

WESTERN PACIFIC
Mileposts

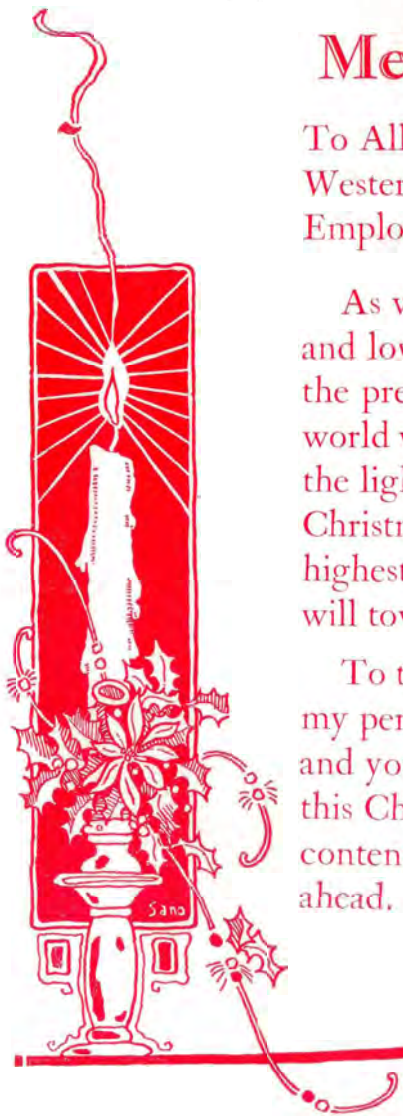
NOVEMBER DECEMBER, 1967

IT'S A MATTER OF LIFE AND BREATH

USE *CHRISTMAS SEALS*

FIGHT TUBERCULOSIS...
EMPHYSEMA... AIR POLLUTION...





Merry Christmas

To All
Western Pacific System
Employees:

As we gather with our friends and loved ones this holiday season, the pressures and conflicts of this world we live in should not obscure the light of the true message of Christmas . . . "Glory to God in the highest, and on earth, peace, good will toward men."

To that great message may I add my personal wish to each of you and your families for happiness this Christmas Season and contentment in the New Year ahead.

Most sincerely,

M. M. Christy

Mileposts

WESTERN PACIFIC

Volume XIX, No. 6

NOVEMBER-DECEMBER, 1967

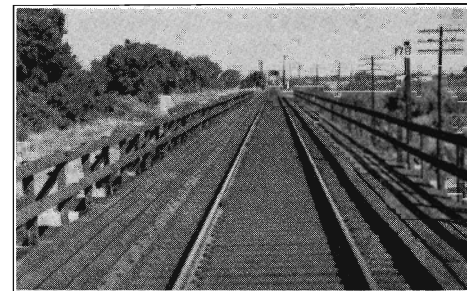
*Milepost No. 178

Public Relations Department
WESTERN PACIFIC RAILROAD
SACRAMENTO NORTHERN RY.
TIDEWATER SOUTHERN RY.

526 Mission Street
San Francisco, Calif. 94105
Lee "Flash" Sherwood, Editor



Member
Association
of Railroad
Editors



*Milepost No. 178: Marysville, early-day mining camp, now Yuba County seat, 1/2-mile east.

MANIFEST

	Page
MILEPOSTS Salutes National Tuberculosis Association (See Page 21).....	Cover
A Christmas Message from our President.....	2
WP Scores High in RPI Awards.....	4
People On The Move.....	6
WP is Willing People.....	9
These Teenagers Mean Business!.....	12
Employees Go Over the Top in UBAC Drive.....	16
WP Goes to Sea!.....	17
One Lousy Ticket?.....	18
Mileposts in Gold.....	19
In Memoriam.....	20
Francis J. Rauwolf.....	21
Retirements.....	22
Caboosing.....	23
Dear Editor:.....	34
Sacramento Golf Results.....	35
Railroad Lines.....	Back Cover

WP Scores High in RPI Awards

WESTERN PACIFIC won an "Award of Merit" plaque for its entry in the 1967 Golden Freight Car Awards. The competition has been sponsored annually since 1961 by the Railway Progress Institute, national association of the railway equipment and supply industry. Fourteen leading U.S. and Canadian railroads entered this year's contest.

WP's award was based on a successful program emphasizing the human values in railroading, built around the slogan "WP is Willing People." WP's entry was designed by B. E. Pedersen, director-advertising and public relations, to show that the railroad is staffed by people who put extra effort

into solving customer's shipping and distribution problems. The theme was carried out all year in WP's advertising, publicity and news media releases, and on reports, publications and bumper stickers. A highlight, to spark interest in the program, was awarding 30 TV sets, one each day in April, to "Willing" employees whose names were drawn at random.

Winner of the highly prized first-place trophy, a 1/4-inch scale gold plated box car, was the St. Louis-San Francisco Railway. The railroad was judged the winner for its attack on the industry-wide problem of terminal delays, based on the premise that indi-

(Continued on Page 5)



RPI Chairman W. Ashley Gray, Jr., offered congratulations and presented individual plaques to WP's President Myron M. Christy; Bernard E. Pedersen, director-advertising and public relations; and Walter C. Brunberg, vice president-marketing.

WP Scores High . . .

(Continued from Page 4)

vidual freight cars, as well as complete trains, should be moved on schedule.

Also receiving "Award of Merit" plaques as runners-up with Western Pacific were the Atchison, Topeka & Santa Fe Railway, New York Central System, and the Norfolk & Western Railway. RPI does not differentiate order of selection for the runners-up.

Santa Fe was selected for its four-part program featuring experimental high-speed piggyback and container trains operating on a test basis between Chicago and the West Coast and other areas of modernization.

New York Central's award was for its pioneering efforts to develop and promote containerized import-export traffic using its Flexi-Van system promoted by an extensive advertising campaign.

Norfolk & Western was judged for promotion of its customer-oriented "business logistics" concept of rail freight service whereby its freight trains function as an integral part of the shipper's physical distribution system.

Two new AAR officers; M. M. Christy a director

Thomas M. Goodfellow, 60, president and general manager of the Long Island Rail Road for 11 years, is now president of the Association of American Railroads. He succeeds Daniel P. Loomis who will retire as a consultant at the end of the year.

James A. Schultz, Long Island's vice president-public relations, retains that title for the AAR. He succeeds J.

THE 1967 winner and runners-up were determined by a three-man panel of judges: Edward L. Bond, Jr., Board Vice Chairman, American Association of Advertising Agencies, and President and Chief Executive Officer of Young & Rubicam, Inc., J. Carroll Bateman, President, Public Relations Society of America, and President, Insurance Information Institute; and Lester J. Dorr, Executive Secretary, National Industrial Traffic League. Each judge was selected on the basis of his knowledge of the separate fields of advertising, public relations and freight traffic. Winners were determined on the basis of the quality, originality and effectiveness of their freight traffic and marketing promotion programs.

The purpose of the annual competition is to stimulate the use of modern sales and merchandising techniques to promote railroad freight service.

The awards are traditionally presented at the Institute's Annual Dinner. Held in Chicago at the Palmer House, the 1967 RPI Annual Dinner attracted more than 1,100 railroad and railway supply industry executives, civic leaders and government officials.

Handly Wright, who retired after nearly 10 years with the AAR.

Myron M. Christy, WP's president, was elected to the AAR's board of directors for a one-year term at the annual meeting held in Chicago on October 13. This will be the first time that Western Pacific has been represented on that Board.

PEOPLE ON THE MOVE

Pricing officers advance

FRANK W. STEEL, assistant vice president-freight pricing, announced that four pricing department employees were appointed to new managerial positions on October 1.

William F. McGrath, formerly freight pricing manager-transcontinental rates, moved into a newly created position as general freight pricing manager.

"Bill's" Western Pacific service began in Chicago on September 22, 1941. He held nearly every clerical position in that office, became traffic representative, and about ten years later was brought to San Francisco. After two years as a rate analyst he returned to Chicago on August 16, 1953 to a newly created position as assistant to traffic manager. It was back to San Francisco again on January 1, 1958, this time as assistant general freight agent, which position preceded "Bill's" appointment as freight pricing manager-transcontinental rates.

This congenial Irishman was born in Chicago on June 6, 1922, and after attending Bryant & Stratton Business College he enrolled for specialized studies at Northwestern University. He worked in the Pennsylvania Rail-



W. F. McGrath



J. N. Baker

road's law department for a short while and, after a year with WP, "Bill" had interrupted service while serving for four years in the Pacific Theatre with the U.S. Navy.

Back with WP he soon became acquainted with Rita McEnerney, one of the girls hired to replace men in military service, a romance which brought about their marriage on November 22, 1947. The family now includes four children, William, 17, Terrence, 16, Brian, 13, and 10-year-old Colleen, appropriately named since she was born on St. Patrick's Day.

