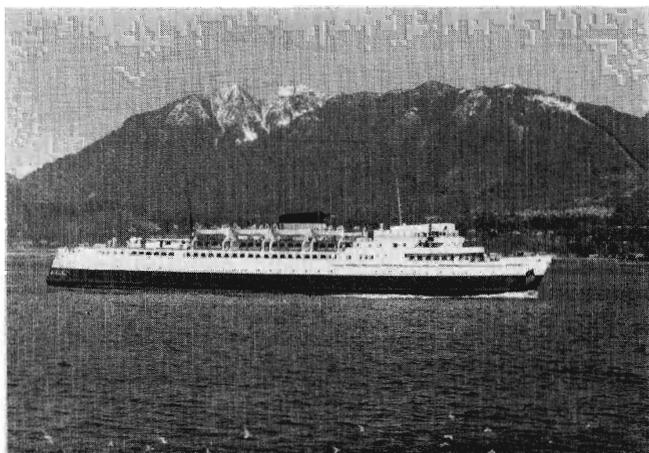
THIS year the *Cariboo Country Special* will go to sea! The complete train with passengers aboard will be loaded onto the Canadian Pacific steamer *Princess of Vancouver* for the two and one-half hour voyage to Vancouver Island, British Columbia. On solid ground again, the "Cariboo" will be the first U. S. passenger train to explore Vancouver Island. All of the lines of the Esquimalt and Nanaimo Railway, most of which have no passenger service, will be traversed. Arriving in the quaint city of Victoria by train, the group will be treated to the English atmosphere of the Empress Hotel for dinner and overnight

accommodations. Also included in the Vancouver Island tour will be a thrilling ride over an old-fashioned logging railroad using a rare, geared-type, steam locomotive which will take the train along the scenic shores of Lake Cowichan.

The "Cariboo" tour-train will traverse Western Pacific's scenic freight-only Inside Gateway Route to the Pacific Northwest and western Canada. The itinerary will include spectacular rides over the Canadian Rockies with stopover and tours at Lake Louise and Banff, and overnight hotel accommodations at the beautiful Banff Springs

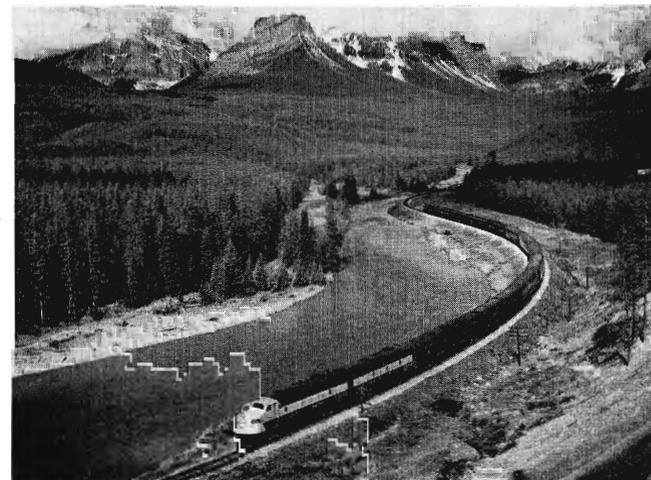
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The train with passengers will cross to Vancouver Island aboard the S.S. *Princess of Vancouver* shown on Georgia Strait in this CPR photo.



There will be a rare opportunity to ride behind this Climax steam locomotive on the Hillcrest Lumber Company in open cars. A Pacific Locomotive Association photo by David Wilkie.

The Cariboo Country Special will follow this CPR main line through the Rockies. A CPR photo.



Medical Department personnel changes

EFFECTIVE April 15, Dr. Glenn F. Cushman resigned as chief surgeon of the Medical Department to devote his time to the duties of chief surgeon for the Western Pacific Railroad Company. Dr. Cushman has been with the Medical Department since 1929, and has been chief surgeon for the Medical Department and the Railroad since 1950.

Mrs. Kathleen M. Murphy transferred to the office of the chief surgeon of the Railroad as secretary to Dr. Cushman. Kathleen has been with the company since 1950, and has been secretary of the Medical Department since December, 1955.

Dr. Ruth Fleming accepted the position of chief surgeon of the Medical

Department effective May 1. Her duties will be the control of all the professional functions of the Medical Department. Dr. Fleming has been on the Western Pacific medical staff since 1942.

Roger L. Randall resigned as business manager of the Medical Department on March 31. S. Ferd Dorius, formerly general chairman for the Switchmen's Union of North America, was appointed to take his place by the Medical Department's board of directors effective April 1.

Mrs. Maxine Johnson is now secretary of the Medical Department, and Judith Schenk is the Department's steno-clerk.

Cariboo Country Special . . .

(Continued from Page 10)

Hotel. Continuing, the excursion will stop at Calgary before the journey westward via Crowsnest Pass and the isolated and rugged Kettle Valley Route of the Canadian Pacific Railway. A stop will be made at Penticton on the beautiful Okanagan Lake, land of the famous Doukhobors.

Evenings on the "cruise" train will feature card parties, "sing-along" sessions, bingo games, and a "talent show" by members of the tour.

The ten-day tour will depart from Oakland at 8:50 p.m. Pacific Daylight Time on Friday, August 23, and return

on Labor Day so that passengers will be away from work only one week. The train will have all types of Pullman accommodations, lounge cars and an open platform observation car. In Canada the famous Canadian Pacific open sightseeing car will be added for unlimited viewing through the Canadian wilds. Special package fares will include rail fare, Pullman accommodations, hotel, meals, sightseeing and special tour services.

Brochures and reservation information may be obtained by writing Cariboo Country Special, Western Pacific Building, 526 Mission Street, San Francisco 5, California.

Clara Nichols crowned Queen of Transportation

Will represent Northern California in "Miss Transportation U.S.A." finals at Los Angeles in September

LAST issue, MILEPOSTS announced that Clara R. Nichols, secretary to H. A. O'Rullian at Sacramento Shops, was selected to represent Western Pacific in the Annual Queen of Transportation Contest during National Transportation Week.

This issue, MILEPOSTS is happy to announce that Clara was crowned Queen at the annual NTW dinner held in Sacramento on May 16. As a result of Clara's win over five other entrants, she will represent Northern California in the national finals to be held in Los Angeles in September. In the event that Clara is named "Miss Transportation U.S.A." she will participate in week-long events planned in her honor by the Associated Traffic Clubs of America during their annual convention meeting in the Southern California city.

"As you probably know by now," Clara wrote MILEPOSTS on May 20, "I was fortunate enough to have been chosen Queen of Transportation last week, and I would like to take this opportunity to thank all of my fellow employees for their support.

"I will do my very best to be worthy of this honor. Without the backing I

received from these employees I could never have won the Queen title. Now I will concentrate on trying to win the National for Western Pacific!"

Clara is not only an attractive and gracious person, but a talented one as well, having majored in languages while in college which brought her a bachelor's degree in French and secretarial and legal work for the Mexican Consul in San Francisco prior to her association with Western Pacific.

Those who know Clara are confident her chances on winning the National contest are all in her favor. Her winning would be a double-barreled victory for Western Pacific, since the president of the Associated Traffic Clubs of America for this year is our railroad's Warren W. Brown, assistant vice president-marketing, Chicago. It is his honor to be the first railroader ever elected president of the association.

Flash!

Sales Representative Jim Duyn, Oakland, won over 17 contestants in the Toastmasters International Western Regional Speech Contest at Los Angeles on June 15.

