

WESTERN PACIFIC
Mileposts

SEPTEMBER-OCTOBER 1963



Mileposts

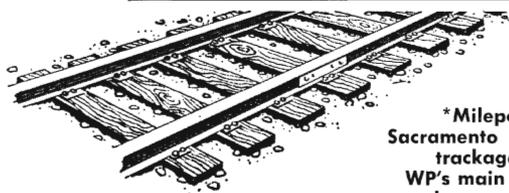
WESTERN PACIFIC

Volume XV, No. 5

SEPTEMBER-OCTOBER 1963

Milepost No. 153

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. 153:
 Sacramento Northern has
 trackage rights over
 WP's main line between
 here and Marysville.

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To All Western Pacific Employees:

ON SEPTEMBER 9, 1963 I.C.C. Examiner Paul C. Albus made public his report to the Interstate Commerce Commission recommending that the Commission grant Santa Fe's application to acquire control of Western Pacific and denying Southern Pacific's similar application as not being consistent with the public interest.

Examiner Albus' report strongly substantiates the basis of Western Pacific's support of Santa Fe control. Following are some pertinent excerpts from his 156-page report:

"The broad issue of public interest and regulatory policy which these proceedings present is how best to lay the groundwork for a sound transportation system in the Pacific Region for the long range. No one questions that the railroads must and will, for the foreseeable future, remain the backbone of the transportation system of this country . . ."

"Reduced to its essentials, the question which the Commission must here resolve is whether major regional rail systems shall henceforth have a monopoly structure, or whether the transportation policy shall continue to favor the preservation and strengthening of competition so long as the economic activity of a region needs and appears capable of supporting a competitive structure."

"The Southern Pacific is a dominant rail carrier in California, particularly in northern California. This part of the state, which includes San Francisco and the Bay Area, is directly served by Western Pacific, and is assuming increasing importance in the Pacific region. The record indicates that Southern Pa-

cific handles approximately three-fourths of the rail traffic in northern California, with Western Pacific handling about 18 percent and Santa Fe about 7 percent. Control of Western Pacific by Southern Pacific would concentrate under a single interest and control over 90 percent of the rail traffic in northern California."

"The record shows that acquisition of Western Pacific by Santa Fe would preserve and strengthen interrail competition influences in the Pacific region, contribute to healthy industrial growth, tend toward a better competitive balance of rail systems, and make available substantial economies and savings. These advantages to the public can be secured without injury to existing routes or gateways or to other railroads interested in those routes and gateways."

"IF WESTERN PACIFIC was to emerge from the present proceedings as an independent railroad it would be just a matter of time until it would have to repeat the same procedures in which it is now engaged with the consequent loss and expense in time, money and morale which inevitably results from the years of uncertainty ensuing from an unilateral take-over such as that proposed here by Southern Pacific."

"This record calls for a realistic and definitive decision, not for the kind of temporizing which is implicit in support of Western Pacific independence. There is no 'status quo' to which all can return as if nothing had happened. The only sound and supportable decision which can be reached on this record is to deny the Southern Pacific's applica-

(Continued on Page 5)



Vice President W. C. Brunberg, left, with plaques presented to him by RPI Vice Chairman W. Lyle Richeson, vice president, Westinghouse Air Brake Co., Pittsburgh, Pennsylvania.

Western Pacific Winner in RPI Golden Freight Car Competition

statement, the trio of judges said that "the quality of the entries was so exceptional that it was extremely difficult to pick one as the grand prize winner. We had to go into an overtime session to conclude our selections."

On hand to receive WP's Award of Merit plaque, in the presence of more

the optimum use of technology and give the customer a break on his transportation costs at the same time. Other Award of Merit winners were the Santa Fe, Baltimore and Ohio, New York Central, and Norfolk & Western railroads.

The purpose of the Annual Traffic Promotion Awards is four-fold: (1) To give recognition to railroads and their personnel for outstanding use of effective sales promotion and advertising techniques to sell railroad freight service; (2) To spotlight effective methods of selling and promotion that will be of help to the entire industry; (3) To foster the increased use of modern sales and merchandising methods to sell railroad freight service, and; (4) Thereby to help promote greater freight traffic volume for the railroad industry.

Judges for this year's awards were Richard M. Boyd, director of traffic and transportation, Pittsburgh Plate Glass Co.; Ruddick C. Lawrence, vice president, New York Stock Exchange; and Howard G. Sawyer, vice president marketing services, Marsteller, Inc., New York, and executive vice president, Marsteller S.A., Geneva. In a collective

than 1,000 railroad and railway equipment and supply industry executives from all parts of the nation, were President F. B. Whitman, Vice President W. C. Brunberg, and B. E. Pedersen, assistant to vice president - advertising and public relations.

The railroad exhibits displayed for the judges have been placed in the Golden Freight Car Library of the RPI at Chicago, along with exhibits from the previous five competitions.

To All WP Employees . . .

(Continued from Page 3)

tions, which the Western Pacific opposes, and to grant the Santa Fe's applications, which the Western Pacific supports. It is not essential that the carrier to be acquired be financially weak or in need of rehabilitation."

The next step in the case will be the filing of exceptions to Examiner Albus' report and replies to them, following which the matter will go before the Commission for oral argument and ultimate decision. It is possible that the case thereafter might be taken to the courts, but it is difficult to predict at this time whether or not court action may transpire. However, it is quite clear that a final decision will at least be a year or more away.

We can all be proud of the record that an independent Western Pacific has made in recent years, a record to which all employees and officers have made a substantial contribution. However, as the Examiner has implied in his report, recognition must be given to the strong and growing trend toward the acquisition of control of smaller railroads by larger ones or through outright mergers.

This trend will inevitably result in a lesser number of railroad systems in this country. That is why we agree with the Examiner's conclusions that: "If the Western Pacific was to emerge from the present proceedings as an independent railroad it would be just a matter of time until it would have to repeat the same procedures in which it is now engaged."

It may be well to recall that during the hearings and subsequently the Santa Fe has repeatedly stated that: "Its intent and purpose in acquiring control of Western Pacific is to continue it as an active and aggressive competitor in the areas which it now serves. To that end it will be managed and operated as a separate railroad pursuant generally to its own past policies and practices with respect to rates, service, and operation."

In view of these prospects we can not afford to follow any other course but continuance of our high standards of performance in all areas of activity which have made Western Pacific the progressive and financially successful road that it is.

Sincerely,

F. B. Whitman

Engineer Parkinson Wins Shipper-Gram Contest \$1,000 Grand Award

LINCOLN C. PARKINSON would probably be a writer rather than a locomotive engineer if he could be assured of always receiving \$87.50 for each word he wrote. For that is just what this 33-year Western Pacific veteran railroader received for each word shown at the bottom of this page.

As winner in MILEPOSTS' preliminary Shipper-Gram Contest, Engineer Parkinson received \$50 from Western Pacific. As Grand Award winner in the National Contest he received from the *American Railway Magazine Editors' Association*, who sponsored and spearheaded the National Contest, \$1,000 (some of which was donated by participating railroads, including WP; the remainder by A.R.M.E.A.).

Parkinson had a lot of competition when you consider that more than 30,000 Shipper-Grams were entered in the railroads' preliminary contests, from which First-Place winners from 27 railroads were in the final contest.

"In receiving this award," Parkinson told the A.R.M.E.A. audience at Cleveland, "I wish to thank the Judges of the National Shipper-Gram Contest for choosing the Western Pacific entry as the winner. I also thank the Western Pacific Judges, who first selected my entry; the Western Pacific management for their kind letters of congratulations;

and the *American Railway Magazine Editors' Association* and Western Pacific for all their efforts in sending me, and expediting my trip, to Cleveland."