He is a member of the Union League Club of Chicago, and the San Francisco Commercial Club.

As hobbies, "Bill" lists helping Rita to raise a family, woven around an occasional round of golf and, when not traveling—"like Paladin"—spectator sports. In a class with Superman, he also manages to maintain a home and garden, at 1991 Palm Avenue in Redwood City.

* * *

JAMES N. BAKER was appointed freight pricing manager-transcontinental rates. He had been assistant to vice



P. R. McElheney



R. M. Tofanelli

president-marketing, pricing, since January 1, 1966.

"JN" was born in Springfield, Massachusetts, and attended Yale University, majoring in history, and earning a B.A. degree. He spent two years with the Transportation Corps with assignment in liaison to the German Federal Railways, and four years with another Class 1 carrier.

He first worked for Western Pacific in March, 1960 as a marketing trainee, a year in which he was admitted to practice before the Interstate Commerce Commission. In 1962 he became assistant director of pricing on transcontinental rates, and in 1964, assistant freight pricing manager for terminal and transit subjects.

"JN" has been active in various proceedings before the I.C.C., including the Western Pacific control case and, more recently, the Rock Island merger proceeding.

He is a member of the San Francisco Transportation Club and the Commonwealth Club, and lives at 307 Fourth Street, Sausalito, with his wife, Mary, and son, Charles.

* * *

PAUL R. McELHENEY was appointed assistant freight pricing manager, Pacific Southcoast Freight Bureau. He had been assistant to freight pricing manager since January 1, 1966.

"Dick," as he is more popularly known, was born in Brownstown, Illinois on August 28, 1937. He received his higher education at the University of Cincinnati and the Humboldt Institute Traffic School in Minneapolis.

"Dick" first worked for Western Pacific as chief clerk in the railroad's Cincinnati, Ohio sales office on December 16, 1959. He became a sales representative in Oakland on April 1, 1961 and held the same position in Seattle, Washington from May 1, 1962 until August 1, 1964. His next position was chief of the rate bureau at San Francisco, which led to his position as freight pricing manager.

"Dick" and the former Martha Whittington, of Sparta, Illinois were married on March 8, 1958, and now live at 6 Abbey Court in Walnut Creek with their two children, Jeff, 8 years, and Jill, 5 years. The family enjoys camping, swimming and tennis, and are members of the Presbyterian Church in Walnut Creek.

He is a member of the San Francisco Transportation Club.

* * *

RONALD M. TOFANELLI was appointed assistant to freight pricing manager, following his service as chief of the rate bureau since January 1, 1966.

"Ron" was born in Oakland on February 6, 1937 and attended Oakland City College. He entered the railroad's accounting department in September, 1955 and in June, 1958 entered the passenger department as reservation

(Continued on Page 8)

People on the move . . .

(Continued from Page 7)

clerk and cashier. Six months later he entered the marketing division as consist clerk, advancing to docket clerk, junior division clerk and assistant rate clerk. He became a sales representative at Oakland in May, 1962, which preceded his position as chief of the rate bureau.

"Ron" and the former Mary Koster, of El Cerrito, were married on July 7,

John T. Hilgedick

John T. Hilgedick became chief of rate bureau-transcontinental on November 1, 1967.

Born in Oakland on August 29, 1938, he attended Oakland Technical High School and received a BS degree in liberal arts at the University of Oregon. John first worked as a salesman for Remington Rand Office Systems in Portland, Ore., in 1962.

He entered Western Pacific's marketing division as a file clerk in 1964. He later worked as tariff clerk and docket clerk and, in 1965, became chief clerk in the Oakland district sales office. John returned to general office in 1966 as a marketing trainee, and at the time of his latest assignment had worked for about one year on the Rock Island hearings before the ICC under James N. Baker, just appointed freight pricing manager-TC rates.

John married the former Nancy Whitaker of Roseberg, Ore., on September 2, 1961. They have two children, Joseph L., 5, and John M., 2 years, and live at 4909 Fairfax Avenue in Oakland. John is active in Junior Achievement activities and enjoys tennis, fishing and camping.

1957 and live at 4917 Santa Rita Road in Richmond with their two children, Mark, 9 years, and Michael, 6 years.

His hobbies are building furniture and boats, completing an outboard in the average of three months time. He owns an inboard boat, used mostly for water skiing, and is a member of the Richmond Lawn Bowling Club. He placed first in the 1967 Novice Singles, and competes regularly with his club against other clubs in Northern California.

Peter M. O'Connor

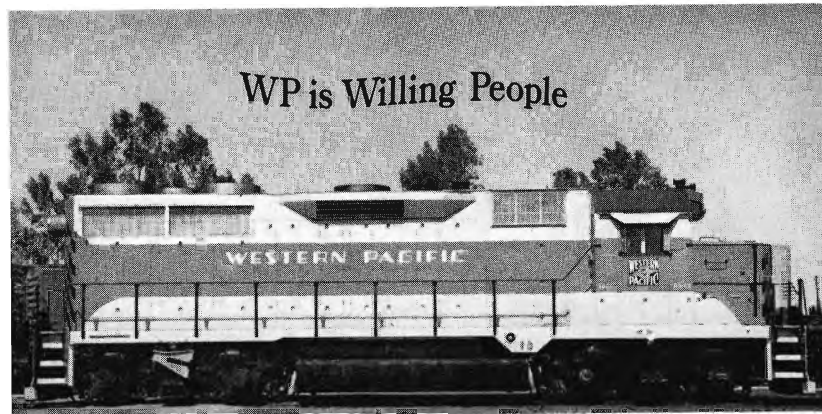
MILEPOSTS apologizes to Peter M. O'Connor for not having reported his transfer from Chicago to San Francisco last May to become assistant chief-sales and service.

"Pete" was born in Kansas City, Mo., on December 8, 1942. He attended Glennon High School, Kansas City University, and Kansas City Junior College, majoring in history and English.

He first worked in various clerical positions for the Santa Fe in Kansas City, Mo., from December 1961 to April 1964. "Pete" left the Santa Fe to become chief clerk in WP's Kansas City district sales office for one and one-half years. He moved to Chicago in December, 1965 to become a sales representative, leaving there last May to come to San Francisco.

"Pete" married the former Mary Ann Gallagher of Kansas City, Kansas on September 1, 1962. They have two children, Cecilia, 3, and Maureen, one year, and live at 779 Nandina Court in Fremont, Calif.

With a little Irish luck, "Pete" says he soon hopes to be good enough at golf to pay expenses.



BACK IN 1935, Dudley W. Thickens, chief of division bureau in Marketing's pricing department, went to work for the Sacramento Northern Railway in Oakland as a clerk-warehouseman. He spent five years there in various freight office jobs. When through passenger service to Sacramento was discontinued on August 26, 1940, with a reduction in forces in Oakland, Dudley bid on a position in the SN's Sacramento freight office. Later that year he applied for a temporary position in Western Pacific's Sacramento freight office and, at the end of the year, when similar work was available in San Francisco, Dudley became an employee at the 8th and Brannan Streets freight office.

Dudley continued working there and was on the steamer desk in 1950 when he transferred to the freight traffic department at general office. Following advances in that department,

he became a divisions analyst in 1958 and was holding that position when the freight traffic department was reorganized and became the Marketing Division on January 1, 1959. His work has been with divisions of freight revenue since that time, and he was appointed to his present position in 1964.

Dudley Thickens was born in Oakland on November 10, 1913, and his home has been in the Walnut Creek-Lafayette area since 1917. His schooling started in the small village of Saranap, continued in Walnut Creek, with high schooling in Danville and Concord.

He recalls how, with other young grade school children, they would stop by the Saranap station after school, where the Sacramento Northern's (then San Francisco-Sacramento Railroad) branch line car serving Alamo,

(Continued on Page 10)

WP is Willing People . . .

(Continued from Page 9)

Danville, and Diablo, would wait for passengers and express from through trains. It was probably the beginning of Dudley's liking for railroads, as Conductor French of the venerable 1051 (an ancient Central Pacific passenger-baggage coach which had been motorized by the predecessor Oakland-Antioch & Eastern for the branch line service) would regale them with tales of life on the railroad!

The branch line car was known locally as the "toonerville trolley" and, like its namesake, upon occasion derailed and spent time off the track. Looking over a color slide of the San Ramon Valley he had snapped recently from a Convair 880 while on a trip to Chicago for a divisions committee meeting, he pointed out the State freeway complex serving the Walnut Creek - Danville area which dominated the picture, and commented upon the sharp contrasts in the changes in transportation since those early days.

Dudley, and his wife, the former Louise Odell, were married in Walnut Creek on May 9, 1953. Louise is the daughter of Brig. Gen. J. C. Odell, who was serving as a Colonel in the Army at Oakland at that time, and now retired, lives in Maryland. Dudley and Louise have three children, Elizabeth, 13, John, 11, and Richard, 9, who attend school in Lafayette.