As a result of Jim's outstanding performance, he will represent the Western Region for International honors at St. Louis on August 15.



THE impact of daily tensions takes a far greater toll on our nerves, energies, disposition, attitudes, outlook, and general health than most of us realize, warns the American Medical Association.

Tensions are omnipresent. They are unavoidable in our modern work-a-day world and mode of living. We seem to accept the fact that, regardless of whether we like it or not, we are forced to experience a certain amount of disorder from within and dissension from without. Although tensions may not be fatal—within ourselves—they can and often do lead to tragic things in the sense that they rob us of our feeling of well-being, our mental alertness, our tranquility and our joy and zest for living.

Many things cause tensions. One of the chief culprits seems to be the multiple frictions among so many human beings. Too easily man forgets his good manners, his tact, his sense of give-and-take and suddenly becomes the aggressor. Too often the target of his aggression is someone closest to him, a member of his family, a neighbor, or a co-worker.

It has been said that tensions are one of the primary causes of the growing conflict between classes, races, religious groups, and even employer and employee.

Tensions can accumulate to where they not only affect our thinking, but our emotional and bodily processes as well. They can revolve our thoughts into a whirlpool of worry and cause strange physical symptoms to become manifest. They can cause the heart to beat faster and the muscles to become tense and tremulous. Growing from their momentum, before we realize it

Tame those TENSIONS!

we are suffering from a multitude of troublesome ailments that include such varied symptoms as indigestion, irritability, weakness, loss of sleep, pains, to a tightness in the chest.

According to *Today's Health*, an AMA publication, a person who follows a healthy routine of work, proper exercise, sufficient rest and proper nutritious food is much more apt to avoid disturbing tensions and to remain calm and composed in times of stress.

Everyone is allergic to specific irritating situations. We need to learn what they are and try to avoid them as much as possible. People working closely together in offices and factories need to learn what disturbs their associates and co-workers and strive to prevent producing tensions. The AMA says: "Live harmoniously." It's much more healthful. Besides, arguments can hurt arteries.

Married people can learn (if they try) to avoid disagreeable discussions or arguments when either partner is tired, hungry, or uncomfortable—and certainly before breakfast. If couples would learn to avoid discord, to use consideration rather than promote conflict, to be rational and honestly try to recognize the other's rights, it would reduce many unnecessary tensions which so often lead to unhappiness.

"An excellent survey of a complex subject," said Dr. Glenn F. Cushman.

TENSIONS are not always preventable. Every living person has his share of worries, challenges, problems, anxieties. But in many cases we could greatly reduce or minimize them by having a heart-to-heart talk with ourselves. This sometimes helps; but in other instances, tensions reach a stage where the individual fails to get assistance from himself or his friends or family. He should then seek professionally trained help.

Aid and relief may be found from one of the following, suggests AMA:

PSYCHOLOGICAL AIDS . . . In some situations, relaxation helps, yet it may not be achieved by physical measures alone. It may require psychological techniques. It is often possible through critical analysis of one's own situation to get a healthier and calmer outlook. Many people suffer because of too high standards. Learn to be content with our present possessions and achievements, and stop envying our neighbors who appear to have a little more.

RELAXATION . . . Muscular inactivity does not always mean relaxation of itself. A troubled mind can and often does continue to keep the muscles tense. The mind may swarm with racing thoughts when one lies quietly trying to relax. Anxiety about health, worry about business, all sorts of fears may completely occupy one's thoughts

unless one is alert and can remove them from the mind.

EXERCISE . . . Physical activity, whether work or play, often provides a good escape. Bowling, gardening, golfing, mowing the lawn, tennis for a change of direction of thought and the physical fatigue that it brings usually gives relaxation from tension.

HOBBIES . . . Many people, not physically able to participate in active sports, can literally lose themselves in interesting hobbies. Coin and stamp collecting, painting, ceramics, enameling, woodwork, photography and other arts and crafts offer happy interludes from daily tensions and problems. Procrastination increases tensions. Good work, play habits, and relaxing hobbies offer a protective and mental consolation.

PROFESSIONAL ASSISTANCE . . . Most of us can find relaxation and freedom from tensions if we pursue some of the avenues of escape mentioned. Yet there are times when the degree of tensions and their persistence seem beyond our own help. It then becomes necessary to seek the assistance of those professionally trained and experienced in this field.

The person who goes through sleepless nights and is burdened by increased and prolonged tensions and anxieties despite all the efforts at self-help, should consult his physician. The examination may reveal a physical disorder and with proper treatment afford prompt relief.

With proper alertness and careful attention, the average person can obtain reasonable relief so that life can be enjoyed much more fully. The suggestions outlined above can help relieve troublesome tensions.

"73" from "Red" Allen

I would appreciate it if you would extend to my many friends my heartfelt appreciation to those who took time out from their busy lives to wish me well at the Jack Tar Hotel on May 4.

In looking back over the last 50 years, one cannot help but come to the realization of how much is dependent upon people and ones relationship with them. When my career first started we all had to rely upon one another to make a go of it. My dad taught me the trade of telegraphy and everything that I learned about it I learned from someone else being willing to give a helping hand. The same was true of learning to dispatch trains. Many hours did I spend breaking in under someone who knew that trade.

By and large everyone was helpful and I'm sure that whatever success I had in those fields was the result of someone taking the time to teach me.

At the same time, it has always been a source of great satisfaction to be able to pass this on to others. This was particularly true of us who worked on different railroads where ideas could be interchanged and methods improved.

It was this camaraderie that not only enabled us to help each other find work during the twenties when railroad employment shrank from over two million to less than one million in ten years, when we were all trying to maintain a foothold on some seniority list; but as a result there was an exchange of ideas and methods that has been of great benefit to the railroad industry.

Then there was the discouraging years during the great depression that



Dear Editor:

set in in earnest during the Hoover Administration. It was my good fortune to obtain work with the Six Companies at Boulder City who were the builders of Boulder (Hoover) Dam. I was put in charge of their railroad operation when it started. During the peak times we operated as many as 120 trains per 24-hours on single track with train orders and steam locomotives. It gave me the opportunity to be helpful to many of those who had assisted me in the past. It was there that I got to know J. P. McSweeney, trainmaster on the Western Pacific. One afternoon I received a message from McSweeney that he was going to start hiring brakemen the next morning. I started out from Boulder City about five that same evening, driving all night and at eight o'clock the next morning I was waiting at McSweeney's office at Portola for him to come to work. September 24, 1934, was my initial employment on the Western Pacific that terminated with my retirement on April 30, 1963. Since this was my initial experience in train service, it was again those in train and engine service who helped me over the rough spots.

Only those of us who were on this property since that time can realize

what tremendous changes have taken place. Along with many other roads, the Western Pacific went through bankruptcy. Its traffic was at a very low ebb. The second World War came along and the Western Pacific demonstrated the great potential it had and still has in its ability to handle a much greater volume of traffic.

As for me, it seems that at some time or other during my tenure of employment, situations arose that were easier handled because I could call upon my experience in the past. Thus, perhaps the roaming around and seeing how the other fellow did it were not wasted years after all. There were many others on this property who had also learned in the same manner, none of which could be put into a book.

It has been a great pleasure to have been a part of this great change for the better and through it to have had the opportunity to make friends with so many people.

Again, may I thank those who came to the party the other night to say adieu but not good bye to an old-timer who has finally hung up his lantern.

