

WESTERN PACIFIC  
*Mileposts*

**AUGUST  
1969**



***INDUSTRIES GROW ON WP—PAGE 3***





# IT'S A DIRTY WORLD!

You may wonder what "A Dirty World" has to do with railroading, but these four words can be as important to a railroad as is "Mr. Klean" to a modern household.

Dirt, when you think about it, is highly important to a railroad. It provides a base on which rails are laid so our trains can run, and a base for highways, streets and walks which provide our employees other means of getting from one location to another.

Industrial land is one of the prime assets to Western Pacific's Industrial Development and Real Estate department and its staff who, figuratively, have their hands in dirt more often than not. Happily, they could care less! Because of dirt, they are continually locating new industries on our railroad which means more business, more revenues, and more freight cars on the move.

Fortunately, Western Pacific System has a broad and varied inventory of properties available for prospective industrial customers. The Company's management took care of that by purchasing strategically located land.

In 1968, for example, real estate sales totalled \$1.7 million. Some 46 new industrial firms were located, or expanded, on Company lines, all of which combined to produce an estimated \$1.4 million in gross revenues, mostly new revenues for the Company.

Industrial development by Western Pacific and its subsidiaries is taking place at Hayward, Union City, Fre-

(Continued on Page 4)

## COVER PICTURES

Before and after. Farming gives way to industrial development in one of WP's industrial tracts, and a section crew installs a spur track leading to the new Reynolds Metal Co.'s aluminum can plant at Hayward.



Volumes of paper work pass over the desk of Ed Jagels, director of industrial development and real estate, and president of the Standard Realty and Development Co. Secretary Joanne Wood ably lends her assistance.



Duties closely associated with those of the ID&RE staff are the responsibility of Standard Realty and Development Co.'s capable Bob Harlan (left), vice president and general manager, and Chief Clerk Bill Caroni.

mont, Milpitas, San Jose, Tracy, Livermore, Stockton, Modesto, Turlock, Sacramento, Oroville, Chico, West Sacramento, Woodland, Reno and Salt Lake City.

The industrial department is capably staffed by avid employees under the supervision of E. P. Jagels, director of industrial development and real estate. Assisting Ed are O. L. Hocker, assistant to director of industrial development; A. J. Bugni and Harold Klein, industrial representatives; E. E. Evans, chief clerk; Joanne Wood, secretary; Marje Moore, industrial clerk; and Roberta Hurlbut, stenographer-clerk. Ed Jagels is also president of Standard Realty and Development Company, and he is assisted by R. W. Harlan, vice president and general manager, and W. J. Caroni, chief clerk.

In addition to duties immediately involving the staffs of these two closely associated departments, considerable liaison is maintained with other departments such as executive, operating, marketing, finance, engineering, law, and accounting-tax. They also maintain an effective and close relationship with Chambers of

Commerce, public utilities, realtors, contractors, investors, state and local economic development commissions, and other public officials, in all phases of industrial development and real estate activities.

They closely watch for and process any leads that might develop in locating a new firm on the property with assistance from WP's marketing representatives, the news media, realtors, tips from other industries, and other contacts. Such leads have located many nationally known industries along our line. Among some of the recent firms that have purchased land or have constructed plants or warehouses on System lines are: Georgia-Pacific, Boldemann Chocolate Co., Inc., Ziegler Steel Co., Reynolds Metals Co., MJB Co., Cudahy Packing Co., Interlake Steel Corp., St. Regis Paper Co., Haas Bros., and Kaiser Aluminum Corp., among others. Firms such as these have a potential source of gross revenues of over \$1 million.

"Industrial development," said Ed Jagels, "provides a primary source of new earnings and solid future growth."

Western Pacific was one of the first railroads to invest substantially in industrial research. A series of studies sponsored at Stanford Research Institute developed comprehensive data on areas served by our railroad to provide location data sheets which contain analyses of growth factors pertaining to each. It was for this and other reasons that *Industrial Development*, a leading industrial trade magazine, not long ago chose Western Pacific for the subject of its first comprehensive report on a railroad land development department. It was the opinion of the magazine's editor that "several of the areas served by Western Pacific are going to 'explode' in the next few years."

At the recent annual shareholders' meeting, President Christy said that our industrial development program is continuing with aggressive efforts and we are achieving good results in locating new traffic-producing industries on our line. "In fact, just this morning I learned that a nationally

well-known firm will locate a \$70 million plant north of our line west of Salt Lake City," he reported.

As you can see, behind all the "ground work" done by this busy department, dirt is a mighty important asset to our railroad.

It's "a dirty world" — but don't knock it!

(Pictures continued on Page 6)



Dick Hocker, assistant to director of industrial development (left) checks the Reynolds' plant progress with construction engineer.