DUDLEY'S avocational activities include various civic groups. He served with the Diablo Highway Improvement Federation from 1952 until 1960, a group selected from civic organizations and formed for the purpose of securing and expediting State highway and County road improvements in the Lafayette-Walnut Creek-Danville area. He is also president of the Contra Costa County Commuters Association, which works constantly to assure good commute service by Greyhound which serves the area. "Its success," said Dudley, "is due in large



measure to the California Public Utilities Commission, which not only keeps a careful eye on rate increases but has an on-the-job group frequently checking the commute bus operation in the early morning hours at Contra Costa County loading points to assure adequate service where it is needed."

Scouting takes some of his spare time, too, having been a Neighborhood Commissioner for a number of years in anticipation of the time when his two boys would become Scouts. He now is also an Institutional Representative for a troop in the Or-La-Mo (Orinda-Lafayette-Moraga) District. This is a liaison position between the Scout Troop and its sponsoring institution, the Lafayette Christian Church, which Dudley and his family attend. He is also a Committee Chairman for Cub Pack 238, of which his two boys are members.

Our "Willing Person" this month,

(Continued on Page 11)

WP is Willing People . . .

(Continued from Page 10)

has more than a passing interest in ships and the sea. "Not many people could look up from their morning newspapers while crossing the Bay Bridge enroute to work without observing San Francisco's skyline, its waterfront and the Bay, busy with inbound freighters from world ports, harbor craft, and, frequently, the white, immaculate, 'Lurline' inbound from Hawaii and waiting for tugs to escort her to Matson's Pier 35." Because of this, Dudley has become a member of the Steamship Historical Society, and also is a Representative in the Western United States area for the World Ship Society. His activities for this group include having assisted the San Francisco Marine Exchange in preparation of a ship stack chart showing funnel markings for vessels of shipping firms serving the Bay Area. He also issues a small publication for the United States members of the Society which, like MILEPOSTS, is issued six times a year and requires him to keep an eye on the calendar.

Alluding to the comment frequently heard made by commuters about the lack of ships visible along San Francisco's wharves, he said more and larger ships are entering and departing through the Golden Gate. "Many of these ships, however, are not visible to Bay Bridge commuters. In contrast to earlier days, when almost all ships docked at piers along the waterfront," Dudley recalls, "many now load and discharge over a wide area, using inland waterways to reach as far as Stockton and Sacramento. Container-

ization takes Matson and Sea Land vessels across the Bay to Alameda and Oakland to join those already using the growing East Bay port facilities. Ships now use the new Army Street Terminal in San Francisco, too, which Western Pacific serves."

Dudley has been a member of the 49'ers Toastmaster Club in San Francisco for about one and one-half years and has served the Club as educational vice president and administrative vice president. "This training has been of considerable help to me in my work with WP and with my activities with civic groups."

Dudley is likewise a railroad enthusiast, having made many vacation trips by rail across the United States and Canada prior to his marriage. Recalling long, cross-country treks, he commented again on transportation contrasts. "When work makes it necessary for me to be away from home, air travel makes it possible to be back with my family in a few short hours."

Never dismiss an idea!

"Some people see things as they are and ask why. I dream of things that never were and ask why not."

—George Bernard Shaw

"No army can withstand the strength of an idea whose time has come."

—Victor Hugo

(From Caterpillar World)

These Teenagers Mean Business!

They can help you with your Christmas shopping

MORE than 1000 San Francisco high school students are putting their spare time to good use. As teen-age business men and women, they're gambling on making a profit or losing financially. Whatever the outcome, other benefits will be a healthy guide to their futures as a result of their combined skills, efforts, and training.

That's the purpose of Junior Achievement, a program started in Springfield, Mass., in 1919 by Horace A. Moses, then president of the Strathmore Paper Company. It was his belief that youngsters could benefit from "learning by doing" through the establishment of small business firms

President Christy examines sample desk - pen shown by Larry Urmini, VP-Manufacturing . . .



modeled after American enterprise methods.

One such company is "Originals by J.A.," founded and operated by 17 go-getters from seven San Francisco high schools. "Originals by J.A.," as are all other J.A. companies, is guided by a counselling company, in this instance Western Pacific Railroad. Representing the railroad as advisors are six "Willing People" who spend two hours with the students each Thursday night for about six months. They are Lou Fischer, sales representative; John Hilgedick, chief, rate bureau-TC; Stuart Maher, tax specialist;

(Continued on Page 13)

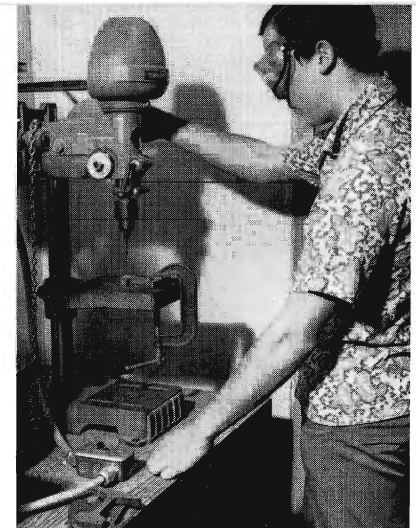
then buys share of stock from Vikki Lynch, VP-Sales, and President Clair Terpening.



MILEPOSTS



The shop machines, for which rental fees are charged, are humming as production gets under way during weekly meetings. J. A. production workers shown above, left and right, and below, are grinding, drilling, and polishing pieces of cable car rail for the pen bases. After being pickled in an acid bath, the rail pieces are plated for an attractive finish.



These Teenagers . . .

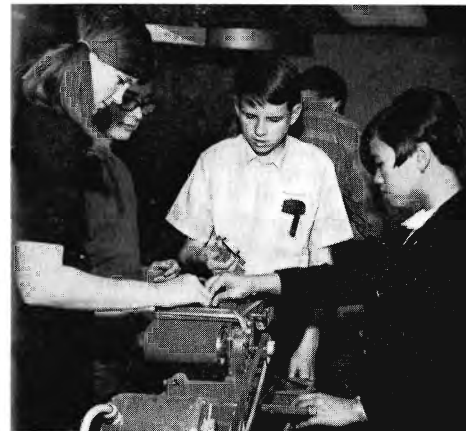
(Continued from Page 12)

Charles O'Neil, statistical analyst; William Schmidt, WP trainee; and Ray Walter, economic analyst. As advisors for "Originals by J.A.," Lou directs sales; John (alternate), production; Stu, accounting; Chuck, management; Bill, production; and Ray (alternate), assisting.

A TYPICAL J.A. company elects its officers and appoints others as production and office workers, and salesmen. Stock in their company is sold to obtain working capital, a product is selected for manufacture, supplies and services are purchased, and production begins. After establishing a selling price, sales campaigns get under way and, as revenues accrue, accurate accounting is kept of all phases of the business.

Appropriately, "Originals by J.A.," selected as their product a desk pen,

(Continued on Page 14)



NOVEMBER-DECEMBER, 1967

These Teenagers . . .

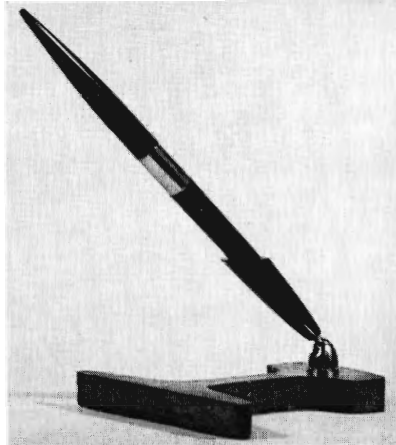
(Continued from Page 13)

mounted on a piece of old San Francisco cable car rail. The rail lengths were sliced into about ½-inch sections at WP's Sacramento shops and shipped to the J.A. company by the Sacramento Store, for which a charge was made since a J.A. company cannot receive donations or free services.