Grant S. "Red" Allen
711 Spring Street
Sausalito, California

Asks about 'Control Case'

I am the son of D. C. Charlebois, project engineer who is now working out of Oroville. I, being associated with the railroad all my life, am very interested in the now quiet control case concerning the Western Pacific, Southern Pacific, and Santa Fe Railroads. I read in the Western Pacific Railroad Company's annual report for 1962 that I could obtain a descriptive brochure of said case. Though you may have no connection with the annual report, I feel that you could supply me with valuable information. I would be extremely grateful.

Pvt. David Charlebois, Jr.
Camp Sarafi, Korea.

* * *

Oldtimer dies

I want to report the death of Harry Haines, retired Sacramento Northern brakeman. Harry entered service on November 7, 1944, and retired in October 1957. He moved to Logan, Utah, and passed away on March 12, 1963. He was a member of the Mormon Church and a very fine person.

C. L. Jenkins
7440 Morningside Way
Citrus Heights, California

New book

"Car Names and Consists" is a new book listing 25,000 names which have been used on Pullman and passenger cars since 1915, carefully arranged by type of car, home railroad and original assignment.

The book is available at \$3.50 from Robert J. Wayner, Box 871, Ansonia Station, New York 23, New York.

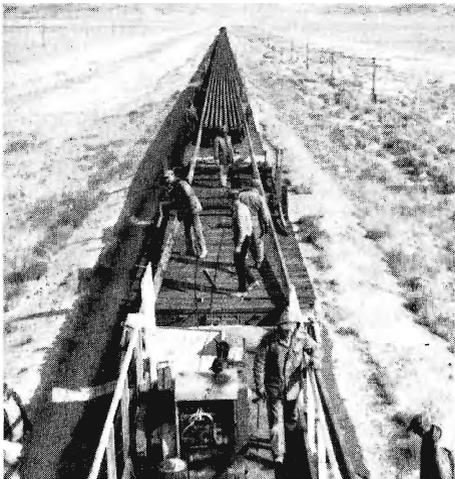
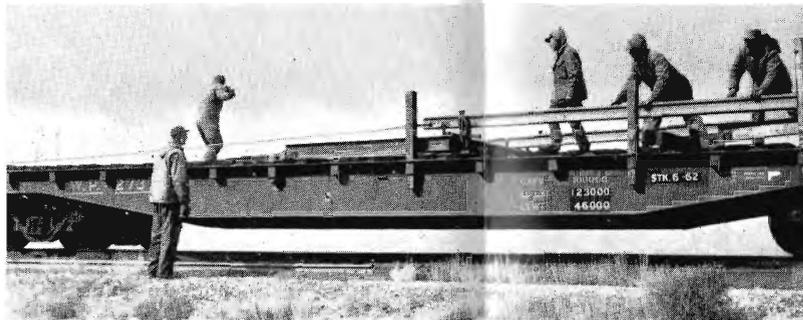


Photo taken from atop locomotive shows a trainload of 20 rails, each 1,440 feet long, loaded in two tiers on 28 flat cars. Each flat car has mounted on it a frame having two cross-members, one above the other. Each cross-member is equipped with 10 rollers on which the rails run as they are welded. When the 20 rails are ready for shipment, each rail is firmly clamped to a special frame at the middle of the train. Thus, the rails are free to move endways on their rollers at each end of the train, permitting the train to negotiate curves. In the photo, the two outside rails in the upper tier are shown in the unloading position.

WESTERN PACIFIC in the past two years has adopted a policy of relaying old rail with new rail continuously welded into lengths of 1,440 feet.

To enable maximum efficiency in unloading these more than 1/4-mile lengths, a special rail threading car was built in the railroad's shops at Sacramento.

The Threader Car is designed to place these long rails at the end of



When the first pair of rails is to be unloaded, cables are attached to the ends of the rails at the locomotive end of the train. The other ends of the cables are anchored to the rails upon which the train stands. The locomotive then pushes the train out from under the welded rails. Here, the rails are shown at the start of unloading, passing over the second car from the locomotive. This car is equipped with a roller frame that can be adjusted for varying heights which is an aid in guiding the rail.

Threading Welded rail

ties alongside of the track to be re-laid. The car's function is to both direct the rails to the best possible position for future laying and to keep the rails in an upright position while being unloaded.

Western Pacific has also acquired two train sets of two-tiered roller frames which attach to standard flat cars for carrying the welded rail "strings" from the welding site at

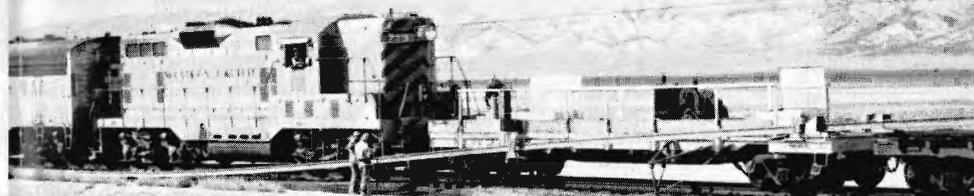
(Continued on Page 20)

Right: Rails being guided through first of a pair of "rail threaders" mounted on special "threader car." Purpose of this car is to support and guide rail from train to ground.



The rails are now being unloaded (right) one on each side. Function of the rail threaders can be clearly seen. Train is moving toward the camera at a slow speed and the rails are settling to the ground "like pieces of wet spaghetti." The flexibility of these long rails is surprising to the uninitiated. The outrigger-like attachment dragging in the ballast is a "plow" which prepares a level, smooth shelf upon which the rails will rest until laid in track. This assures that the rail will stand upright, avoiding the tendency to flop on its side.

Below is a side view of the threader car and shows the graceful arc of the long rail settling to the ground. After the first rails are unloaded, the following rails are started on their way by stopping the train when the rear end of the rail being unloaded is exactly opposite the front end of the next rail. A bolted joint is then made up, coupling the rails together. The train is then started again and one rail drags the next one off the car.



MILEPOSTS



IN GOLD

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

40-YEAR PINS		
Julius M. Colberg	Locomotive Engineer	Western Division
Kenneth K. Dunton	Agent	San Jose
Robert L. Grubbs	Locomotive Engineer	Western Division
F. T. Kelly	CTC Maintainer	Hayward
William G. Levy	General Auditor	San Francisco
Edward D. Murphy	General Scale Inspector	Oakland
Walter C. Rotzler	Roundhouse Foreman	Elko
Nicholas A. Schoeplein	Auditor of Revenues	San Francisco
George S. Trimble	Traveling Auditor	San Francisco

35-YEAR PINS		
Eugene H. Beitel	Conductor	Eastern Division
James R. Brown	Locomotive Engineer	Western Division
Maurilio Carrillo	Machinist	Oroville
William B. Cook	Assistant to Sales Manager	Chicago
Claude E. Finley	Clerk	Western Division
Timothy Hanlon	Locomotive Engineer	Western Division
Orvel Hatfield	Clerk	Western Division
Leland D. Michelson	General Superintendent	Sacramento
Horace W. Miller	Conductor	Western Division
John O'Laughlin, Sr.	Section-Extra Gang Foreman	Western Division
Ernest L. Peninger	Conductor	Eastern Division
Alexander M. Rankin	Conductor	Western Division
C. A. Uhl	Clerk	San Francisco
Charles E. Vincent	Superintendent Duplicating Bureau	San Francisco
Jay D. Wakeman	Locomotive Engineer	Western Division

30-YEAR PINS		
Deward C. Anderson	Conductor	Eastern Division
Alvin Miles	Conductor	Western Division
John C. Nelson	Machinist	Oroville
Orson D. Park	Section Laborer	Eastern Division
Anthony F. Scullion	Switchman	Western Division

25-YEAR PINS		
Erwin P. Brodersen	Special Agent-Claim Agent	Oakland
Irvin T. Eslinger	Assistant Signal Supervisor	Oroville
Howard A. McMahan	Section Foreman	Eastern Division
Alphonse A. Schuetter	Track Supervisor	Western Division
Luther Thompson	Section Foreman	Western Division

(Continued on Page 21)

Threading welded rail . . .