"Parky," as the winner is more popularly known on the WP, left Stockton September 16 on the *California Zephyr*. He was met in Chicago by J. H. Ephraim, WP sales representative, who escorted "Parky" between depots there and saw him aboard a N.Y.C. train for Cleveland. In a letter to MILEPOSTS the day following his return to Stockton he wrote: "Everything went exactly as planned and I arrived home September 22 on No. 17 a little tired but a lot richer! I must say that the A.R.M.E.A. is as fine a group of individuals as you will find anywhere. They really showed me a wonderful time for the short while I was their guest. It was 'First Cabin' all the way, and I really enjoyed meeting all of them. Mr. Joseph Shallit (Shipper-Gram Contest committee chairman and editor of *The Pennsy*) met me upon my arrival at the Pick-Carter Hotel, escorted me to my room, and gave me a run-down on the Program for the following day. He is a very fine representative for the Pennsylvania Railroad, and a gentleman all the way. It would be impossible for me to mention all of the many fine railroad magazine editors that I met.

"'Miss Careful Handling,' who pre-



Terminal Trainmaster Paul E. Rutherford and Assistant Trainmaster-Agent H. K. Reese took this picture of "Parky" as he left Stockton.

sented me with my award, turned out to be Kathy Mooney, a beautiful little girl about three years old and a daughter of *Cleveland Press & News* copy editor, Paul Mooney. She played her part perfectly and was a real little doll! It was

a great pleasure for me to present to her from A.R.M.E.A. a gift which turned out to be a beautiful stuffed dog (Teddy Bear type) which delighted my little friend to no end."

In his letter "Parky" also gave the following answers to questions asked of him by MILEPOSTS. It was the first time he had ever entered a contest of this kind. He wrote the Shipper-Gram on the spur of the moment, and only changed one word from his original idea. He did not expect to win the Grand Award, and thought that winning the \$50 Western Pacific first-place award was about as fine an accomplishment as he could expect. He will probably use the money for some improvements to his home at 834 West Vine Street, Stockton.

When notified by Assistant Superintendent L. W. Breiner that he had won the Grand Award, Engineer Parkinson was about to return to work after having

Letters of Congratulations

"May I extend my very hearty congratulations on the occasion of your being the winner of the \$1,000 Grand Award in the Shipper-Gram Contest. Not only was your Shipper-Gram a splendid slogan, but you have done a real service to Western Pacific in participating in the contest and also bringing great credit to our organization. All of us are proud of you.

Again, my hearty congratulations on your being the winner and many thanks for what you have done for our good company.

F. B. Whitman."

"We were all pleased to learn of your selection as the national winner in the Shipper-Gram Contest. I'm sure that you, too, have gained a lot of personal satisfaction in not only winning the contest, but I presume you can use to good advantage also the rather substantial award.

"In any event, again, let me say the Western Pacific is glad that one of its good

employees showed others how it is done. Congratulations and best wishes!

"I hope that you can make a personal appearance to receive the award September 19 in Cleveland.

H. C. Munson.

"Many of the officers have expressed to you verbally our pleasure and pride in your selection as national winner of the Shipper-Gram Contest. I would like to take this opportunity to express such appreciation for the record. The Division is very proud to have you representing the Western Pacific at the coming national meeting in Cleveland.

"I would like to express my regrets that your wife is unable to accompany you but I feel certain she shares our pride in your accomplishment.

"I hope your trip is a pleasant and memorable one and will look forward to hearing about it upon your return.

L. D. Michelson."

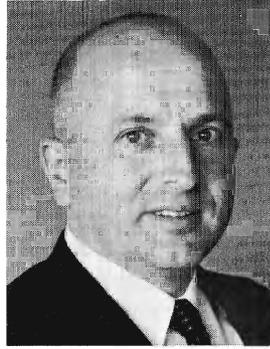
Your freight we'll handle damage free
with on-time arrival for the consignee



James N. Baker



Kenneth E. Cochran



John B. Morgan

Three promotions announced

JAMES N. BAKER was appointed assistant freight pricing manager in the marketing division, effective October 1. He will continue working with William F. McGrath, freight pricing manager, on trans-continental rates.

Baker joined the railroad in 1960 as staff assistant in the marketing division, and was appointed assistant to director of pricing, in April, 1962. His various assignments included activities involved in the Western Pacific "control case". Since joining the railroad, "JN" became an Interstate Commerce Commission practitioner.

He is a native of Springfield, Massachusetts and was graduated from Yale University in 1953. He spent two years in the Transportation Corps with duties involving liaison with the German Federal Railways.

* * *

Kenneth E. Cochran was appointed district sales manager for the railroad at Portland, Oregon, effective September 1. He succeeds Fred McMullin who retired on August 31.

Ken entered Western Pacific service

as chief clerk at Portland in June, 1949 and was advanced to position as sales representative in January, 1951. He first entered the transportation field with a trucking concern in Portland in 1939 following his graduation from Reed College. He entered the Navy in June, 1942 and after serving as aviation cadet received his commission as Ensign in June, 1943. On June 30, 1962 he completed 20 years of military service attaining the rank of Lieutenant Commander with the Naval Reserve.

After one year with Universal Carloading Co. as a sales representative, Ken became tariff publications and rate quotations clerk for the Southern Pacific in June, 1948, leaving that company to join Western Pacific.

Ken holds memberships in several local transportation clubs, the Portland Chapter of Association of I.C.C. Practitioners, and the Oregon Agate and Mineral Society as one of his hobbies is collecting, cutting, grinding and polishing gemstones for jewelry and display. He is an officer of South Gate Lodge No. 182, A.F.&A.M., Portland, a 32nd De-

gree Mason of the Oregon Consistory—Scottish Rite, a past president of the Portland Chapter Delta Nu Alpha, and a past officer of the Junior Traffic Club of Portland.

Ken and his wife, Edwina, live in Portland. Living nearby is a daughter, Mrs. Wendell E. Bates and her husband, and two children, Edwin, 5, and Traci, 1.

* * * *

John B. Morgan was appointed assistant to general auditor-general, effective September 1.

John is a native San Franciscan, born August 18, 1920. Following graduation from Saint Ignatius High School in 1938, he spent seven years attending the evening division University of Califor-

nia Extension School studying mathematics and accounting.

His first Western Pacific employment was in the marketing division on August 1, 1938. He transferred to the accounting department a short time later and since then has held positions as payroll clerk, fuel accountant, general bookkeeper, traveling accountant, and assistant auditor of disbursements. His service with the railroad was interrupted for slightly more than three years for duty in the Army's finance corps.

John and his mother have an apartment in San Francisco and a home in Pebble Beach. As for activities, John says: "I'm a poor bowler, terrible golfer, fair fisherman, and a pretty lucky deer hunter since I haven't been shot yet!"

Engineer Parkinson . . .

(Continued from Page 7)

been away since August 16 for an emergency appendectomy. "Naturally I was happy that I had recovered sufficiently to make the trip east." Mrs. Parkinson, who had been invited to accompany her husband to Cleveland, unfortunately was unable to do so because of illness.

WESTERN PACIFIC is happy, too, that its winner was able to make the trip. "Parky" not only made a favorable impression with those he met in Cleveland, but his excellent 33-year record with Western Pacific, and his understanding and appreciation for careful handling of our customers' shipments, no doubt had much to do with his Shipper-Gram being the success it was.

Parkinson hired out with WP as fireman on October 16, 1930, has been a

locomotive engineer since October 24, 1941, and is a 30-year member of the Brotherhood of Locomotive Engineers. His personal record shows 910 merits to his credit (maximum per year is 35), and he has never received a demerit nor a reprimand during his entire service with the railroad.