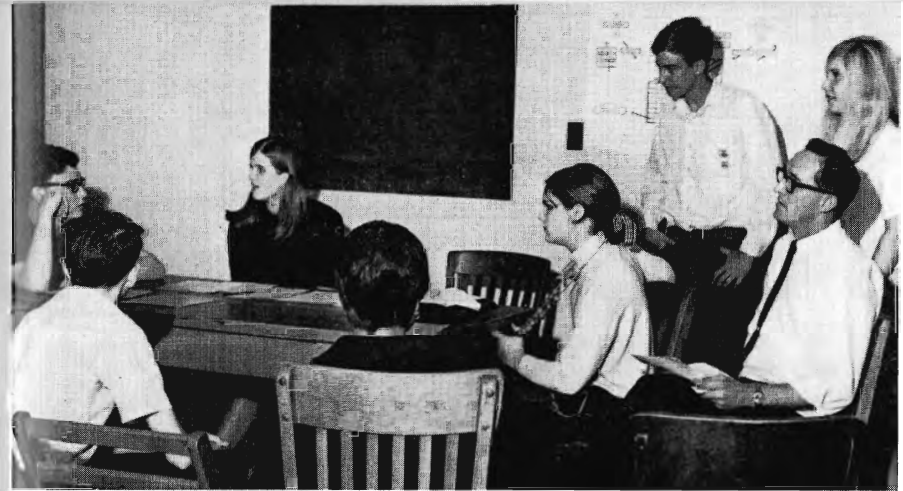
The attractive desk-pen sets, priced at \$4.00 each, should appeal to rail-roaders and collectors, and would be unique Christmas gifts. For convenience and prompt handling, WP employees may place orders through any one of the six WP J.A. advisors.

As the program comes to a close next

(Continued on Page 15)



Except for final plating to give rail base a polished finish, desk pens will look like this.



Lou Fischer, seated right, aids group of Junior Achievers who are setting up a sales program.



Keeping up the records of stock sales are important responsibility of these two J.A.'s.



These Teenagers . . .

(Continued from Page 14)

May, "Originals by J.A." will liquidate their company. Tools, materials and equipment will be sold, and receivables will be collected. Wages, bills and taxes will first be paid. If the Company earns a profit outstanding stock will be repurchased. Any remaining funds will be used to pay dividends.

There are today several thousand J.A. companies throughout the U.S. and in some foreign countries, and the program is expanding. Through "learning by doing," these ambitious teenagers learn the true, full meaning of the free enterprise system. They will learn how interesting a business operation can be, what makes it tick, and why businesses succeed or fail.

You might say that "Originals by J.A." is big business—in a small sort of way!

The Company maintains a complete system of accounting, and these two Achievers are learning how important accurate records can be.



Production progress is checked regularly to insure consistent quality under guidance of WP Advisors Stu Mahler, Bill Schmidt (second and third from left) and Chuck O'Neil, right.

Employees go over the top in UBAC drive

A GOOD MANY, fine, Bay Area citizens—ill, despondent, aged, uncared for, and generally down on their luck—will agree that Western Pacific rail-rod-ers are “Willing People!”

How else can you better describe Western Pacific employees who, for the second year in a row, went over the top in the annual United Bay Area Crusade drive!

“This year’s results are all the more gratifying,” said Chairman Jack Starr, assistant manager-personnel, “when

you consider that our goal this year was nearly \$3,000 more than was our goal in 1966. In behalf of all the un-fortunate people who will benefit by this generosity, I want to express my sincere thanks and appreciation to each and every contributor, and like-wise to our ‘Willing People’ solicitors who helped make this year’s drive a success.”

For the record, Jack reports that there was a 91½ per cent participation

(Continued on Page 17)



Kathleen Murphy, winner of the Fair Share Givers contest holds her clock-radio award presented by Jack Starr, chairman of this year's drive.



The 923-A goes up and over to the deck of the S.S. Bel Karin. Photo by John F. Contreras, Parr-Richmond Terminal Co.

WP Goes to Sea!

Two Western Pacific diesel units were lifted aboard the *S. S. Bal Karin* at Parr-Richmond Terminal and sailed through the Golden Gate on November 6 for Port Hudland, Western Australia.

The new owners, Mt. Newman Mining Co. Pty. Ltd., of Perth, W. A., will

initially use the 917-A and 923-A to haul construction materials for a new 200-mile railroad. When the 200-mile line is completed to a mine site, the engines will probably haul cars of iron ore to Port Hudland for export.

UBAC Drive . . .

(Continued from Page 16)

by Western Pacific employees this year. *Fair Share Givers* increased 8 per cent over last year.

Enthusiasm was undoubtedly sparked by a contest originated by Chairman Starr for *Fair Share Givers*, who were asked to decipher the meaning of three letters—R.E.B. The winner of the handsome clock-radio, for correctly identifying the meaning of R.E.B., was Kathleen Murphy, secretary to Dr. M. E. Childress, chief surgeon for the railroad. “Kathy” selec-

ted the last letters from the words *Fair Share Club*. Another entry, very nearly correct, was *Fair Share Tab*. Some of the other entries, selected at random, were *Reach Every Body*, *Remember Everyone's Benefits*, *Railroad Eager Beavers*, *Railroad Employees Brotherhood*, *Rout Emphysema Bacteria*, and *Railway Employees Bonus*. In a few instances, more than one employee submitted the same slogan.

The real winners, of course, are the needy people who will benefit from the generosity of Western Pacific's “Willing People.”



**“Gee, Dad,
you’re gonna take my
license away for
one lousy ticket..?”**

The young man is 16. He was doing almost 80 when they caught him. His father went to juvenile court with him. The judge said next time the boy’s license would be suspended. His father didn’t wait for a next time.

The boy didn’t like the idea. “O.K., so I was speeding a little. I knew what I was doing.”

He missed the point. Sure, he knew what he was doing. He’s young, he has perfect vision and quick reflexes. He knows he reacts faster than many others on the road.

But perfect vision or not, he’s blind to the most important rule of the road: responsibility!

The responsible teenager driver knows his limitations. He knows he lacks experience, and drives accordingly. He drives carefully. And with judgment.

By just being 16, he’s earned the privilege to drive. Now he has to earn the right to drive.

If he violates that right, even once, he’s got to see the wrong of it. A ticket and fine aren’t enough. Take his license away, and he’ll see.

Sure it’s a hard way to learn traffic safety. But it’s a lot easier than learning it by accident.

* * *

Reproduced through the cooperation of The Saturday Evening Post and the National Automobile Dealers Association.

MILEPOSTS



IN GOLD

MILEPOSTS congratulates the following railroaders who are eligible for Service Pin Awards during the months of November and December, 1967:

45-YEAR PIN		
Albert Stadler.....	Machinist	Sacramento
40-YEAR PINS		
Herman G. Mahlin.....	Sheet Metal Worker.....	Sacramento
Walter E. Vanskike	Chief Clerk-Treasury.....	San Francisco
30-YEAR PINS		
Arthur W. Carlson.....	Chief Engineer.....	San Francisco
James D. Ronan.....	Conductor	Division
Charles L. Servia.....	Conductor	Division
Frank J. Williams.....	Roundhouse Foreman.....	Elko
Matthew G. Willoughby.....	Claim Clerk	San Jose
25-YEAR PINS		
Glenna D. Green.....	Clerk	San Francisco
Albert C. Jones.....	Conductor	Division
William Miller.....	Assistant Chief Clerk.....	Sacramento Yard
Joseph O. Patterson.....	Locomotive Engineer.....	Division
Paul A. Penman.....	Locomotive Engineer.....	Division
Melvin L. Pierner.....	Electrician	Oakland
James R. Quick.....	Personal Record Clerk-Mechanical.....	Sacramento
Jack A. Smith.....	Switchman	Division
Manuel Vasquez.....	Material Stockman-Signal.....	Sacramento
20-YEAR PINS		
Andrew J. Casazza.....	Lease Clerk-Engineering.....	San Francisco
Bernadine J. Coleman.....	Waybill Clerk-Accounting.....	San Francisco
W. D. Dakan.....	Signal Maintainer	Keddie
Robert G. Hobbs.....	Section Foreman	Division
John A. Kaffin.....	Senior Sales Representative.....	Oakland
Wallace Logan.....	Sales Representative.....	Stockton
Dennis L. Palmer.....	Statistician-Steno-Engineering.....	San Francisco
Frank J. Ramos.....	Carman	Oakland
Don T. Woods, Jr.....	Brakeman	Division
Thomas Yrene.....	Assistant Section Foreman.....	Division
15-YEAR PINS		
K. J. Archer.....	Conductor	Division
G. R. Bicknell.....	Switchman	Division
C. B. Cortez.....	Foreman	Division
H. N. Dellinger.....	Conductor	Division
Edgar A. Dobbins.....	Industrial Engineer.....	San Francisco
Clarence B. Edmonson.....	Carman	Oroville
Frank Gabbert.....	Assistant Price Clerk-P&S.....	San Francisco
J. G. Gonzales.....	Laborer	Division
George O. Gordon.....	Rate Quotation Clerk.....	San Francisco
John W. Hoppenjans.....	District Sales Manager.....	Washington, D.C.
Joan Karlin.....	Steno-Clerk-Marketing.....	Los Angeles
P. P. Neri.....	Conductor	Division
G. C. Warner.....	Clerk	San Francisco
F. D. Webb.....	Switchman	Division
W. I. Zimmerman.....	Conductor	Division
10-YEAR PINS		
Alan Bateman.....	Carman	Oakland
Filipe N. Gonzales.....	Laborer	Division
Victor P. Gray.....	Tunnel Foreman	Division
J. McMullen.....	Waiter	Oakland
Jose M. Orozco.....	Laborer	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:

Allen J. Albright, retired interline-recheck clerk, El Cerrito, September 5.