(Continued from Page 18)

Winnemucca to the relaying location.

Two full lengths (1,440 feet each) are unloaded in about 10 to 12 minutes. The train actually moves out from under the rail, and at a speed of about 5 miles per hour.

The pictures on Pages 18 and 19 were taken at Shafter, Nevada, by John L. Murphy while chief clerk at Elko. John is now assistant auditor of disbursements, San Francisco. The text and captions were written by Erich Thomsen, engineer - inspector, engineering department, San Francisco.

Mileposts in Gold . . . (Continued from Page 20)

20-YEAR PINS		
Arthur E. Biggs	Locomotive Engineer	Eastern Division
Nell M. Bishop	Laborer	Portola
Walter L. Chapman	Roadmaster	Eastern Division
Rita Mae Connolly	Car Service Inspector	San Francisco
Doris A. Doherty	Code Clerk "A"	San Francisco
George D. Duchardt	Switchman	Western Division
Ruth Fulk	Secretary-Bookkeeper	Portola Hospital
Gerald J. Gervais	Conductor	Eastern Division
Raymond E. Gervais	Conductor	Eastern Division
Edwin L. Haase	Switchman	Western Division
Robert L. Harrigan	Clerk	Western Division
John L. Inge	Switchman	Western Division
Kathryn L. Jackson	Chief PBX Operator	San Francisco
Gladys E. Johnson	Clerk	Western Division
Anne K. Malfa	Asst. Chief Clerk—Manifest	San Francisco
Russell E. McCurdy	Carman	Portola
Lois Morgenroth	Clerk	Western Division
William E. Phillips	Locomotive Engineer	Western Division
Gertrude L. Pohndorf	Price Clerk	San Francisco
Helen R. Small	Trainmaster's Clerk and MILEPOSTS' Correspondent	Oroville

15-YEAR PINS		
Bonnie Lee Barnhill	Stenographer-Clerk	San Francisco
Richard C. Furtney	Passenger Carman	Oakland
Leroy J. Godwin	Clerk	Western Division
Joe T. Hernandez	Carman	Stockton
Eugene V. McCorkle	Machinist	Sacramento
Charles D. Means	Switchman	Western Division
Donald E. Morford	Switchman	Western Division
Blaine G. Morrison	Storekeeper	Portola
Norma O'Neil	Estimated Earnings Clerk	San Francisco
Francisco A. Pedroza	Store Laborer	Sacramento
Glenn L. Pinney	Car Inspector	Portola
John P. Spoward	Clerk	Western Division
Jewett Thompson	Section Laborer	Western Division
Eddie L. Tibbetts	Carman	Sacramento
E. L. Van Dellen	General Counsel	San Francisco
James J. Vicari	Carman	Oakland

10-YEAR PINS		
Ray Adams	Asst. Manager Labor Relations	San Francisco
Stanley D. Bettanini	Electrician	Sacramento
Richard W. Bridges	Attorney	San Francisco
Ruth W. Chan	Steno-Clerk	San Francisco
A. S. Charlesworth	Welding Foreman	Western Division
V. Doyle, Mrs.	Car Record Clerk "A"	San Francisco
R. M. Fields, Mrs.	PBX Operator	Sacramento
D. D. Fuller	Telegrapher	Keddie
H. E. Johnson	Car and Train Desk Clerk	Oakland
Ralph P. Johnson	Clerk	Gerlach
W. R. Jones	Switchman	Oroville
Milo G. Kacer	Relief Telegrapher	Eastern Division
Max Martinez	Laborer	Delle, Utah
Robert C. Morton	Conductor-Brakeman	Eastern Division
J. S. Phillips	Switchman	Western Division
J. M. Proffitt	B&B Carpenter	Western Division
E. G. Razo	Head Claim Clerk	Western Division
Silverio Santos	Track Laborer	Eastern Division
Alan C. Tibbedeaux	Laborer	Sacramento
G. Van Horn	Clerk	Western Division
John W. Vetter	Conductor-Brakeman	Eastern Division
James L. White	Brakeman	Eastern Division
N. A. Whittier	Switchman	Western Division
William J. Wilkinson	Electrician	Sacramento
Kelly E. Wilson	Laborer	Eastern Division



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:

George S. Anetakis, retired Sacramento Northern track laborer, July 2, 1962.

Oliver J. Billings, retired carman helper, date not given.

Thomas W. Bree, retired clerk, March 9.

Fred R. Brown, retired boilermaker helper, February.

Edward W. Condon, retired locomotive engineer, January 3.

Thomas D. Coombs, yard clerk, April 29.

William C. Daseler, retired boilermaker, March 27.

William C. Finch, retired car inspector, May 1.

Bert F. Finchley, head AAR clerk, March 22.

Alessandro Giannini, retired section laborer, February 9.

Louis B. Griffin, retired waiter, April 23.

Ralph H. Harder, retired Sacramento Northern car inspector, December 9, 1962.

Ernest R. Noit, retired carman, May 4.

Knute Johnson, retired crossing watchman, December 6, 1962.

Harold L. Johnston, retired telegrapher, February 15.

Peter Josserand, dispatcher, May 4.

Harry R. Kelley, retired machinist and machinist inspector, February 16.

William D. McCulloch, retired deckhand, February 9.

John McKenzie, retired boilermaker, February 25.

John F. Morrow, retired engine watchman, February.

William Morse, retired Tidewater Southern roadmaster, December 2, 1962.

Nels E. Peterson, retired bridge foreman, November 8, 1962.

James F. Phillips, retired fireman, November 24, 1962.

Andrew W. Silfvast, retired sales representative, April 8.

E. E. Stayer, locomotive engineer, March 26.

Arthur E. Strang, retired guard, February 23.

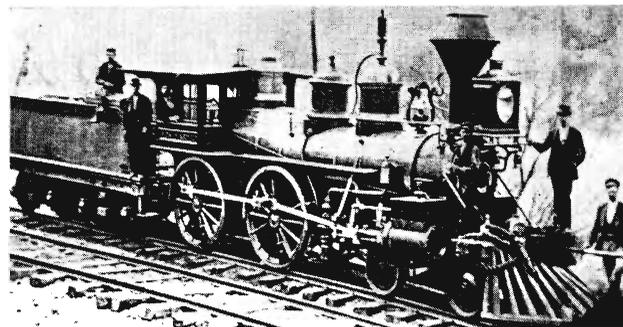
Victor O. Swanman, retired clerk, May 6.

William F. Taylor, brakeman, March 9.

James M. Turner, machinist helper, February 28.

Rollie E. Webb, retired Sacramento Northern locomotive engineer, date not given.

Sammie Wines, retired iceman-laborer, date not given.



"Westward Ho" was in use on Virginia Central Railroad (predecessor of C&O) around the time the Brotherhood of Locomotive Engineers was founded.

B.L.E. 100 years old

The Brotherhood of Locomotive Engineers, oldest railway labor organization in the Western Hemisphere, passed its 100th milestone on May 8, 1963. Few labor organizations of any kind are any older.