He knows how much careful handling of freight cars means to shippers, Western Pacific, and WP employees, and he makes it a point to give every load behind his engines the best of care. In summing up what he thinks generally to be some solution to reducing loss and damage to customers' goods, "Parky" puts it in these ten words:

*"Carefully load, securely brace,
Start with ease, stop with grace"*

Those words could also have made a possible Grand Award winning Shipper-Gram. His \$1,050 in prize money would then have been worth \$105 a word! Western Pacific is fortunate in having this "writer" as a locomotive engineer.

L. D. Michelson at Harvard

GENERAL SUPERINTENDENT LELAND D. MICHELSON left Sacramento early in September to attend the 44th session of Advanced Management Program, Harvard University Graduate School of Business Administration. He is the ninth WP officer to attend the school since H. C. Munson's attendance at the 20th session in the Fall of 1951. Following Munson were L. J. Gosney, M. W. Roper, F. R. Woolford, M. M. Christy, W. G. Levy, E. I. Van Dellen, C. K. Faye and W. C. Brunberg.



The Advanced Management Program, one of the oldest senior management development courses conducted by a university, has been in continuous operation since its beginning in 1943. There are no specific educational prerequisites for admission. All

participants are nominated and sponsored by their companies, and have been selected by the Admissions Board of the A.M.P. on the basis of demonstrated ability, leadership qualities, and adaptability in their careers. The 13-week course is particularly designed for men between 36 and 50 years of age who are now in top-management positions or who are likely to be there in the near future. The program offers a concentrated course of study in six major areas of prime interest to today's top management, and uses the case method of instruction. The 1963 Fall 44th session began September 9 and continues to December 6.

Michelson began his Western Pacific

service in 1927 at the age of 13 while attending school in Elko. Following high school graduation he has obtained a well rounded knowledge of the railroad from experience as a clerk, agent, traffic freight and passenger agent, traveling auditor, auditor of payroll accounts, trainmaster, terminal trainmaster, assistant superintendent, superintendent, and presently general superintendent.

Old passes wanted

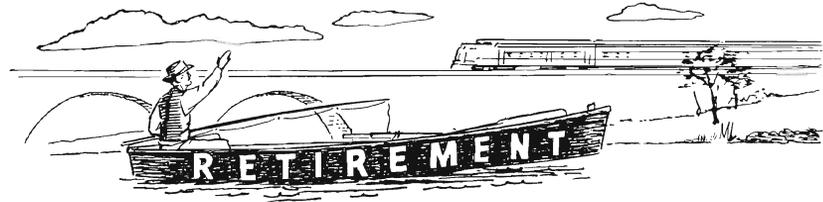
Jack B. Welles, 502 Elm Avenue, Long Beach 12, California, is assembling for The National Museum of Transport at St. Louis, Missouri, a fantastic collection of railroad annual and trip passes for historical purposes.

Presently his collection contains more than 1900 annual and 500 trip passes bearing dates between 1850 and 1962, representing 1,059 different railroads over the past 113 years.

To make the collection as complete as is possible, Mr. Welles will appreciate receiving any passes you can send to him, in return for which he will send you a life pass on the railroads that time forgot, plus an actual size photostat pass issued to Abraham Lincoln in 1857 by the Illinois Central, as attorney for the company.

Welles, now chairman of The Telegraphers & Morsemen's Association, spent 40 years as a telegrapher, dispatcher, and chief dispatcher on the narrow gauge railroads in the Rockies.

Your contribution will be appreciated and at the same time you will have saved a bit of America's colorful past for future railroaders, coming generations, and American history.



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

John M. Anderson, Sacramento Northern signalman, Sacramento, 11 years 2 months.

Henry I. Ashley, rate clerk, San Francisco, 17 years 2 months.

Thomas L. Berry, telegrapher, Oroville, 22 years.

Marshall E. Boyd, director of pricing, San Francisco, 26 years 1 month.

William J. Cochran, yard clerk, Stockton, 20 years 9 months.

Ralph A. Drown, machinist, Oroville, 18 years 7 months.

Lawrence D. Garrick, diesel engine foreman, Oroville, 40 years.

Howard L. Glover, B & B painter, Western Division, 17 years 8 months.

George W. Napoli, boilermaker, Sacramento, 27 years.

Tommie W. Parker, fireman, Elko, 19 years 8 months.

John N. Starr, conductor, Western Division, 27 years 10 months.

Albert C. Thomas, engineering accountant, San Francisco, 32 years 2 months.

Fred W. Thompson, yardmaster, San Francisco, 38 years 10 months.

Jack H. Wade, assistant to general auditor-general, San Francisco, 19 years 5 months.

Paul Jenner retires

ONE WESTERN PACIFIC employee record that had been standing since 1956 was broken when Assistant to General Manager Paul H. Jenner retired from service on August 30, 1963. By eight months and 21 days Paul retired at the age of 60 with more years of Western Pacific service than any other employee. The previous record was held by Clarence L. Droit who retired as corporate secretary on January 31, 1956 at the age of 60 with 45 years, six months and five days to his record. Paul had accumulated 46 years, two months and 26 days.

Born at Leipsic, Ohio on December 31, 1902, Paul moved with his parents to Portola just after the operating department took over the newly constructed Western Pacific in the latter part of 1909. Young Jenner was not quite fifteen when he began his railroad career as a call boy at Portola, following in the footsteps of his father, William Henry Jenner, who had nearly ten years service as a telegrapher and engineer before his death in 1918. Two brothers, Dwight and Jim, also were WP employees for several years.

Paul Jenner Retires . . . (Continued from Page 11)

"When I started calling on June 4, 1917 I put in 12 hours a day, seven days a week for \$50 a month," Paul recalls. "The job involved a multitude of duties in addition to calling crews. Other work included yardmaster, crew dispatcher, engine herder for the passenger trains, delivering mail packs and Western Union messages, and a little janitor work on the side."

With that experience behind him, Paul entered engine service as a fireman on the Western Division at Portola on July 19, 1919. He was promoted to locomotive engineer on August 10, 1928. During the early 1920's Paul earned the name of "Boomer", the result of a short expedition which took him from Portola to Sacramento. He returned to Portola in three days because he ran out of lunch and had to return home! A more deserving honor for Paul was being the engineer on the first revenue train from Keddie to Bieber when that line was

opened in November, 1931.

Promoted to road foreman of engines in 1942, Paul next moved up to position as assistant to general manager when he succeeded J. C. Hoover in charge of operating rules in 1946. He formulated the first air brake booklet for the railroad that year. In 1952 he was put in charge of safety in addition to his work on operating and air brake rules and instructions which duties he continued until his retirement.

Paul and his wife, Dorothy, live at 3227 Ulloa Street, San Francisco. A son, James, 30, is an Oakland attorney. Paul has been a member of F.&A.M. Grizzly Lodge, No. 601, Portola, since 1921.

The Jenners' immediate plans following Paul's retirement were to take a trip to the "mountain country" for a little fishing, which he hopes to continue "on the spur of the moment". He is an ardent baseball fan and a proficient gardener. For the past 10 years he has been an enthusiastic art show visitor and a collector of realistic oil and water color paintings.



Paul Jenner, left, watches Vice President H. C. Munson assemble the surf rod given to Paul along with other fishing equipment as Dr. Glenn Cushman and Ian Ferguson offer helpful suggestions.



As one of his last duties as ATCA president, Warren Brown (right) introduces his railroad's president, F. B. Whitman, as guest speaker at the opening-day luncheon of the 40th Annual Convention of the Associated Traffic Clubs of America in Los Angeles. President Whitman's talk before the large audience was "Some Observations on the Current Transportation Situation".