Charles M. Bell, retired chair car porter, Oakland, January 1.

Wallace M. Berg, locomotive engineer, Stockton, September 29.

Leland M. Brown, retired chief clerk-revenue accounting, November 1.

Walt E. Dommes, retired B&B foreman, Richmond, July 1967.

George P. Hama, retired locomotive engineer, Stockton, September 26.

George L. Harlan, retired assistant chief dispatcher, Sacramento, October 4.

John E. Hartwell, retired locomotive engineer, Dillon, Montana, September 19.

Clarence E. Herschler, retired Sacramento Northern yardmaster, Sacramento, August 3.

Higer H. Hunter, retired laborer, Chico, date unknown.

Milton A. Jacobs, retired Sacramento Northern locomotive engineer, Willows, October 1966.

Richard C. Kersh, retired Sacramento Northern brakeman-conductor, Sacramento, October 1967.

Jack K. Lafferty, retired telegrapher, Olivehurst, September 1967.

Charles W. Macloon, retired claim investigator, Alameda, September 1967.

J. C. Nicholson, retired fireman, Carson City, Nev., August 5, 1966.

Milton R. Raleigh, retired waiter, Oakland, October 1967.

Oliver J. Reimel, retired Sacramento Northern bridge tender, Sacramento, October 1967.

Royce L. Richey, retired switchman, North Hollywood, September 1967.

Andrew E. Saunders, retired machinist, Atascadero, September 1967.

John W. Young, retired machinist, Sacramento, September 1967.

Henry R. Fegley

Henry R. Fegley, retired assistant to general manager, died in San Francisco on November 10.

Henry was born at Emporia, Kansas on March 20, 1888. He first worked for the Wells Fargo Express at Los Angeles in July, 1907. He came to WP in December, 1909 as a clerk in the chief engineer's office. He later worked for the D & RGW, returned to WP in 1928, and had been in the general manager's office since 1937 when he retired July 1, 1954.

Francis J. Rauwolf

A HEART ATTACK took the life of Francis (Frank) J. Rauwolf on November 18 at the age of 53.

At the time of his death Frank was manager of tour services, a position he had held since November 1, 1962. He was widely known in railroad passenger and travel agency circles, and it would be difficult to enumerate in detail the many contributions Frank made in behalf of Western Pacific, its California *Zephyr* and other special train services.



Frank was born in Chicago on March 16, 1914. He began his railroad career as a call boy at Stockton on May 25, 1936 and later worked in Stockton as yard clerk and train desk clerk. He was a claim clerk at San Jose and entered the freight claim department in 1944 as loss and damage investigator, becoming freight claim inspector at San Francisco in 1946. In April, 1952 Frank entered the personnel department as coordinator-employee activities, and it was under his guidance that many employee social and entertainment functions were so successful. He held the position of personnel assistant at the time of his passenger department assignment.

Frank married the former Mary Tevlin in Belwood, Ill., on February 4, 1948. Also surviving are three children, Kathleen, 17, John, 14, Patricia, 12, his mother, Mrs. Golden Marie Marble-

stone, and a sister, Mrs. Jeanne Marie Wilkins.

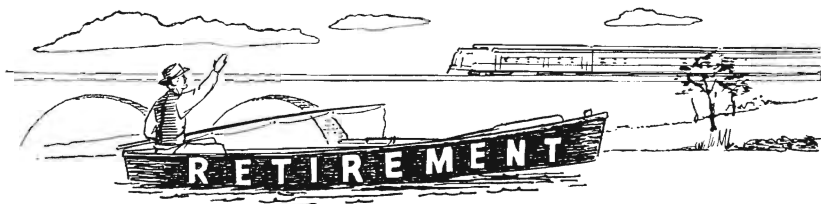
Rosary was held at LeValley and Schmalzried's Sunnyvale Mortuary the evening of November 20. Mass was held at 11:00 A.M. at the Church of the Resurrection on November 21 followed by burial at Alta Mesa in Palo Alto. Pallbearers were President Myron M. Christy, Donald L. Loftus, assistant to president, Russell J. Cleland, director passenger services, Kenneth V. Plummer, Jr., superintendent of transportation, Eugene A. Macomber, sales representative, and Arthur L. Lloyd, Jr., Clift Travel Service.

The family home is at 1072 Rembrandt Drive, Sunnyvale.

Christmas Seal Cover Artist

The little train on MILEPOSTS' cover is the first *Christmas Seal* designed by a West Coast designer in 60 years. Artist Jerry Snyder, 28, of Lafayette, Calif., is a graduate of San Francisco Art Institute, and currently vice president of a Bay Area advertising firm, Market Identities, Inc.

Emily Bissell, of Delaware, originated *Christmas Seals* in 1907, inspired by the story of Dr. Edward Livingston Trudeau, who contracted tuberculosis in the 1870's and retired to the mountains to die. Cured by mountain air, he founded the nation's first TB sanitarium at Saranac Lake, N.Y. Today, *Christmas Seal* donations help to fight tuberculosis, emphysema, asthma and chronic bronchitis.



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

Jess Armendariz, carman, Stockton, 26 years 2 months.

Otto L. Becker, telegrapher, Sacramento, 21 years 7 months.

Robert Colvin, diesel forman, Wendover, 30 years 3 months.

Glen F. Fox, laborer-roadway eastern, 25 years 10 months.

Edgar F. Demotte, supervisor of disbursements, 39 years 5 months.

John B. Dolan, electrician inspector, Sacramento, 23 years 6 months.

George D. Emerick, carman, Elko, 22 years 2 months.

Francisco Gallardo, section laborer, Gerlach, 19 years.

Carl P. Lindman, Tidewater Southern patrolman, Escalon, 37 years 2 months.

Max Martinez, laborer, Wendover, 16 years.

Clarence A. Maton, lineman, Portola, 19 years 3 months.

Benjamin F. Mingles, telegrapher, San Jose, 25 years 10 months.

Harry Q. Myers, carman, Oakland, 19 years 10 months.

Jose Orazco, track laborer, Gerlach, 31 years 6 months.

Benjamin F. Palmer, carman, Oroville, 21 years 9 months.

Herbert J. Scott, coach cleaner, Oakland, 20 years.

Medicare enrollment period extended

The first general enrollment period for the voluntary insurance part of medicare is being extended, according to a Railroad Retirement Board news release. The period which began October 1, 1967 will run through March 31, 1968, instead of December 31, 1967. Also, the present \$3 monthly premium for medical insurance will continue in effect through March 1968. The rate for the period from April 1968 through the end of 1969 will be announced before January 1, 1968.

Railroaders who are already enrolled for hospital insurance, but not for medical insurance, will be informed in December by the Railroad Retirement Board how they may enroll for the medical insurance plan. Railroad employees with 10 or more years of service who want to join or rejoin the plan during the current enrollment period, should visit the nearest office of the Board as soon as possible and not later than the end of next March. For many persons who had attained age 65 some time ago, this will be their last opportunity to obtain this important medical coverage.

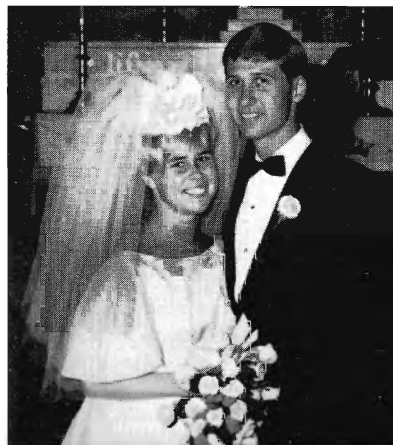


STOCKTON

Elaine Obenshain

Clerk PAUL RICKETTS, 24, with the U. S. Army's 533rd Military Police Company, led his team with the highest score in the recent 15th Military Police Brigade's shooting tournament in Katterbach, Germany. His unit is based at Kaiserslautern, Germany. Paul's wife is the former Margaret Ann Bryant, of Stockton.

Fred Nave, Jr., son of Carman and Mrs. FRED NAVE, SR., and Judith Helen Byers were married at the Christ Episcopal Church in Eureka, Calif. on August 26. Following a reception at



Mr. and Mrs. Fred Nave, Jr.

Caboosing

Eureka Inn, the couple honeymooned in Ashland, Ore. where they attended the Shakespearean Festival, returning to a home in Arcata where both are attending Humboldt State College.

Proud parents for the first time are Brakeman and Mrs. D. A. TATOMER, whose daughter Trinette Allison was born on October 2. Grandparents are Conductor and Mrs. D. A. TATOMER of Elko.