Observance of the Centennial took place in Detroit May 5-8, attended by thousands of locomotive engineers, active and retired, and their wives. Also present were chief executives of the other rail operating unions, R.L.E.A.'s Chairman G. E. Leighty, top rail management officials, Michigan's Governor George Romney, and other dignitaries.

Division 1 of the Brotherhood of the Footboard—as the BLE was first known—was organized May 8, 1863, at old Firemen's Hall on Jefferson Avenue in Detroit. At the first convention, held in Indianapolis in August 1864, 54 divisions sent representatives. Today the BLE has 890 divisions throughout the United States, Canada and Canal Zone.

U. S. Senators Paul Douglas of Illinois and Phillip A. Hart of Michigan, and Undersecretary of Health, Education and Welfare Ivan A. Nestingen

addressed the education sessions during part of the program. Also on the program were Detroit Mayor Jerome Cavanagh and BLE Grand Chief Engineer Roy E. Davidson.

Also observed at the meeting was the 75th Anniversary of the Grand International Auxiliary to the BLE. Jessie M. Marsh, grand president, spoke for the Auxiliary.

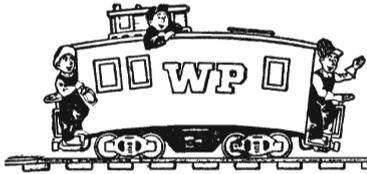
Reservations for 3,500 hotel rooms in Detroit and Windsor were made for the visitors.

Bang! You're dead, Taxpayer

This may be the age of missiles and H bombs, but there is still room in the "tight" Federal budget for fiscal 1964 to encourage rifle practice, noted Tax Foundations, Inc.

In the budget for the year beginning July 1 under the heading "National Board for the Promotion of Rifle Practice" there's to be \$1.60 million worth of free ammunition for shooting at the bullseye. There's also \$528,000 scheduled for constructing, equipping and maintaining rifle ranges; instruction and promotion of practice, plus paying for part of the expense for rifle and pistol teams competing at the annual national matches, Camp Perry, Ohio.

In the 1963 fiscal year the United States paid \$150,000 to Ohio as the third annual installment for leasing the rifle range. Total installments will add up to more than \$1.6 million.



Caboosing

(Editor's Note: MRS. ANITA ROSE, stenographer-clerk under the supervision of Mechanical Engineer WILLIAM B. WOLVERTON, is now correspondent for Sacramento Shops. Anita has a very interesting and famous background which will appear in a special article in the next issue of MILEPOSTS. Anita succeeds MRS. NADEAN A. BLAKEMORE, who recently transferred to general office and is now stenographer in the auditor of revenues department.)

SACRAMENTO SHOPS

Anita Rose

Field trips from Sacramento schools have brought over 200 students to the general shops during the first two weeks of May. At the completion of the tours, the visitors are treated to ice cream by the Western Pacific Amusement Club. Last year more than 500 students toured the shops.

We are all happy to learn that Mrs. Mohatt, wife of Keddie Roundhouse Foreman F. C. MOHATT, and mother of Oroville Roundhouse Clerk E. L. FERGUSON, has come through her serious operation in satisfactory condition. We wish her a speedy recovery.

Newest employee in the office of chief mechanical officer is JESS GUARENO who took over the position of file clerk vacated by LOUIS DEL MORO. Louis is the new head A.A.R. clerk.

Temporarily filling in as roundhouse clerk at Stockton, during the illness

of Clerk Mrs. M. L. Elliot, is DUSTIN THATCHER.

The Sacramento WP Bowling League closed its 1962-63 season with a Doubles Sweeper series on April 16. JOE LAMALFA, team captain, tells us his "Hog Heads" including SAM LATINO, ALBERT STADLER, CHARLES ALLEE, and CHARLA WARD, were the champions. At a meeting afterward, trophies were presented by GENE McCORKLE, president of the League, to the "Hog Heads," winning team; MICKEY NAPOLI (628) and CHARLA WARD (516) for high Scratch Series; DON WALKER (691) and MARIA MILLER (633) for high Handicap Series; VINCE LATINO (247) and LEILA McCORKLE (231) for high Scratch Single Game; A. MOLDENHAUER (268) and MILLIE SCHENK (266) for high Single Handicap Game. Most improved bowlers for this season were DEAN O'HARA and MARIA MILLER. All are looking forward to the 1963-64 series.

PORTOLA

Loy Hibbs

We welcome back to the WP family Clerk HARRY J. YOUNT—and to our Country his pretty bride, Lea. During a globe trotting tour of the world in 1959 Harry met Lea in Savonlinna, Finland, through some Mormon missionary friends. After returning home and doing a hitch in the Navy, Harry returned to Savonlinna and he and Lea were married in Helsinki on Novem-

ber 24, 1962. The couple arrived in Portola on April 1, 1963, and Harry returned to WP on April 15. "Jim," as Harry is known to his friends, is the son of Trainman and Mrs. HAROLD E. YOUNT.

Our congratulations, too, to Claessee Raye, daughter of Roadmaster and Mrs. JOHN J. MARTIN, who married Patrick Joseph O'Connor on May 18 at the Stead Air Force Base Chapel in Reno.

We would also like to congratulate Traveling Mechanic RICHARD HOEY on his care and success in raising a new baby "daughter." On one of his trips in the region of Doyle, Dick rescued a very young baby rabbit from his dog. For some time after this it was not unusual to see Dick with his baby in his hand and feeding it with the aid of a plastic squeeze bottle. The "daughter" is now quite large and has the run of Dick's place.

Congratulations to Donna Jean Galbraith, daughter of Conductor and Mrs. GARRETT GALBRAITH, and to Donna's new husband, Kieth Ernst. The wedding bells rang for the couple on April 7 at St. John's Presbyterian



Mr. and Mrs. Ernst

Church in Reno. The newlyweds honeymooned at Grand Canyon, Mexico, and Texas. Kieth is a First Lieutenant in the Nevada National Guard.

Last month we reported the retirement of Machinist C. C. "RED" HARVEY. Below is a picture of "Red" receiving his retirement gift.



Left to right are Frank Bristow, night diesel foreman; "Red" Harvey; Hugh Hetherington and Clarence Crawford, retired machinists; Ray Wright, machinist; and Frank Bennyhoff, retired roundhouse foreman.

ELKO

Theda Mueller

R. A. DORE has been appointed agent at Elko replacing REGINALD HAY who recently resigned. He was telegrapher at Herlong before accepting the Elko agency. His daughter, Janice, will graduate from Lassen Junior College at Susanville the latter part of May at which time she and Mrs. Dore will move to Elko.

Car Foreman GEORGE M. LEWIS is recuperating from surgery but is expected to return to work soon. During his absence JACK HASTINGS moved up from position as car inspector to acting car foreman.

Our condolences to Fireman TOMMIE PARKER whose wife passed away suddenly at their home. "Peggy" was well known in the entire county and state as she had worked for many years in a leading dress shop at Elko. She will be missed by her many friends.

PATRICIA HOBBS, wife of Brakeman KENNETH HOBBS, has joined our staff in the superintendent's office, as relief stenographer-clerk. Kenneth is the son of Roadmaster R. F. HOBBS.

Engineer W. S. THOMPSON was recently called to Azusa, Calif., due to the death of his daughter, Evelyn Davies, who passed away on April 21.

JOHN L. MURPHY, chief clerk to the superintendent, has been promoted to position as assistant auditor of disbursements at San Francisco. ERNIE MUELLER was appointed to succeed Johnnie. BETH WOODWARD, stenographer in the chief dispatcher's office, bid in Ernie's former position as personal record and accident clerk. Johnnie and his wife, Sue, are missed by

their many friends in Elko but we wish them much success in their new venture.