Warren W. Brown retires

September was a doubly-celebrated occasion for Warren W. Brown, assistant vice president-eastern sales, Chicago.

On September 11 at the Associated Traffic Clubs of America 40th annual convention in Los Angeles, Brown concluded one year's service as that association's president, the first railroad employee to be so honored.

On September 30 he retired from the railroad industry after a service of 39 years. Twenty-three of those years were spent with the Nickel Plate Road, during which time he advanced from freight representative to assistant freight traf-

fic manager. He spent the next 11 years with the Monon Railroad, first as vice president-traffic, then president, director, and member of the executive committee. His final service began with Western Pacific on January 1, 1959 at Chicago.

Warren's business and club affiliations are too numerous to list, and he has held top offices in many of these associations.

Warren and his wife, Marie, will live during winter months at 3200 N.E. 36th Street, Fort Lauderdale, Florida, and during the summer season at 5555 Sheridan Road, Chicago, of which city he is a native.

Many Thanks!

Through MILEPOSTS I would first like to express my appreciation to Western Pacific for having provided me with 46 years of continued employment and an interesting and wonderful career. I like to think that the railroad and I grew up together. From my first day with WP in 1917 until my retirement this August, there is little that has happened that won't be in my memory book. I have been fortunate that my duties with Western Pacific have made it possible for me to meet, to know, and to be associated with so many fine people all along the line. Their wonderful cooperation and assistance made my job a much easier one and I thank them one and all. It is sincerely hoped that what contribution I might have made toward the elimination of injuries both on and off the job will reward each and every WP employee with good health and happiness throughout their remaining years.

I especially want to thank all of those who attended my retirement luncheon and contributed to my gifts. I'm looking forward to the opportunity to hook into a "big one" with that new surf rod and reel!

Be careful!

Paul H. Jenner
3227 Ulloa Street
San Francisco, Calif.

* * *

Old Friend Passes Away

Word received this morning from Seattle, Washington, that Charles E. Sullivan, retired storekeeper, Oakland, passed away on June 24.

Charley first went to work for the WP as my stockman at Elko store in the 1920's. He soon showed sufficient ability to warrant a better position and I recommended him for transfer to better



Dear Editor:

things in Sacramento store. He soon worked up to store foreman and later to storekeeper at Oakland where he served for a number of years before retiring on physical disability.

Charley was a fine man and worker, and his passing will come with sadness to his old friends.

E. E. Christian
Retired Storekeeper
Stockton, California

* * *

Liked Almaden Wine Story

Just a note to say we are still enjoying your MILEPOSTS. I especially liked the Almaden Wine story in the July-August issue and have forwarded it to my brother in Chicago. In the old days my Dad used to make tons of wine and we all helped—some fun! See you one of these days.

Teen Becksted
2093 Bolero Avenue
Hayward, California 94545

* * *

Remembers WP

If possible, please put me on MILEPOSTS' mailing list. I was employed by Western Pacific as agent-telegrapher from August, 1927 until 1942 and know many of your employees. I knew Leland Michelson when he went to high school at Elko. Also worked under his father, A. P. Michelson who was the chief

dispatcher at Elko. Young Michelson was a first rate baseball pitcher then. Hope you can include me in the mailing list.

R. M. Lowe
Route 1
Snyder, Oklahoma

Editor's note: Mr. Lowe will be interested in story about Leland Michelson on Page 10.

* * *

In Appreciation

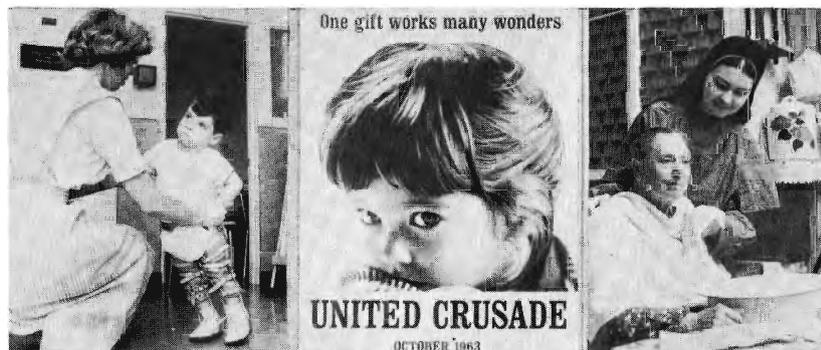
The enclosed letter was received from Section Foreman Patrick Kelly who retired June 18, 1963. Pat began working for Western Pacific as a section foreman on December 26, 1931. He was presented with a \$100 bill which he says

will be used for a watch engraved "from my friends at WP on my retirement". Pat's wife, Nora, received a pin and earring set.

Betty Hill
Roadmaster's Clerk,
Oakland.

"I wish to express my very sincere thanks to everyone on the Western Pacific with whom I have worked and been associated for the past 32 years. It was indeed a pleasure, and I thank all officials and men in very department for their cooperation and help when it was needed, to all the men in maintenance of way bridge gangs, yard offices, staffs, train and engine men, and a special thanks to all the laborers that have worked for me from 1931 until I gave up in '63. I have always tried to do the right thing by everyone, and everyone has done right by me. For that, I thank one and all, and may their days on the WP be as pleasant as mine have been. With that I say adieu and good luck to you all."

Patrick Kelly
96 Linda Avenue
Oakland 11, California.



For their aid and comfort
Many old and ill rely on you

He'll walk alone some day
Thanks to your assistance

MILEPOSTS



IN GOLD

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

45-YEAR PINS		
Mary N. Evans.....	Telegrapher.....	Eastern Division
George W. Naylor.....	Chief Dispatcher.....	Elko, Nevada
Raymond N. Withrow.....	Chief Clerk.....	Sacramento Freight Sta.
40-YEAR PINS		
Harold R. Hargrove.....	Locomotive Engineer.....	Eastern Division
Rollo F. Howell.....	Locomotive Engineer.....	Eastern Division
Frank Smith.....	Locomotive Engineer.....	Eastern Division
35-YEAR PINS		
Wallace M. Berg.....	Locomotive Engineer.....	Western Division
Thomas E. Crosley.....	Conductor.....	Eastern Division
Jack D. Garris.....	Painter.....	Sacramento Shops
Ralph E. Gibson.....	Machinist.....	Stockton
Raymond D. Groom.....	Locomotive Engineer.....	Western Division
Samuel F. Hiatt.....	Locomotive Engineer.....	Eastern Division
Frederick J. Lorsheter.....	Locomotive Engineer.....	Western Division
Clarence F. Malstrom.....	Conductor.....	Western Division
George R. Moody.....	Locomotive Engineer.....	Western Division
Cecil L. Myers.....	Roundhouse Foreman.....	Stockton
30-YEAR PINS		
William J. Brockman.....	Section Foreman.....	Eastern Division
Peter Citron.....	Asst. Director of Industrial Development.....	San Francisco
Gerald T. Clark.....	Conductor.....	Western Division
Maurice W. Hammond.....	Trainmaster.....	Salt Lake City
25-YEAR PINS		
Wilson W. Rockwell.....	Conductor.....	Eastern Division
Arno H. Schmitt.....	CTC Maintainer.....	Sacramento
Melvin H. Swasey.....	Marine Fireman.....	Oakland
Jean Teaverbaugh.....	Patrolman (General Chairman RPIU).....	Sacramento
Theodore C. Wood.....	Locomotive Engineer.....	Western Division
20-YEAR PINS		
Joseph D. Astobiza.....	Electrician Helper.....	Oroville
Harold E. Aul.....	CTC Maintainer.....	Winnemucca
Robert T. Baxter.....	Yardman.....	Eastern Division
Eva J. Bogisich.....	Interline Clerk.....	San Francisco
Douglas Brown.....	Fireman.....	Western Division
Orville R. Burris.....	Switchman.....	Western Division
Frank P. Callahan.....	Brakeman.....	Eastern Division
Joseph L. Clinton.....	Yardmaster.....	Keddie
Richard A. Dore.....	Telegrapher.....	Eastern Division
Richard A. Dore.....	Telegrapher.....	Eastern Division
Florence S. Duncan.....	Clerk.....	Eastern Division
Ines M. Guadagnini.....	Abstract & Code Clerk.....	San Francisco
Homer I. Hall.....	Brakeman.....	Western Division
Earl Hurst.....	Fireman.....	Western Division
Roy S. Hyatt.....	Switchman.....	Western Division
Lou Keith.....	Laborer.....	Oroville
Beulah R. Kennedy.....	Clerk.....	Western Division
Patrick H. Lorgan.....	Brakeman.....	Eastern Division
Mollie Lederman.....	Agents' Accounts Clerk.....	San Francisco
Robert A. Mauchette.....	Brakeman.....	Eastern Division
Marge Moore.....	Head Clerk—Mail and File.....	San Francisco
Elvin S. Mullins.....	Carman.....	Stockton
Everett C. Mullins.....	Carman.....	Stockton
Carl L. Nuzman.....	Brakeman.....	Eastern Division
Floyd W. Paddock.....	Fireman.....	Western Division
B. E. Park, Mrs.....	Clerk.....	Stockton
Norman L. Pilatti.....	Fireman.....	Western Division
Willie Roller.....	Boilermaker Helper.....	Sacramento
George B. Srill.....	Clerk.....	Western Division