Switchman and Mrs. DAVID E. ATKINSON's first daughter, Brenda Lynn, was born on September 4, joining David, Jr., age 19 months, in the family nursery. Engineer and Mrs. H. D. ATKINSON are grandparents.

Our deepest sympathy to the families of Engineer WALLACE BERG who died unexpectedly at Oroville on September 30; and retired Engineer GEORGE HAMMA who died on September 26.

John Paul Rice, Jr., son of Engineer and Mrs. J. P. RICE, Sr., and Deborah Ann Murray were married on September 30 in Holy Cross Church of Easton, Mass. The benedict's parents, two sisters and a brother attended the wedding. The newlyweds honeymooned at Cape Cod, Niagara Falls, and in upper New York State and will live in Weymouth, Mass. The bride is employed as a secretary and the groom is a petty officer second class in the Navy, stationed in New London, Conn.

From Mrs. Erwin Stark, of Auburn, Calif., we learn that her father, retired Machinist **PETE McALISTER**, was recently honored for his service by the International Association of Machinists, of which he is a 45-year member of Lodge 364, continuing his activities in the organization's apprenticeship program. He was presented with a handsome engraved wrist watch. A native of Glasgow, Scotland, Peter served his apprenticeship to become a marine engineer on the river Clyde. After going to sea he came to the U.S., worked for several railroads, took a homestead in Utah, and married a young Colorado school teacher, Dora Royce. He later moved to California and had worked for W P for 26 years before he retired in 1953. During the past 15 years he has made five trips to Scotland, accompanied on each trip by members of his family. A grandson, Douglas Stark, accompanied Peter and his wife on two trips, and in 1964 he was accompanied by Mrs. Stark. A son, Scott McAlister was his traveling companion in 1966. In Stockton now, Mr. and Mrs. McAlister frequently visit their four children and are busy in church and social activities.

SAN JOSE-MILPITAS

Phil Hazlett, Lee Marshall

Our best wishes for many years of happiness went with B. J. MINGLES, telegraph operator at San Jose yard, when he retired on August 31. His employee-friends presented "Bennie" with a Kodak Instamatic Camera and film.

Chris Hazlett, son of Assistant Agent **PHIL HAZLETT**, was commissioned a 2nd Lt. in the U.S. Army and left the latter part of October for Fort Dix, N.J. and



"I'm having Dad mix a batch of martinis and he'll leave 'em in the refrig' for you."

thence to Germany where he expects to stay for about two years.

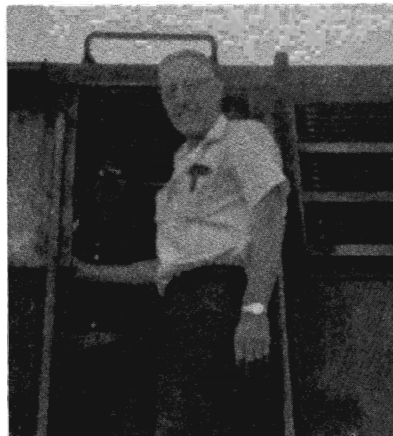
CHARLIE BUELL, retired telegraph operator, visited at the San Jose freight office recently, and has changed very little. He still looks as though he had just stepped out of a band-box, and is as quiet as ever, too. We understand Charlie lives with a daughter in Sacramento.

KEDDIE

Elsie Hagen

Our very best wishes to Locomotive Engineer **HARRY ALT** who retired from W P in September with 30 years service. Harry began his railroad career on a logging road in Idaho at the age of 16, and with the exception of seven years, five on the Reno Fire Department, he has railroaded all his life. He came to Portola on January 25,

1937 and had the misfortune of being snowbound and unable to return to Reno. On February 1, 1937 Harry was hired by the W P to fire a coal burner rotary plow and he has worked for the railroad since that time. More than 50 people attended his retirement dinner at the Keddie Back Door and presented him with a monetary gift.



Harry leaves for Keddie on last trip with his wife, Jerrie, as his "helper."

Engineer **JIMMY BOYNTON** made up a picture of Harry pulling out of Keddie 29 years ago on an engine. "It has been a pleasure to have worked for W P all these years," said Harry, "as they have all been fine people. I'll miss my friends on the W P as well as my G N friends at Bieber."

The many friends and neighbors of Engineer **WALLACE M. BERG** extend their deepest sympathy to his family following his death on September 29.

Agent **PETE HANLEY** is back at work after spending a few days in the hospital. He and his wife, Ila, moved into

their new home they have been building for several years. The very fine home is located on the Oakland Camp Road.

The deer must have been in hiding from Roundhouse Foremen **BILL LEAVY** and **FRANK MOHATT**, Train Desk Clerk **PHILLIP OELS**, and retired RH Foreman **FRANK BENNYHOFF**, as they haven't been talking.

On vacation, and probably hunting, too, is Trainmaster's Clerk **HERTHA SIMPSON**. Relief Clerk **ROSEMARY LEAVY** filled in during Hertha's absence.

Engineman **BILL OTIS** is back on the job after recovering from an injury, and Frances Krause, wife of Conductor **JOHN KRAUSE**, is in Plumas District Hospital recovering from pneumonia. Engineer **RALPH LUZZADER**, who retired last year, is now home convalescing from surgery performed recently.

A reception was held at Quincy Elementary Grammar School to honor Davney Simpson, Grand Representative to North Dakota for the International Order of the Rainbow for Girls. Davney is the daughter of Conductor **VIRGIL SIMPSON** and Trainmaster's Clerk **HERTHA SIMPSON**. She attends school in Davis.

NEW YORK CITY

Richard J. Tracy

Congratulations to our DF Man **MIKE RZEZNIK** and his wife, Joan, on the birth of a 7-lb. daughter, Michelle, on October 4, and to Chief Clerk **JOHN CASSIDY** and his wife, Fran, on the birth of their third child, Kathy, a 6-lb. 8-oz. September 27 arrival. She has two brothers.

We extend our deepest sympathy to **BILL GURGURICH**, sales representative-

special equipment, and his wife, Sandy, on the loss of their baby at birth.

LINDA GRISEL resigned her position as secretary to sales manager on August 18 to drive across country to her home in Pleasanton, Calif. We hope she enjoyed living in "fun city" as much as we enjoyed having her with us. We will all miss Linda very much.

Mrs. GRACE BOLOGNA, former Great Northern Railroad employee, became secretary to sales manager on September 5. Grace received a wonderful surprise upon returning home from work one evening. Husband, Vito, had a new 1968 automobile parked in front of their home.

KAREN O'DONNELL, steno-clerk, is back working the teletype machine again after undergoing a major operation on October 5. She hopes to be completely recovered when skiing season begins in order to make use of a ski lodge she and friends rented at Hunter Mountain, N.Y.



"This is a recording . . . do not handle the toys . . . this is a recording, do not . . ."

PORTOLA



Mrs. Doris Heckala, wife of Engineer A. J. HECKALA, retired on November 3 after 30 years of service in our Post Office. During this period she was the official Civil Service Board representative and examiner. A retirement party was given for Doris in November at the Log Cabin. Her future plans are to take care of her home and to do some traveling, using the piece of luggage presented to her by former postal employees, their husbands and wives.

MECHANICAL DEPARTMENT

Clara R. Nichols

Our sincere sympathy to retired Chief Mechanical Officer ELBERT E. GLEASON in the death of his wife, Irene, on November 1, at the age of 77. Also surviving are two daughters, a sister, and two grandchildren.

There's never - a - dull - moment around the home of Machinist Helper

ADRIAN E. "ACE" DRUMMOND and his wife, Sarah. In addition to three sons, two married and one in college, and five grandchildren who are frequent visitors, since 1945 there have never been less than six foster children in the home at one time. "When I leave for work in the morning I know how many there are," said "Ace," "but I have to count when I return home from work. Twelve or 14 doesn't shock me!"

Present residents include Ned Wong, 10½, a ten-year resident, Ricky Ro, 7, a resident for 6¾ years, and four Reynolds brothers. Three of the Reynolds boys are Eagle Scouts, and James, 12½, is a Star Scout and hopes to get his eagle by age 14. A son, Armand Drummond, 24, has been an Eagle

Stephen Reynolds, left, is latest member of the Drummond household to become an Eagle Scout. With Stephen are Eagle Scouts Armand Drummond, 24, Larry Reynolds, 17, and Ralph Reynolds, 15.



Scout for 10 years and is still active in Scouting.

All this keeps "Ace" and Sarah busy with church, school, Scouts, and other activities, including creating jobs. "Ace" and Sarah figure a busy boy is a good boy, and they earn spending money delivering papers, mowing lawns, raking leaves, and even babysitting. All of the boys have better than B-average in school and "Ace" and Sarah plan to help them through college. Come vacation time, they take off for Disneyland, Mexico, Yellowstone, Oregon Caves or other famous landmarks for three weeks of sight-seeing.