Brakeman D. N. PICKLESIMER was confined in a hospital in Salt Lake City recuperating from an eye operation, but from favorable reports received he should be back at work as this goes to press.

STOCKTON

Elaine Obenshain

Conductor AUSTIN J. SMITH, SR., retired March 8, account physical disability with 37 years 7 months service with WP. Austin was local chairman for the Brotherhood of Railroad Trainmen from 1937 to 1945. The Smiths have two sons, one living in Los Angeles and one in the Army Air Force stationed in England, and six grandchildren. He was presented with a 35-mm electric eye camera by his fellow employees.

Congratulations and our best wishes for a happy married life to Switchman JERRY G. FREEMAN and Linda Hoak, who were married in Reno on March 2.

Our deepest sympathy to Engineer JACK A. GRUBBS and sons, whose wife and mother passed away in April. Elinor Grubbs will be remembered by many WP employees at Portola where she worked as a nurse in Portola Hospital.

We offer our condolences to former Switchman J. H. HAINES whose wife passed away in April, and to Trainmaster W. W. GEIL, whose mother passed away in Lodi recently.



Congratulations to Roundhouse Laborer WILLIAM NICELER who retired April 30 with 25 years 9 months WP service. "Bill" has been railroading since the age of 21, off and on, but has

worked steadily on various roads since 1928 when he started working in UP's car department at Cheyenne, Wyo. He moved to California in 1935 and started working for WP on August 3, 1937. Mr. and Mrs. Niceler have one daughter and a son living at

home, two married daughters, and six grandchildren. "Bill" tells us he will spend his time working around the home they recently bought in Stockton.

We are most happy to see Clerk VIRGINIA RUSTAN back at work after recovering from her major surgery.

SACRAMENTO STORE

Irene E. Burton

Congratulations to Mr. and Mrs. HARRY MESSER who celebrated their 60th Wedding Anniversary in March. Their four children, eight grandchildren, and 13 great grandchildren took part in the happy occasion.

CLAUD CRAIN, Krane car operator, spent his vacation in Tennessee visiting with his father.

Pamela Poncioni, daughter of Storekeeper and Mrs. NINO PONCIONI, was a delegate from the Sacramento Central Seventh Day Adventist Church to a five-state three-day youth congress held in Long Beach in April.

We had as a recent visitor FRANK AVILLA who is retired from the store department and now lives in Los Angeles. Frank travels north every year or two to visit with his old friends here.

This correspondent, as President-elect of the Sacramento Chapter #27, will be a delegate to the National Association of Railway Business Women's Association to be held in Hollywood-by-the-Sea, Florida. Elmira Harris, vice president-elect, and Edris Mayes, correspondent secretary-elect of Roseville, will also be delegates.

OROVILLE

Helen R. Small

Congratulations to Relief Train Desk Clerk CHARLES E. LEAR and his wife upon the arrival of a son, Brian Keith, on April 22. The Lears also have a daughter, Kimberley, age 2½ years.

On April 6, Susan Margaret, daughter of Conductor and Mrs. C. M. DUSTIN, and Jon David Frank were married in the First Methodist Church in Oroville in a double ring ceremony. After a reception in Oroville Monday Club the couple left for a honeymoon trip to Carmel. They plan to live in Chico where Jon is enrolled in Chico State College following his two and one-half years in the U.S. Air Force Academy at Colorado Springs.

On March 26 Engineer ELMER E. STRAYER, 61, died in Arcata, California, while there on business. Mr. Strayer was born in Nebraska and lived in Butte County for the past 10 years. He had been employed in engine service for 27 years. Survivors include his wife, Selma; daughters, Mrs. Loretta Day of Chicago, Carol and Holly of Oroville; son, Charles, of Sacramento.



Arlene Field (left), daughter of Signal Maintainer and Mrs. Emery Field, and Sandy Davis (right) admire trophy held by Betty Davis. The trophy was presented to the Las Plumas High School Junior Statesmen for being the most active chapter at the Shasta Regional Convention held at Vallejo, California, during February.

Retired Boilermaker WILLIAM C. DASELER died at a local hospital on March 27. He was 73. Born in Fort Wayne, Indiana, Mr. Daseler came to Oroville from Reno in 1919. Survivors are his wife, Maude; daughter, Mrs. Faye Anglin, Oroville; sons, Jack Daseler, Las Vegas, Dr. Edward H. Daseler, Pomona, and Dr. William E. Daseler, Stockton; and nine grandchildren.

Roundhouse Clerk BETTY FERGUSON wishes to thank all for the many courtesies and kindnesses shown during the illness of her mother, the wife of Keddie Roundhouse Foreman FRANK MOHATT. We wish for Mrs. Mohatt a very speedy recovery.

Trainmaster-Road Foreman VIRGIL H. EDWARDS on April 18 moved his office from the depot building to Oroville yard office.

A retirement dinner was held on April 20 for Road Foreman of Engines

NORMAN F. ROBERTS at the Table Mountain Inn. "Norm" left the service of Western Pacific with just a few months less than 40 years. Following the dinner and introduction of guests, Mrs. N. F. "Buss" Roberts (daughter-in-law) sang several lovely vocal numbers, followed by many impromptu speeches by those present. A wallet well filled was presented to "Norm" from his many friends. Roberts began service with WP as a fireman on June 13, 1923, was promoted to engineer, and to road foreman in December, 1943. He majored in Latin, math, English, history and music during prep school and later studied law through the LaSalle Extension University.

KEDDIE Elsie Hagen

Pete Hanley, son of Agent and Mrs. PETE HANLEY, is now with his family in Keddie recovering from back surgery. He has been attending College in Sacramento, but will be away from school the remainder of the term.

Fireman MAURICE STORY, who has been living in Oakland, is now living in and working out of Keddie.

Brakeman JIM WOOD and his family, who had been living in Winnemucca, have also moved to Keddie, and after a number of years living in Keddie Engineer JACK SHANNON has moved to Portola.

After having lived in Keddie for 28 years, your correspondent has moved to Quincy to be nearer her work. It was difficult leaving all the many wonderful friends and I am happy in not having to give up being correspondent for MILEPOSTS which I have had the pleasure of doing since the first issue.

Retired Road Foreman BOB McILVEEN was a patient in St. Joseph's Hos-

pital and is now recuperating in Alameda, where he and Mrs. McIlveen are now living near his daughter and her husband. We all hope Bob will be well again soon.

We're glad to learn that Roundhouse Foreman FRANK MOHATT's wife is getting along fine after recovering from surgery. She is in U.C. Hospital in San Francisco.

Quincy has a radio station, KQCY, located at Pioneer Plaza in East Quincy. Robert LaRue of KRAK in Sacramento states that the new station has one of the finest radio facilities in Northern California. Reception is very good.

Our sympathy to Engineer JACK A. GRUBBS and family of Stockton in the loss of Mrs. J. A. Grubbs. Her sister-in-law, Mrs. BILL HECKELA attended the funeral.

Operator and Mrs. BILL WAKELAND and family went to Prosser, Wash., for Easter to visit with Bill's sister and family.