(Continued on Page 17)

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

15-YEAR PINS		
Alice T. Anguilo.....	Secretary to Division Engineer.....	Sacramento
Clarence H. Beasley.....	Switchman.....	Western Division
Donald O. Berkstresser.....	Conductor.....	Western Division
William Brown.....	Fireman.....	Western Division
Frank H. Cirincioni.....	Car Inspector.....	Portola
Cecil M. Crawford.....	Switchman.....	Western Division
Fred O. Crosgrove.....	Valuation Engineer.....	San Francisco
Lambert Davis.....	Engine Watchman.....	Sacramento
Reginald W. Dunkley, Jr.....	Rate Analyst.....	San Francisco
Daniel D. Farley.....	Laborer.....	San Jose
Clifford A. Gerstner.....	Engineer of Track Layout.....	San Francisco
Harmon W. Hardin.....	Car Inspector.....	Stockton
Robert W. Helriegel.....	General Secretary.....	San Francisco
John W. Hendricks.....	Signalman.....	Sacramento
John L. Hicks.....	Accountant.....	Sacramento Shops
Douglas L. Hickson.....	Hostler Helper.....	Oroville
Cecil V. Huggins.....	Sheetmetal Worker.....	Oakland
Bert Jaskala.....	Switchman.....	Sacramento
Humphrey A. Jones.....	Fireman.....	Western Division
William H. Kinnear.....	Yardmaster.....	Sacramento
Earl C. Miller.....	Extra Gang Foreman.....	Eastern Division
E. Mumphy.....	Laborer.....	Oakland
Charles R. Pfennig.....	Dispatcher.....	Sacramento
Leo E. Pope.....	Chief—Division Bureau.....	San Francisco
Jesse C. Shoemaker.....	Brakeman.....	Western Division
Hugh Smith.....	Carman.....	Elko
Jean S. Smith.....	Stenographer-Clerk.....	Sacramento Shops
Walter S. Starr.....	Agent-Telegrapher.....	Hayward
Lee A. Talefree.....	Coach Cleaner.....	Oakland
Frederic B. Whitman.....	President.....	San Francisco
Charles H. Wright.....	Switchman.....	Western Division
10-YEAR PINS		
Eugene N. Anderson.....	Switchman.....	Eastern Division
D. R. Bright.....	Fireman.....	Western Division
W. K. Downard.....	Assistant Chief Clerk.....	Stockton
James A. Forst.....	Agent-Telegrapher.....	Eastern Division
Herman J. Frelow.....	Coach Cleaner.....	Oakland
Robert C. Gallmeister.....	Carman.....	Portola
G. E. Gerald, Jr.....	Relief Clerk.....	Western Division
Oroville L. Hamilton.....	Machinist.....	Sacramento
H. C. Hughes.....	Switchman.....	Western Division
A. Johnson.....	Telegrapher.....	Western Division
James L. Larson.....	Engineer-Inspector.....	San Francisco
J. C. Nealy.....	Extra Gang Laborer.....	Western Division
R. L. Pruitt.....	Brakeman.....	Western Division
H. K. Radford.....	Switchman.....	Western Division
P. Shimek.....	Switchman.....	Western Division

(Correction: In the last issue, MILEPOSTS reported a 20-year Service Pin Award to Jesse C. Currier, Jr., fireman, Western Division. His correct title is road foreman of engines, Keddie.)

WP employees head Shippers' meeting

James E. Baker, marketing department manager-sales, special equipment, was railroad chairman of the special equipment car committee for the Pacific Coast Shippers' Advisory Board meeting in San Francisco on September 11 and 12. The meeting was attended by more

than 200 shippers and transportation representatives.

Leo F. Delventhal, Jr., manager marketing field services, was a member of a panel discussing cushioning, one of the most important facets of special railroad car equipment, which was a feature of the meeting. The panel was moderated by Douglas O. Day, director of traffic for S&W Fine Foods, Inc.



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:

Nell Marie Bishop, shop laborer, October 9.

Elias T. Braley, retired division line-man, July 11.

Chester R. Cole, retired Central California Traction Co. brakeman-conductor, July 8.

Louis A. Fernandez, retired store laborer, August 21.

George N. Ferguson, retired Central California Traction Co. brakeman, Aug. 1.

George J. Harates, retired Sacramento Northern laborer, date not known.

Jacob R. Howland, retired switchman, August 27.

Carl J. Johnson, retired tunnel miner, July, 1963.

James P. Kane, retired fireman, October 2.

John D. Karras, retired Sacramento Northern section foreman, August 15.

William E. McKenzie, retired Sacramento Northern conductor, date not given.

Douglas Murray, switchman, September 14.

Paul R. Nicholls, Sacramento Northern brakeman, July 28.

William H. Oerline, retired conductor, September 24.

Ralph C. Osborn, switchman, October 11.

Theodore J. Porria, warehouse foreman, September 16.

Angelo D. Prato, retired assistant station manager, September 5.

Homer S. Smith, retired division line-man, June 19.

Garret W. Spiva, retired blacksmith helper, August 5.

Victor L. Steely, retired carman, Aug. 7.

Edgar A. Thompson, retired terminal trainmaster, September 20.

Donald L. Tibbedeaux, retired boiler-maker, July 29.

Josephine R. Vragnisian, retired industrial clerk, August 9.

Lawrence B. Wakefield, retired fireman, September 21.

Reuben E. Weaver, retired fireman, September 26.

John F. White, retired carman, Aug. 7.

James J. Hickey

James J. Hickey, director of passenger sales, died on October 22, just as this issue went to press.

Jim first worked for WP as city passenger agent on June 1, 1934. He later served as general agent, general passenger agent, and passenger traffic manager.

Further details will appear in the next issue.



Caboosing

SACRAMENTO STORE

Irene E. Burton

EDGAR E. ENSELE, stock control clerk, spent part of his vacation visiting with his son in Los Angeles.

LOUIS A. FERNANDEZ, retired employee, passed away recently. Louis had worked for the store department for about fourteen years before retiring in 1956.