"Sarah is a wonderful cook, mother, and manager, who somehow always has time to acknowledge a child's achievement, or a 'Watch me, Mom'," said "Ace." "There may be some as good, but none better than her."

WINNEMUCCA

Henry Mentaberry

Conductor and Mrs. A. M. RANKIN were honored and surprised on their 40th Wedding Anniversary October 14 by their three children, Pat, Kay and Bill, and their families. At the dinner at Hotel Humboldt, the Rankins cut a wedding cake topped with bride and groom, and ruby rings were presented to their parents by the children. Mr. Rankin has been with WP for 39 years.

Janice Dee Jones, daughter of Conductor and Mrs. ALBERT JONES, became the bride of Bill Lee Alexander on



Mr. and Mrs. Bill Alexander

July 1 at St. Paul's Catholic Church in Winnemucca. A buffet dinner and reception at the Sonoma Inn followed the wedding. The bride and groom are continuing their studies at the University of Nevada in Reno.

For fun, excitement and outdoor living, Agent C. A. GRAUVOGEL and his son, Carl, Jr., recommend a Colorado Fall vacation. They left by pickup truck on October 24 for Saguache

(pronounced Swatch) near Salida, labeled on the map as wilderness area. It covers several square miles at an elevation from nine to eleven thousand feet. By horseback they hoped to find the swift and beautiful bull elk, one of the largest animals in the continental U.S. exclusive of Alaska. Having spent the last two years in Alaska, Carl, Jr., was the most experienced in hunting, but both found horseback riding quite an experience after a long absence! And, sometimes in snow with 15-yards visibility. One horse evidently didn't like riders much, either, for he returned alone to camp one day before Carl, Sr., found that he had broken loose from his hitch a few miles from camp. On the fourth day, Carl Sr., got one shot at an elk at about 440 yards but he vanished into the timber. Although they came home with no meat, but a few sore spots, both agree that the vivid memories of an exciting and wonderful trip made their experiences most worthwhile.

OROVILLE

Helen R. Small

Richard Clifton, son of Carman and Mrs. T. E. CLIFTON, and Constance Temples of Oakland were married at Reno on September 16. They are living in Reno where Richard is employed by the University of Nevada. Carman Clifton's daughter, Elaine, is studying accounting at Healds College in Sacramento.

Engineer WALLACE MARTIN BERG, 57, of Stockton died suddenly at Oroville on September 30 while on this end of his run in freight service. He had been employed by WP for 40 years. He is survived by his wife, Genevieve, of Stockton.

Mrs. Esther V. Reedy, wife of Conductor EDWARD F. REEDY, died at Oroville on October 14 following a long illness. She is survived by her husband and a son, John, 15.

The wife of retired assistant superintendent JOHN J. McNALLY is seriously ill at the Oroville Community Hospital and our wishes are that she recovers very soon.

Others who have been or are ill include retired Engineer AL VRISMO, Diesel Foreman D. A. DAVIS, and retired Conductor E. W. JAYNE.

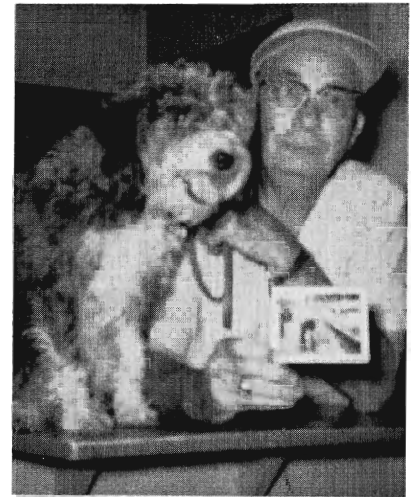
Our best wishes to Conductor C. H. LUTHER who retired in October with 26 years' service, and to Conductor L. D. TAYLOR who retired in November with over 40 years' service, most recently in *California Zephyr* service between Oakland and Oroville.

OAKLAND

John V. Leland

Congratulations to MRS. JEAN McHARDY, 71, who retired some years ago as a clerk at Oakland, who was given a reception by Caledonia Lodge 197 of the Daughters of Scotia in celebration of her recently received Member of the British Empire award on September 29. The award was presented in June at the San Francisco British Consulate by Peter Dalton, consul general, on behalf of Her Majesty Queen Elizabeth for long and distinguished service to the British people. Still extremely energetic Mrs. McHardy takes care of her own house and yard, commutes by bus to San Francisco each day as secretary of the British Benevolent Society, is active in her church and the Caledonia Lodge, largest organized group of Scottish women in the world.

Retired Yardmaster RAY W. RICH



"You'd think Susie caught the fish!" said Ray.

and "All-American" dog friend "Susie" stopped by the yard office not long ago. Ray displayed a picture of himself and a limit of catfish one weighing



Agent Ray Smalley, left, gave Asst. Agent Dennis B. Rickman his 25-year Service Pin recently.

3½ lbs., caught at Three-Mile Slough.

Sincere condolences to MANUEL NORMAN, passenger services supervisor for dining car department, whose wife, Carol, passed away on November 8.

Congratulations to Sales Representative LEE PRESTON, who was recently elected as President of the Emeryville Chapter of Toastmasters' International! Lee was also recently awarded second place trophy in Toastmasters' East Bay divisional humorous speech contest.

WENDOVER-SALT LAKE CITY

Esther Witt, J. B. Price

While out pine nut hunting, which proved fruitless, retired Engineer ROLLA F. HOWELL dropped by and enjoyed a visit with former co-workers and friends. Retirement has given Rolla good health and happiness.

Deepest sympathy is extended to Laborer and Mrs. SAMBRAN B. MAESTAS and family, whose 1½-year-old grandson, Phillip Blackbear, was found slain on September 20.

Telegrapher BLANCHE MILLER was paid a surprise visit by retired Engineer and retired Stenographer Mr. and Mrs. SETH MANCA who had been on a business trip to Salt Lake City.

We're glad to have Brakeman HENRY SPRAGUE back to work after having submitted to major surgery, and hope that good health will now be his.

Retired Yard Clerk FRANCIS K. BYRNE was confined to Elko Hospital for over a month due to ill health and since his release is staying at the Home for the Elderly in Elko. Best of good wishes for good health, Kenny!

We were glad to have as visitors on October 28 retired Footboard Yard-

master HARLAN C. FORD and retired Conductor IRVING L. KILGORE. This was "Boomer" and "Kil's" first visit with the forces here since retirement, and we hope they will come by more often as their visit was entirely too short.

Proud parents of their son, Jon, 13, are Conductor and Mrs. ROBERT C. HEITKAMP of Salt Lake City. Jon, 133 lbs. plays offensive and defensive end for St. Ann's and does the kicking for his team. One good boot, for most any league, was a 45-yard punt from scrimmage which carried 55 yards in all!



Conductor and Mrs. BARTY Q. PERKINS were hosts at the wedding reception of their daughter, Mary Diane, as she became the bride of Stephen N. Sharp on September 14 in the Butler West L.D.S. Stake House in Salt Lake City. Bishop John Reid officiated. Diane was an honor student while attending Westminister College, Salt Lake, and Stephen, the son of Mr. and Mrs. James H. Sharp of Salt Lake City, is a student at University of Utah.



Richard Hammond, son of Train-



MOND, recently returned from the Central States where he fulfilled a two-year Mission for the Church of Jesus Christ of the Latter-day Saints. Since his return he has resumed studies at the University of Utah.

Mrs. Mae Nuffer, wife of Cashier PRESTON A. NUFFER, is up and about after hospitalization for a heart condition. Their daughter, Patricia, and her daughters are visiting at the Nuffer home while S/Sgt. Oakes is furthering his schooling. They will return to Biloxi, Miss., after Christmas.

Elizabeth Anne Worthy, daughter of Mrs. Charles F. Janeiro and the late HERBERT D. WORTHY, was united in marriage to Jerry Tillman Collier at the First Presbyterian Church in Hayward, Calif., on November 18. May they enjoy many years of happiness.

Former employee COLIN C. ELDRIDGE and daughter, Mary, of Menlo Park, Calif., stopped by on September 16 enroute to Mary's enrollment in the University of Utah. Their picture album brought us up to date on the growth of the Eldridge family and their doings.

SAN FRANCISCO

Jean Bruce, Elizabeth Fagan, Lawrence Gerring
Betty Opperman, Carl Rath, Ruth Stone

Best wishes to ANN DELLA SANTINA, disbursement clerk, who left November 1 on maternity leave. She was presented with a playpen by friends and associates.