Sandy Joan Gregory, daughter of Engineer and Mrs. IVOR GREGORY, was married to Randy Slaten of Quincy, in the Assembly of God Church on

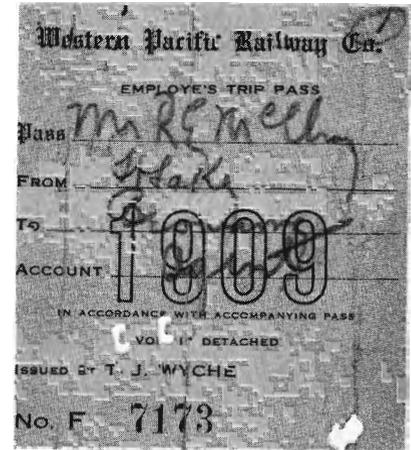


April 27. Both are graduates of Quincy High School and Sandy has been working in the District Attorney's office in Stockton for the past two years. The couple went on a short honeymoon by plane, piloted by the groom. They will live in Oxnard, Calif., where Randy is stationed with the U.S. Missile Center at Point Mugu.

OAKLAND

John V. Leland

R. E. McELROY, who retired as agent at Fruitvale in October, 1954, celebrated his 53rd Wedding Anniversary on March 28, 1963. McElroy went to work for WP in August, 1909, as agent at Beowawe, Nevada. He later worked on both divisions from Salt Lake City to Oakland. His brother, J. F. McELROY, also a WP agent, at Elko, retired in May 1962.



The above pass from Salt Lake City to Beowawe was issued to R. E. McElroy in August 1909 when he was first hired as agent for the WP.

We apologize to Switchman PAUL GLOVER for reporting in the last issue that "Eugene" Glover turned in his switch key in January after close to 30 years of railroading, including "22" years with WP. Not only is his correct name Paul, but his WP service was 23 years instead of 22. Paul, we're sorry!

Lead Car Inspector JOHN PRICE'S



Trainmasters seldom have an opportunity to be surrounded by a bevy of pretty gals. Virg Edwards took advantage of the opportunity the day he was transferred to Oroville and posed with Demurrage Clerk Edith Sutter, Messenger Beulah "Bobby" Kennedy, and Switching Clerk Barbara Gergman (wife of Special Agent Bill Bergman). "This even beats huntin' and fishin'," said Virg.



Martha Arnall, daughter of Conductor ASA ARNALL, was seated as Honored Queen of Bethel No. 88, San Leandro Job's Daughters, at installation ceremonies on June 8 in the Masonic Temple at San Leandro.

son was home recently on a 30-day leave from the Marine Corps.

WILLIAM A. BOWDIDGE, sales representative, teamed with Loren D. Olsen of the Kaiser Gypsum Company, won for the Oakland chapter No. 154 of the Delta Nu Alpha Transportation Fraternity first place in a transportation quiz contest conducted by six northern California DNA chapters in Fresno on March 2. As a result, their chapter won the perpetual trophy, a plaque.

Yard Clerk JOE F. ROBERTS returned to duty in May after having been away over a year because of a broken hip and related complications. Joe's injury occurred at home when a pressure cooker blew up and he skidded and fell as he rushed into the kitchen.

WENDOVER-SALT LAKE CITY

Esther Witt
J. B. Price

Kristie Bee Kizer, daughter of Roadmaster and Mrs. M. L. KIZER, and William Ray Fawson were married on April 12 in the Fourth Eleven Ward Chapel at Tooele, Utah. The bride's



Mr. and Mrs. Fawson

attendants were her sister, Lu Anna, and several of her cousins. A reception in their honor was given at the Chapel following the ceremony. The young couple will make their home in Wendover where William is employed at Bonneville, Ltd.



Combining business and pleasure brought retired Telegrapher ANNA BELLE ALBRECHT back to our fair city from Pocatello for a few days. While here she was the house guest of T&T Lineman and Mrs. THOMAS M. SHEA.

She attended the Annual Eastern Star Birthday Party held in the State Line Hotel when the members entertain their husbands and Masons and their wives.

Corinne Anderson, daughter of Water Service Maintainer and Mrs. VARIAN ANDERSON, was one of the winners of the Elks Lodge Scholarship, which was sponsored by the Provo, Utah, Elks Lodge. Corinne is a senior at Provo High School and plans to enroll in Brigham Young University's College of Business this fall.

Eastern Division employees were shocked to learn of the sudden death of their friend and co-worker, Yard Clerk THOMAS DEAN COOMBS on April 30. He was just 32 years of age. Mourning his loss are his wife, Joan, and three daughters, Mary Lyn, Amelia Ellen, and Joni K. We extend the bereaved family our deepest and sincerest sympathy.

T&T Lineman and Mrs. THOMAS M. SHEA are the proud grandparents of a

wee lass, Ronda Lynn, born to their daughter and her husband, Mr. and Mrs. Ronald Leavitt on March 17. Helping with the care of the little miss is her brother, Michael.

Our condolences to the family of ANDREW WILLIAM SILFVAST, whose sudden death occurred at his home on April 10. "Bill" had been employed by WP since 1925 and was retired from the railroad as sales representative at the time of his death.

SAN FRANCISCO

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

WILLIAM D. BREW, auditor of disbursements, was elected vice president of the San Francisco Chapter of The Institute of Internal Auditors for the coming year.

KENNETH D. LEWIS, secretary, president's office, reports the death on April 25 of Mrs. Myrtle Etta Mitchell, widow of HARRY A. MITCHELL, former president of the Western Pacific and Sacramento Northern railroads. Mr. Mitchell died in 1958. Mrs. Mitchell suffered a stroke followed by several weeks in a coma, and had been staying in Children's Hospital in Oakland. She had been most active for a number of years in the Children's Hospital Auxiliary and in aiding the program for Guide Dogs for the Blind. Mrs. Mitchell is survived by a sister, Jeanette Stormer, Oakland, and ten nieces and nephews.

The latest issue of the San Francisco Zoological Society's bulletin listed as new members, Corporate Secretary and Mrs. LOGAN PAINE. Logan advises that a number of meetings are held at the San Francisco Zoo where the members view colorful and interesting

movies of wild life in their native wilds, and are on occasion given the opportunity to view the animals at the Zoo at very close range.

Assistant Engineer and Mrs. GARDNER ROGERS left April 19 for a trip to Europe, sailing from New York aboard the Cunard Liner *Mauretania* for Cannes, France, via Gibraltar and the Mediterranean. Leaving the ship they will travel by train to Nice, Genoa, Florence, Venice, Italy; Innsbruck, Austria; Zurich and Lucerne, Switzerland; Heidelberg, Weisbaden, Frankfurt, and Coblenz, Germany (including a voyage up the Rhine by steamer); after which they will visit Paris, Brussels, The Hague, and Amsterdam. Then by boat-train to Harwich, England and London. They will return to New York on the Cunard Liner *Queen Elizabeth*. During their month's tour their daughters, Barbara and Ann, 4 and 7, will be guests in the home of former Assistant Division Engineer and Mrs. MARK CHILTON at Elko.



One of the newest members to join the California Zephyr's staff of Charming Zephyrettes is pretty Mary Lee Smith of Burlingame, California. "Watch your step."



Grant S. Allen had a great time at a retirement luncheon given him by members of his department. That hat and other frills were part of the fun planned by Rose Rinaldi, Catherine Wong, Ruth Chan, Anne Malfa, Rita Connolly, Patricia Wood (visitor from D&RGW) and Aurilla Troy. "Red" was in a little more serious mood at his retirement dinner attended by nearly 200 persons as he and Mrs. Allen were introduced by Ken Plummer.



Thanks to seven-year-old Joyce Kearney, Passenger Sales Manager and Mrs. ROBERT E. GONSALVES will celebrate their 25th Wedding Anniversary in romantic Hawaii. A ticket bearing the Gonsalves name was picked by Joyce from hundreds in a drawing sponsored by Bay Mart, San Jose discount house. Bob and his wife will leave July 19 for a 10-day second honeymoon.