JEANINE THOMPSON and GLORIA QUICK have been working during vacation time. Jeanine has accepted a position with the Bureau of Reclamation and Gloria is returning to her studies at the American River Junior College.

JAMES MADISON has been hospitalized due to an injury to a foot and we hope that he will soon recover and return to work.

ELKO

Theda Mueller

FRANK WYTRAL returned from a leave of absence and displaced MRS. BETH WOODWARD as personal record and accident clerk. Mrs. Woodward returned to her former position as relief stenographer in the chief dispatcher's office.

MRS. LOIS MANCA just completed her three weeks vacation and has resumed her duties as stenographer in the chief dispatcher's office. While Lois was visiting relatives in the Los Angeles area, MRS. PATRICIA HOBBS worked in Lois' position.

FRANK OLDHAM was the successful bidder on the cashier's job in the freight house, and his position as assistant time-keeper has been filled by DONNIE THORNE. Donnie spent the summer months with his parents, Mr. and Mrs. Allen Thorne. He will be a senior at Santa Clara School of Law this Fall.

Assistant System Wire Chief B. C. COLLINS just returned from a vacation in New Mexico and reports a very enjoyable trip.

Billy Thompson, departed for Sierra Junior College in Rocklin, California. He is the son of Engineer WILLIAM S. THOMPSON and Telegrapher MARGARET THOMPSON. He will be staying with Margaret's mother while attending school.

We extend our sympathy to Yard Clerk PETE ANDERSON, whose mother passed away recently after being confined to the Elko General Hospital.

JANICE DORE, daughter of Agent R. A. DORE, recently resigned as relief stenographer to enter the University of Nevada as a freshman. Janice has been doing vacation relief work during the summer months.

K. W. HOBBS, brakeman and clerk, and the son of Roadmaster R. F. HOBBS submitted his resignation to WP to work in the C.P.A. office.

LINO MACHELI and family spent their vacation visiting relatives in Dallas, Texas. He reports it was "mighty hot" down that way.

Brakeman and Mrs. R. M. THORNE

enjoyed their vacation in their travel trailer at Jarbidge. Every year they return to their favorite spot in the mountains. Another couple that always return to Jarbidge is OWEN TERRY and his wife. They enjoy the beautiful country and report fishing is always good.

OROVILLE

Helen R. Small
Clayton D'Arcy

A 9½-lb. son, Mark Edward, arrived at the home of Crew Clerk and Mrs. GEORGE E. GERALD, JR. and daughter, Susan Lynn, age 6. Paternal grandparents are Mr. and Mrs. George E. Gerald, Sr., Portola.

Retired Lineman ELIAS TAYLOR "CURLEY" BRALEY passed away July 11 in an Auburn hospital after an extended illness. He was born February 11, 1888 in Milton, West Virginia and had lived in Oroville the past 15 years. He is survived by his widow, Annie, of Oroville, a daughter, Mrs. Ann Brown, of Portola, and several brothers and a sister.

Mrs. Willie Belle Bell, 77, widow of the late E. E. BELL, passed away on July 11. She was born in Murfresboro, Tennessee and was a school teacher before her marriage to Telegrapher Bell. Survivors include sons Dr. John Bell and George Bell, Sacramento, many grandchildren, great-grandchildren, nieces and nephews.

Lineman and Mrs. DICK CALL announced a 9-lb. daughter born to them on July 10.

Carman T. E. CLIFTON is a delegate to the Carmen's Convention in Kansas City and left August 31 for 15 days.

Miss Carole A. Peck, a graduate from Yuba Junior College is relieving in Trainmaster VIRGIL EDWARD'S office while this correspondent is on vacation.

Telegrapher T. L. BARRY retired from

active duty at Oroville Yard Office on August 15 and we wish him a wonderful retirement.

Albert J. Carpenter, son of retired Yardmaster and Mrs. A. J. CARPENTER, was promoted to the rank of Rear Admiral in the U. S. Coast Guard, and now commands the largest land-area district in the Coast Guard. Upon his appointment on July 1, he assumed command of the Second Coast Guard District in St. Louis, Mis-



souri. Admiral Carpenter was appointed to the Coast Guard Academy in 1930 and was commissioned an Ensign in 1933. Later, he taught mathematics and navigation and served as Officer in Charge of the Reserve Training school at the Academy. During WW II he was Commanding Officer of the USS Sheboygan on convoy and ocean duty in the North Atlantic. Prior to his appointment at St. Louis, he was Chief of Staff for the Eighth Coast Guard District in New Orleans. Admiral Carpenter's father had 42 years of railroad service and has lived in Oroville since 1935.

NEW YORK CITY

James B. Hansen

Sales Manager W. M. WORKMAN is relaxing on weekends at his new residence in Wycoff, New Jersey. Like all new owners "Jake" has been busy putting in the little touches that always seem necessary to make a house a home.

September 1 saw the departure of PAT MCKERNAN, secretary to our sales manager. Pat has taken a job with General

Telephone Company and we wish her much success in her new venture.

JO ANN ECKLAND has taken a leave of absence from her position as DF clerk, and JOHN CASSIDY has temporarily assumed her position.

Spending a recent weekend in Cincinnati visiting District Sales Manager R. B. RITCHIE was your correspondent. The trip was made in my Cessna 172 and was very enjoyable. The weather man cooperated very nicely on the way over, but a cold front necessitated an emergency landing near Wilmington, Ohio at Clinton Airforce Base on the return trip. Clinton Towers' quick reply on 121.5 MC was welcome, as ceiling was down to 300 feet and visibility about a mile. Being cleared straight in on a 9,000-foot runway, no time was wasted in getting down! Civilian planes can land on military fields only in emergency, such as this. Three hours later the weather cleared and blue sky flying took us into New Jersey.

STOCKTON

Elaine Obenshain

Conductor JOHN N. "JACK" STARR retired July 30 with 28 year 10 months WP service. "Jack" started his railroad career as a switch tender for the Union



Pacific in 1916, then worked as switchman. During WWI he served as a brakeman in France. Upon his return to the States he worked for the CB&Q for several years, then again for UP before coming to the WP on September 24, 1953. His son, John M. Starr, is a brakeman

for WP and lives in Stockton. "Jack" and his wife plan to visit a daughter and family living in Illinois, and then some time next year a trip to South America is planned. Fellow employees presented Jack with an electric wrist watch (battery powered).

Just 12 days after his father retired (above), Brakeman and Mrs. JOHN M. STARR presented him with a granddaughter, Karen Diane, born August 12. Linda Marie, age 3, is big sister. Great-grandmother is Mrs. Aline Hardy, widow of Switchman Edward Hardy.

We would like to add our congratulations to those already extended to Engineer LINCOLN C. PARKINSON who was selected National winner of the Shipper-Gram Contest. Terminal Trainmaster PAUL E. RUTHERFORD and Assistant Trainmaster-Agent H. K. REESE were at the depot to see him off on the *California Zephyr* September 16 for Cleveland. There he represented Western Pacific at the American Railway Magazine Editors Association annual conference and, incidentally, received a \$1,000 Award for his nation-wide winning Shipper Gram. We are sorry that Mrs. Parkinson was unable to accompany him due to ill health as she, too, had been invited as a guest.

Our deepest sympathy to Section Laborer GUILLERMO MENDOZA, whose wife passed away recently; and to Clerk VELMA PRENTISS whose father passed away in August.

We wish recoveries soon for Conductor C. A. BURKETT, JR. who has been away because of illness, and to Clerks O. J. FARMER and ETHEL ROSSITER who underwent major surgery.