We'll miss ED DEMOTTE, supervisor



of disbursements, who retired on October 30 after nearly 39½ years' service. Ed was treated to a luncheon by the gals in the accounting department on October 12, and a dinner was given in his honor on October 18 at the Stagecoach Restaurant by his many friends. Ed was born in Arapahoe, Nebraska, on October 3, 1902, attended high school in Ukiah, Healds Business College in San Jose, and WP accounting classes. He first worked for WP as a clerk at San Jose on May 28, 1928 and came to general office on July 17, 1937. He was appointed assistant to general auditor in 1949, first in charge of insurance, then taxes in 1950, and became auditor of disbursements in 1956. He became supervisor of disbursements in 1966. Ed and his wife, the former Faye Taylor, of Willits, were married June 10, 1928 and have two children, Richard E., 37, and Mrs.

Jeanne Lundin, 35. He held various offices in the Eagles Lodge, Ukiah, and enjoys gardening and horticulture at their Walnut Creek home at 108 Hilltop Court. An ardent fisherman and hunter, he plans to make good use of the new rifle presented him by his associates and friends.

Members of the entire accounting departments were saddened in the death of LEE BROWN, retired chief clerk-overcharge claims bureau, on November 1. Lee's wife, PEARL, who preceded Lee in retirement from the accounting department, was, at the time of this report, ill in St. Joseph's Hospital and it is hoped that she will soon be at home again at 465 Church Street, San Francisco.

Our sincere sympathy to Sales Representative IVAN MCATEE, whose wife, Josephine, died suddenly in an unfortunate and tragic accident on October 2.

CATHY WONG, assistant chief clerk, transportation department, and her husband, Leon, spent a very enjoyable traveling-by-plane vacation. The first



three days were spent in Las Vegas where they tried the clubs to pay for their trip. "That was a joke," said Cathy. Next stop was for a four-day visit to New Orleans, Cathy's home town, where they stayed with her sister, May Gee Tong, a former WP employee. Then on to Puerto Rico for five lovely days. That's a lot of rum!" Cathy recalls... and on to Washington, D.C. and Baltimore, Md., for two days. After New York they enjoyed a five-day bus tour of up-state New York, Vermont, and the 1967 Expo Worlds Fair in Montreal, to return home with wonderful memories and tired feet.

In October, JACK STRECK, chief-passenger sales, made his second trip to South America. The 25-member California-Nevada Railway Historical Society tour was led by Arthur Lloyd, Clift Travel Service, a former WP employee, and his wife, Eleanor. Points of interest included La Paz where, because of 14,000 feet altitude, the three-mile Airport runway is the longest in the world. Then to Bolivia, Santiago, and Puerto Montt, Chile, the most southern rail point on any hemisphere. Through the Strait of Magellan, to Buenos Aires, Sao Paulo, Caracas and Iguazu Falls. Jack has now been in every South American country except Uruguay.

Kent M. Delventhal, son of Manager-Marketing Field Services and Mrs. LEO F. DELVENTHAL, JR., was awarded the Army Commendation Medal for heroism for action in the Republic of Vietnam on July 24. Specialist Four Kent Delventhal distinguished himself by heroic actions when the 3d Surgical Hospital at Dong Tam came under heavy mortar attack. Kent moved his patient against a sand bagged wall,

vacated his position of safety to obtain dressings, administered first aid, and kept his patient as comfortable as possible throughout the attack, remaining with him until he could be moved. Kent was promoted to Specialist Five and will complete his Vietnam tour of duty on December 10. After a 30-day leave he will be stationed at Kirk Army Hospital at Aberdeen, Maryland.

BOB GOLDEN, secretary-clerk, president's office, returned recently from his fifth and "best" trip to Europe. He visited both East and West Berlin, central and southern Germany, Czechoslovakia, Austria, Hungary, Yugoslavia, and Belgium. Highlights were attending a performance of "Madam Butterfly" at the Vienna Opera House, seeing



the white Lipizzaner horses at the Spanish Riding School in Vienna, the spectacular alpine scenery of Yugoslavia and Austria, a second-time cruise down the Rhine, and best of all a visit to Mad Ludwig 11's "fairytale" Neuschwanstein Castle in the Bavarian Alps. His only bargain on the trip was in Budapest, where he got a haircut for 16 cents!

Two girls in the law department were married on the same day—September 3—in opposite sides of the world. Secretary KATHY BOLTON, now Mrs. Dennis Omick, was married in Castro Valley. Secretary Diane Marchenski, now Mrs. Aris Fafoutis, was married in Greece. About 300 people attended the marriage of Kathy and



Mr. and Mrs. Dennis Omick

Dennis at a colorful afternoon ceremony in Faith Lutheran Church. A reception followed at the Snow Building, Knowland Park, Oakland. Five



Mr. and Mrs. Aris Fafoutis

priests officiated at the early evening wedding ceremony for Diane and Aris at the Prophet Elias Greek Orthodox

(Continued on Page 35)



Dear Editor:

In appreciation

It will be very much appreciated if, through MILEPOSTS, you can express my sincere appreciation for the many kindnesses and expressions of sympathy following the death of my beloved husband, Leland M. Brown, whose death occurred on November 1.

Mrs. Pearl Brown
465 Church Street
San Francisco, Calif.

* * *

Likes "Willing People"

Having always considered the Western Pacific Railroad and its personnel the tops in the industry, you can appreciate that I also enjoy reading MILEPOSTS which is so nicely put together and interesting. I'll appreciate your changing my address so I will continue to be in touch.

R. C. Brugeon
30 Thunderbird Pky., S.W.
Tacoma, Wash. 98498

* * *

Lynch family news

We are pleased to announce the marriage of our daughter, Melva Ann Lynch, to Fredrick Lewis Howell, in a double ring ceremony on August 5 in St. John's Presbyterian Church in Reno. Fredrick is the son of Mr. and Mrs. O. G. Howell, of Seattle, Wash. He is traffic manager for the McLeod

Trucking Service in Reno, where they will live at 1510 West 7th Street. Melva Ann will continue teaching at Verdi Elementary School.

We are very comfortable as retirees in Sacramento and are having a good time. We appreciate very much reading the congratulations from all our friends on the Western Pacific, which is like a personal visit. We want to again thank everyone for the lovely retirement party and all the arrangements which made it possible. It isn't everyone's good fortune to have a

(Continued on Page 35)



Mr. and Mrs. Fredrick Howell



Chief Mechanical Officer presents Low Net trophy to Bob Runge, after having presented winning prizes to Jack Schenk, Jr., left, and Jack Sr.

Low Gross	
Jack Schenk, Jr.	74
Sam Latino	75
Bob Runge	76
J. Ellis Asbury	80
David Laird	81
Low Net—Class B	
Frank Colligan	73
John Murphy	75½
Jack La Malfa	76
Mrs. Jack Schenk, Jr.	76½

Sacramento Golf Results

Some pretty fine golf was played at River Bend Golf Course in Sacramento recently by WP employees and their friends. Hy O'Rullian, chief clerk mechanical department, announced results shown below.

Each class winner received a trophy and golf balls, and golf balls were awarded winners in the two special contests. Jack Schenk, Jr., only guest winner, is the son of Car Inspector Jack Schenk, Sr.

Low Net—Class A	
Bob Runge	70
Jack Schenk, Jr.	71½
Hugh Ferguson	72
Sam Latino	72
David Laird	72½
Hole-in-One Contest	
Jack Schenk, Sr.	16½ ft.
Longest Drive	
Jack Schenk, Jr.	243 yds.

Dear Editor: . . .

(Continued from Page 34)

portrait in oil, especially so nice as the one created for us by Alice Angiulo.

Elsie and Jim Lynch
1414 Sutterville Road
Apartment 20
Sacramento, Calif.

Photos wanted

As a school teacher, employed part time during summer vacation by WP, I am having my students do reports on various types of railroad equipment. The students are in need of snapshots of Sacramento Northern cabooses numbered SN-1607 to SN-1628. Any assistance will be appreciated.

Ernie Bracchi
2920 Sandhurst Court
Sacramento, Calif. 95821

Caboosing . . .

(Continued from Page 33)

Church in Athens, attended by about 200 people. A flower girl and ring bearer escorted the couple down the aisle. A reception following the wedding was held at the home of the groom's parents.

Laura Moore, steno-clerk, foreign freight department, and her husband, Burley, announced the arrival of twins, Briana Lynn and Brandon Lee on November 6.

Jeanine Thompson, secretary to assistant vice president-finance, and treasurer, resigned from WP on November 24, to move to Southern California.

WESTERN PACIFIC MILEPOSTS

526 Mission Street
San Francisco, Calif. 94105

Return Requested

Bulk Rate
U. S. Postage
PAID
San Francisco, Calif.
Permit No. 5371

MR. ALAN ASKE
181 SO. LINCOLN ST.
ROSEVILLE, CALIF. 95678

RAILROAD LINES



Season's Greetings
to the many railroads
who, throughout the year,
make Railroad Lines
possible!