WINNEMUCCA

Ruth G. Smith

John Hamilton, 8, son of Mrs. and H. F. "BILL" HAMILTON, died in Oakland after an illness of several years. The boy's father is employed in the sales and service department at general office, and "Bill's" father is Yardmaster JOHN A. HAMILTON of Winnemucca.

Retired Conductor ERNEST S. "Ed" DAMON died April 18 at the age of 80. "Ed" retired in 1947 after 34 years as a railroad employee. The Damons have been residents here since 1915. He is survived by his widow, Consuela, three children, 10 grandchildren, and three great grandchildren.

Fireman and Mrs. RICHARD RUSSELL are the parents of their first child, a daughter, born February 28. She has been named Deena Lee.

Retired Engineer JOHN SMITH and Roundhouse Clerk RUTH SMITH are grandparents for the seventh time. Their younger daughter, Frances, and her husband, Jim Vanderhoff, are the parents of their third daughter, born March 30 in Boise, Idaho. The new arrival has been named Bonnie Rae.

Joan Elaine Robertson, daughter of Mechanical Foreman and Mrs. JOE MAY, and Arthur Peter Graham of Speculator, New York, were married March 9 at the Community Methodist Church. The groom is in the Air Force and is stationed at the Winnemucca Radar Base.



Rail Travel Safest

Railroad travel in 1962 was 15 times safer than on the highways and over twice as safe as by domestic airlines, according to statistics released by the Association of American Railroads.

In fact, a railroad traveler could have covered more than 687 million miles without a fatal accident—equivalent to 27,075 global orbits by America's astronauts.

U.S. railroads carried nearly 312 million passengers a total of 19.9 billion miles last year.

Heed this warning!

Special Agent-Claim Agent E. L. McCann, Oroville, who represents the railroad in assisting Federal and State forestry departments in forest fire protection, recently issued this warning. "Due to heavy growth of underbrush caused by this year's late rains, the protection of California's forests from fire will be the most difficult job in years. Our railroaders who work in these areas are urged to be more careful than ever, and vacationers and campers are especially asked to be certain they comply with all rules governing smoking and campfires."



Fire destroys his trees, too

REMEMBER—ONLY YOU CAN PREVENT FOREST FIRES!

Fine Safety Record

As announced in the last issue of *MILEPOSTS*, employees at Sacramento General Shops qualified for a Certificate of Commendation for working 634,400 man-hours without a disabling injury. The period was from April 30, 1961, to December 31, 1962.



"This Safety Award is well deserved as our men made a fine effort in working so long without a disabling injury," Chief Mechanical Officer E. T. Cuyler told Shop Superintendent D. R. Sarbach on presenting the Safety Award.

Chief Mechanical Officer E. T. Cuyler presented the award to the men on behalf of management and the National Safety Council. It was accepted on behalf of the employees by Shop Superintendent D. R. Sarbach, who in



"We welcome the opportunity to add this Safety Award to our bulletin board," said Blacksmith Clifford Bennett, chairman, shop safety committee.

turn presented the award to Blacksmith Clifford C. Bennett, chairman of the shop safety committee.

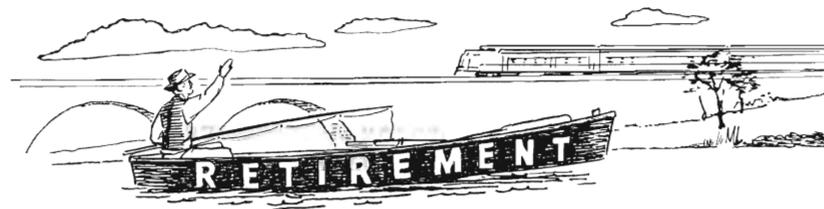
Coffee and doughnuts were served to the employees following the presentation.

Shipper-Gram Contest

May 31 was the closing date for entries in Western Pacific's Shipper-Gram Contest, announced in the March-April issue of *MILEPOSTS*.

All eligible entries are now being judged by Judges L. D. Michelson, general superintendent, J. F. Lynch, superintendent, and Editor Lee Sher-

wood. Winners of the three cash prizes will be announced in the July-August issue, and the first place winning Shipper-Gram will be entered in the National Contest for the \$1,000 Grand Prize to be awarded by the American Railway Magazine Editors' Association.



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

Grant S. Allen, superintendent of transportation, San Francisco, 28 years 7 months.

Fred M. Allred, freight conductor, San Jose, 28 years 8 months.

Sanford Anderson, machinist helper, Oroville, 23 years 11 months.

Joshua L. Cook, section foreman, Burmester, Utah, 35 years 4 months.

James H. Fox, conductor, Portola, 32 years 11 months.

George P. Graves, train desk clerk, Portola, 23 years 11 months.

Sotirios Karamonos, carman, Oakland, 17 years 4 months.

Peter R. Lopez, carman, Sacramento, 17 years 10 months.

Raymond Morales, extra gang laborer, system, 12 years 7 months.

John W. Moss, locomotive engineer, Stockton, 21 years 9 months.

William Niceler, roundhouse laborer, Stockton, 25 years 8 months.

Lillard S. Overton, machinist helper, Elko, 26 years 2 months.

Edgar A. Sartain, Oakland Terminal cashier, Oakland, 10 years 10 months.

Howard R. Stoner, brakeman, Elko, 21 years 3 months.

Robert R. Taylor, consultant-marketing, Stockton, 38 years 8 months.

William E. Yeager, extra gang foreman, Western Division, 27 years 7 months.

Veterans reunion

The 18th Annual Reunion of the Military Railway Service Veterans will be held at the Statler Hilton Hotel, St. Louis, Missouri, September 20, 21 and 22.

A varied program is planned for this group of Railway Service Veterans who carried guns, ammunition, and equipment to the front lines during World War II and the Korean War. There is an interesting program for their ladies, too, including a hospitality hour and floor show. A reception, banquet, floor show, and dance will be held on Saturday evening.

For further information write Fred W. Okie, secretary-treasurer, P.O. Box 536, Pittsburg 30, Pennsylvania.

The *MRS JOURNAL* carries news and photos of railway service veterans. Those interested in subscribing or in submitting news and photos may contact the editor, Neil L. Maurer, P.O. Box 188, Laurens, Iowa.

WESTERN PACIFIC MILEPOSTS

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RAILROAD LINES



Believed to be the heaviest carload of frozen foods or other perishable ever moved by railroad was PFE's Santa Cruz, Calif., to Hartford, Conn., shipment of 139,986 pounds of frozen spinach in new 70-ton Hydra-Cushion mechanical refrigerator car.

* * *

New York World's Fair will have a \$3 million, 8,400-ft. double-loop Air-Rail monorail equipped with fourteen 40-passenger cars built and operated by American Crane & Hoist Corp., Los Angeles.

* * *

ICC Service Order No. 943, effective May 8, requires expedited return home of plain 40-foot box cars owned by seven western railroads.

* * *

National Railways of Mexico will begin this year piggybacking bananas, trucked from Guatemala to Mexico, to the U.S. aboard flatcars.

* * *

At Bozeman, Mont., the Milwaukee pays \$1,441 to keep the airport going, and the airline that uses it pays \$85. At Miles City, the railroad pays \$765, the airline \$5.10.

* * *

Erie-Lackawanna, Reading and Jersey Central inaugurated second-morning piggyback delivery in both directions between Chicago and Philadelphia on May 3.