The Helen Netzer Ladies Auxiliary to the Brotherhood of Railroad Trainmen will hold their Fifth Holiday Dinner-Dance on November 30 in the Waterloo

Gun & Bocci Club at Waterloo and Ashley Lane, Stockton. Buffet dinner will be served from 7 to 9 p.m. followed by dancing until 1 a.m. to the music of Tommy Sanguinetti's orchestra. Chairman for the occasion is Mrs. Lee Smith, assisted by Mesdames Homer Wolf, John Starr, and John Gray. Anyone wishing to make reservations may do so by contacting Mrs. Smith at 477-4388. However, tickets may be obtained from any auxiliary member or may be purchased at the door that evening.

Our deepest sympathy to the family of retired Agent ANGELO D. PRATO who passed away September 5. Also to retired Patrolman LOU RUSHING, whose wife passed away September 6.

We're happy to welcome Switchman G. G. ATKINSON back from military leave. Jerry has been in the U.S. Army and was recently stationed at Ft. Lewis, Wash.

Gay Lynette Reese, daughter of Assistant Trainmaster-Agent and Mrs. H. K. REESE, and Robert Miller, were married August 4 in the Second Ward Chapel of the Church of Jesus Christ of the Latter Day Saints at Chula Vista, Calif. Her parents and brother, Steven, drove to Chula Vista to attend the ceremony. The newlyweds will make their home in Sacramento where both are employed.

WINNEMUCCA

Ruth G. Smith

MRS. EVA A. PEDLAR of Winnemucca and Joseph R. Harris of Bandon, Oregon were married on June 30 at the First Baptist Church here. The new Mrs. Harris was formerly manager of the Western Inn. The couple is now living in Oregon.

Operator JOHN HARNES had a heart attack on June 15 and was in the hospi-

tal. He returned to his work as day telegraph operator on July 27.

CHARLES C. MILNER, hostler helper at Winnemucca until 1953, when he was furloughed, died August 7 at the Veteran's Hospital in Reno where he had been a patient for three months.

Theodore P. Asay, 80, died in Junction, Utah, August 16. He was the father of Switchman GOLDEN ASAY. His wife, Eliza, preceded him in death in 1936. He is survived by six daughters, two sons, 28 grandchildren, and 32 great grandchildren.

KEDDIE

Elsie Hagen

Janet Marie Johnson, daughter of retired Tunnel Gang Foreman and Mrs. TOM JOHNSON, graduated from High-

land School of Nursing in Oakland on August 30. After a brief visit with her parents in Quincy, the 21-year-old graduate will live in Sacramento where she plans to work in Sutter Hospital. During

her training Janet was co-editor, then editor, of the School annual The Clan.

Our deepest sympathy to Mrs. Glenn Metzdorf, wife of Conductor GLENN METZDORF, whose mother Mrs. Pearl De Lohch passed away in Stockton in July.

WALTER STINSON, who retired many years ago after working in the Portola roundhouse, is in the County Hospital in Quincy. Nearly 92 years of age, Walter fell in front of his home in Keddie, and he has also had stomach illness but is getting along as well as can be expected.



Mr. and Mrs. Werner Paul Barth

Judy Heckela, daughter of Engineer and Mrs. WILLIAM HECKELA, and Werner Paul Barth were married August 4 in the yard of her parents home in Keddie. The double ring ceremony was attended by about 150 guests. Judy's sister, Joan, was Maid of Honor, and Dorothy Hard of Quincy was bridesmaid. Judy and Werner are graduates of Quincy High School. They will make their home in Fresno where Werner is employed with Industries of the Blind.

Pamela Bancroft, granddaughter of your correspondent, and daughter of Engineer and Mrs. C. E. BANCROFT, is in her first year in the 4-H Club. The 10-year-old youngster won the First place and two Second Place awards for her sewing and she also modeled a skirt she had made in the Plumas County Fair.

BILL FOSDICK spent his vacation with his son, Craig and his family, in Ventura. Upon return to Keddie he had the pleasure of a visit from his daughter, Mrs. Oelslagel and husband and their two sons, Donald and Victor of Oroville.

We're glad to report that HARRY ALT's wife is now home and recovering from surgery on her back.

BONNIE BARNHILL and PAT ATWOOD from WP's general office in San Francisco were recent guests at the home of Engineer and Mrs. CLARENCE BANCROFT.

Agent and Mrs. PETE HANLEY celebrated their 30th anniversary by having dinner in Reno on July 27.

Marine Private 1st Class Richard Thomas, son of Conductor and Mrs. ALDEN THOMAS was home recently for a few days leave.

WENDOVER-SALT LAKE CITY

Esther Witt, J. B. Price

We're glad to see Engineers KYLE H. CALVIN and HAROLD O. SMITH both back at work after being hospitalized for major surgery. Understand that Harold still has checkups, but we hope that good health will soon be his.

Sincere condolences are again offered to Switchman and Mrs. LOREN D. NELMS, as Connie, who lost her mother from a heart attack several months ago, has now lost a brother.

Waitress MRS. IRENE CHARLES, who submitted to major surgery the latter part of July is still confined to her home, recuperating. We sincerely hope that she will soon be able to return to work. MRS. BONNIE GRAHAM is working in Irene's place as "beanery queen."

Cashier HARVEY L. NAYLOR is confined to Saint Marks Hospital, recovering from a heart attack which came as a shock to all employees. No one loves outdoor sports more than Harvey, and every weekend found him out fishing with some friend. Anyway, Harvey, we wish you a speedy recovery as that freight office just doesn't look the same.



Mr. and Mrs. Larry E. Pope

Carol Trumbo, daughter of Engineer and Mrs. CECIL G. TRUMBO, became the bride of Larry E. Pope, son of Mr. and Mrs. Mark Pope of Vernal, in a marriage ceremony in the Salt Lake LDS



Engineer and Mrs. Cecil G. Trumbo

Temple on June 27. The groom is attending the University of Utah from where the bride is a graduate. Both are Lambda Delta Sigma affiliates, and both have filled a Mission in California for the LDS Church. Following a honeymoon at Bear Lake, Carol and Larry are now living in Salt Lake City.

Switchman and Mrs. EUGENE T. LAVALLE combined business and vacation. "Barney" attended the SUNA Convention in Buffalo, New York, and after its completion they spent three weeks visiting friends and relatives in the eastern states.

Retired Engineer GLEN MORTON, who was in Elko to attend the Elko Fair and Rodeo, came to Wendover to visit with friends and his son, ROLLAND, also retired. While in Elko he visited in the home of another son, Engineer GLEN W. MORTON. He has to keep up with the grandchildren, so each year he makes a sojourn to get acquainted with any new additions that have arrived among son, grandsons, and other kin.

OAKLAND

John V. Leland

Claim and Industry Clerk B. E. "SWEDE" WESTMAN's daughter, MRS. LINDA LILLARD has given birth to her third child, Lisa Marie, July 28. Linda worked for Western Pacific in 1958.

Hospitalized in early September were IRMA PIVER, secretary, district car foreman's office, and Roundhouse Foreman WILLIAM D. GOOD, both in Providence Hospital. Carman LEON WILSON was hospitalized at St. Josephs in San Francisco.

Out of the hospital and recuperating are Brakeman RALPH W. LANDON, Switchmen EUGENE ROZIER, PETER BERNARDINO, and L. J. MUNGER.



Congratulations to Sales Representative JIM DUYN who, representing the Pacific Coast Toastmasters Clubs, placed second among the nation's outstanding speakers at the 32nd annual

convention of Toastmasters International speech contest, held in St. Louis on August 24. Jim was among more than 1,000 delegates from every state in the U.S. and from several other countries. He won his way to the final speech contest by winning the Northern California district championship and the Western Regional speech contest.

Retired Conductor CHARLEY ELLIS reported that retired Conductor CURTIS RISK's wife passed away on July 9 from cancer after having been ill for about six months. Conductor Risk, now 83, and his wife were married for over 59 years. He retired from WP on March 31, 1946 with 34 years service. Curtis is in good health and lives alone at 1941 - 101st Avenue, Oakland. A married daughter lives nearby.

We're sorry to report that the condition of furloughed Clerk VINCENT DYCUS has seriously worsened and that he is not expected to live much longer. He is presently at Veterans Hospital in Martinez. His sister, Mrs. Eimers (569-4278) can answer any inquiries as to his condition. Anyone wishing to donate blood to replace 20 pints given Vincent at Highland Hospital, may do so at the Blood Bank on Claremont Avenue, Oakland, indicating that your donation is for the account of Vincent Dycus, Highland Hospital.

We're sorry to report the death of Switchman DOUGLAS MURRAY on Sep-

tember 16 after being hospitalized for some time.

Back on duty are Switchman WILLIAM CHESSE, looking good as new after having been off since February due to an injury, and Switchman ALFRED J. SPARKS.

SAN FRANCISCO

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

Several personnel changes occurred in the treasurer's department recently. General Clerk WARREN WULZEN left the railroad to return to the University of California at Santa Barbara to complete his education for teaching. Accompanying him were his wife, Lee Anne, and daughter, Wendy. Warren's position was filled by NORMAN NEATHAMER but only temporarily, as Norman has received notice to report to the Army in October. He will be replaced by BOB CHRISTMAN who is presently learning the work, which includes the mailing of MILEPOSTS each issue.

JANIE HYLAND, treasurers department, and her husband, JACK, chief, rate bureau, marketing department, left recently for a vacation beginning at Lake Tahoe. Their length of stay there depended upon the weather, and their luck, which it is hoped was the very best.

GEORGE VEDDER reports that EMMETT DILLON, retired from the payroll department, is at home recovering from a broken left hip, broken right leg, and injury to a hand which occurred last June in a car dealer's service department. Another car entering the service department struck the rear of Emmett's car as he was standing beside it, knocked him down and ran over him. Emmett spent a month in Sequoia Hospital as a result. He asked George to relate through

MILEPOSTS his sincere thanks for all the wonderful "get well" cards and letters he received from his friends and that it was especially good to know that, even though retired, their heartwarming thoughts of him continue.

A highlight of the 2nd annual Benefit Horse Show and Queen Contest for Recreation Center for Handicapped Children, held September 14 and 15 in San Francisco's Golden Gate Park, was a splendid 13-year-old horse "Radaar". "Radaar", who has appeared in movies and performed at many major stock and other professional shows, went through a repertoire of difficult tricks guided by owner MAX A. POTTER, chief passenger rate analyst.

There are some days when you just can't win. For example, SIDNEY HENRICKSEN, chief clerk engineering, while killing a little time at Lake Tahoe during vacation in September, marked up a nine-spot Keeno ticket. By the time he got over to the cashier to pay his 35 cents on the ticket they were just getting ready to call numbers for that game and advised Sid his ticket would be in the following drawing. You guessed it, for the game he had just missed they drew seven of the numbers he had marked on his ticket! The next game? None.

Carl L. Germann, retired engineering department chief clerk, suffered a heart attack about September 13 and at last report he was confined to Merrit Hospital, Otland. While visiting in the office about mid-year, Carl told his former associates that he was disposing of his historical transportation collection, one of the largest of its kind in the West and perhaps elsewhere, and was thinking of moving to Oregon. Carl retired from the railroad in November, 1953 at the age of 65.



After recently resigning as Medical Department chief surgeon to become chief surgeon for the railroad, Dr. Cushman gave key to his former office to his successor, Dr. Ruth Fleming.

FRED W. THOMPSON, yardmaster at 25th Street yard, retired on September 30 after 39 years service with Western Pacific. He was the third oldest yardmaster in years of service on the western division. His friends presented Fred with a monetary gift, card signed by them, and a cake decorated with train, track, and tunnel.



District Special Agent Hank Donnelly took this picture just as Fred Thompson was about to cut cake with train scene on day of his retirement.

New "per diem" rental system

A NEW multi-level "per diem" rental system for freight cars interchanged between lines is scheduled to become effective for the nation's railroads on January 1, 1964, according to the Association of American Railroads. Western Pacific voted in favor of the change.

Implementation of the graduated scale, varying from \$2.16 for older cars up to a maximum of \$7.74 for the newer and more expensive units, will require about six months to effect necessary revisions in the AAR's Code of Car Service and Per Diem Rules, it was stated.

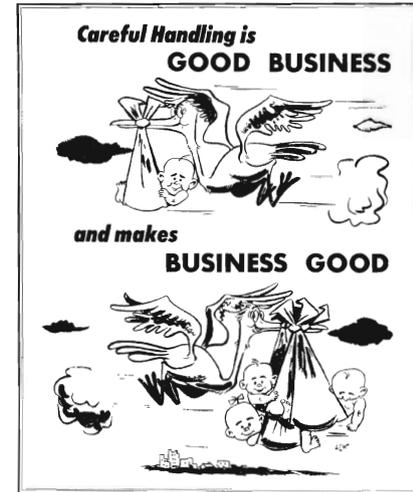
During this period, individual railroads will report on the value of each car owned to the Association's Operating Transportation Division which will assign appropriate per diem rates. Data will then be furnished to the carriers for processing by either electronic or manual accounting systems.

Designed to stimulate greater modernization and utilization of freight equipment, the multi-level concept replaces the present standard rate of \$2.88. Based on the value of each freight car, charges will be classified into six car-value groups ranging from \$1,000 or less to over \$20,000. Each of these classifications will be determined by the original cost of the freight car plus additions and betterments, less depreciation at the rate of 3 per cent per annum, the AAR pointed out.

The current per diem of \$2.88 was set in 1959 as the 17th revision to the first daily charge of 20 cents established in 1902 by the American Railway Association, predecessor to the AAR. Initial per diem charges constituted a compromise

between the amount then paid for the use of cars under the older mileage rate dating back as early as 1887, and the expense of interest, depreciation and repairs of equipment, the Association noted.

Adoption of the new per diem concept followed eight months of exhaustive cost studies undertaken by the Association's Committee on Car Ownership Costs and the Co-operating Committee of Accounting Officers, made up of representatives of individual railroads throughout the nation. The survey was directed by the AAR's General Committee following the expressed concern of many member roads over the failure of per diem rentals to keep pace with the rising costs of freight car ownership, particularly the sizeable capital outlays required for today's large capacity units.



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The 80th anniversary of the completion of Northern Pacific's trans-continental main line was observed on September 8.

* * *

Western Maryland is newest Trailer Train member road.

* * *

Rio Grande's passenger train **Prospector** is carrying up to four TOFC loads daily in overnight service between Denver and Salt Lake City.

* * *

To relieve the approaching St. Gotthard tunnel saturation point, Switzerland is studying a 28-mile tunnel which could be finished by 1975 at an estimated cost of \$182 million.

* * *

Pacific Great Eastern to construct 100-mile extension from Prince George northwest to Fort St. James.

* * *

New York Central and Flying Tiger Lines inaugurated joint rail-air freight service between New York, and West Coast with rail movement in New York by Flexi-Van.

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Santa Fe's \$15 million order for 1,000 trough-hatch covered hopper cars was largest single order for hoppers ever received by Pullman-Standard.

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Erie-Lackawanna plans "Train-as-Hotel" excursions to the New York World's Fair in 1964 with daily special bus service between its Hoboken, N. J. terminal and the fair grounds.