Prior to field trip, Hocker (second from left) goes over track plans with Industrial Engineer Ed Dobbins, Office Engineer Cliff Gerstner, and Right of Way Engineer Harold Contois.

Industrial Representative Hal Klein checks artist's drawing of Boldemann Chocolate Co. plant with actual construction progress during visit to Union City industrial tract (below).



Locating industries requires considerable legal advice from WP's law department which Attorney Kathy Griffin expertly provides for Art Bugni, industrial representative.



For up-to-date information on Company property valuation and taxes, Chief Clerk Ernie Evans (seated) gets prompt assistance from Gordon Ingle, chief clerk, tax department.



Industrial Clerk Marje Moore processes numerous types of agreements and distributes material advertising WP's industrial sites.



In addition to secretarial work Secretary-Clerk Bobbie Hurlbut keeps up-to-date the department's great volume of correspondence.



# Service Pin Anniversaries

JULY-AUGUST 1969

James R. Hillam  
Raymond N. Moore  
James A. Potter  
Lillian Swartzburg

## 45-YEAR PINS

Signal Supervisor . . . . . Elko  
Locomotive Engineer . . . . . System  
Chief Clerk-Station Accounting Center . . . . . San Francisco  
Freight Accounts Clerk . . . . . San Francisco

Ernest O. Dart  
Sam S. Gibson  
Mack McDaniels  
James F. Murray

## 40-YEAR PINS

Carman . . . . . Oroville  
Carpenter . . . . . Division  
Cook . . . . . Dining Car Department  
Conductor . . . . . System

Peter Del Moro  
Leo F. Delventhal, Jr.  
John C. Sterner  
Wilbur Stubblefield  
Walter A. Theobald

## 35-YEAR PINS

Statistical Clerk . . . . . Sacramento  
Manager, Marketing Field Services . . . . . San Francisco  
District Special Agent and Claim Agent . . . . . Stockton  
Conductor . . . . . Division  
Claim Clerk . . . . . San Jose

Harry R. Loyer

## 30-YEAR PIN

Chief Yard Clerk . . . . . San Francisco

Barbara L. Bergman  
Shirley F. Holt  
Richard L. Hussey  
Clarence McAfee  
Jack A. McPherson  
Lawrence L. Moe  
Harold A. Sullivan

## 25-YEAR PINS

Switching Clerk . . . . . Oakland  
Telegrapher . . . . . Division  
Locomotive Engineer . . . . . Division  
Waiter . . . . . Dining Car Department  
Clerk-Baggage . . . . . Oakland  
Sales Manager-Automotive . . . . . Detroit  
Telegrapher . . . . . Division

L. William Breiner  
Richard F. Carter  
Martin J. Etchemendy  
Roy E. Gifford  
James C. Grogan  
Larry L. Lawson  
Andres J. Norgaard  
H. N. Pancho  
Harry F. Simon  
Mary Sohodolsky

## 20-YEAR PINS

Assistant to General Manager . . . . . San Francisco  
Electrical Engineer . . . . . Sacramento  
Locomotive Engineer . . . . . Division  
Signal Construction Supervisor . . . . . Hayward  
B & B Carpenter . . . . . Division  
Signalman-Maintainer . . . . . Keddie  
Yard and Bill-Diesel Clerk . . . . . Winnemucca  
Engineer-Inspector . . . . . San Francisco  
Signal Inspector . . . . . Sacramento  
Steno-Clerk-Treasury . . . . . San Francisco

Patricia M. Atwood  
J. E. Brennan  
L. E. Burns  
R. G. Clark  
Warren Essary  
R. R. Grojeda  
E. L. Hanway

## 15-YEAR PINS

Per Diem Clerk . . . . . San Francisco  
Agent . . . . . Portola  
O. S. & D. Clerk . . . . . San Francisco  
Conductor . . . . . Division  
Extra Gang Laborer . . . . . Division  
Extra Gang Laborer . . . . . Division  
Conductor . . . . . Division

(Continued on next page)

M. J. Makuck  
W. N. Meyers  
J. W. Panca  
George A. Pearce  
B. H. Sanchez  
Wayne L. Stanley

Switchman . . . . . Division  
Conductor . . . . . Division  
Switchman . . . . . Division  
Interline Recheck Clerk . . . . . San Francisco  
Extra Gang Laborer . . . . . Division  
Assistant Engineer . . . . . San Francisco

## 10-YEAR PINS

Statistician-Marketing . . . . . San Francisco  
Switchman . . . . . Division  
Telegrapher . . . . . Division  
Switchman . . . . . Division  
Marine Deckhand . . . . . San Francisco  
Brakeman . . . . . Division  
Carman . . . . . Oakland  
Telegrapher . . . . . Division  
Switchman . . . . . Division  
Accountant . . . . . San Francisco  
Programmer . . . . . San Francisco  
Stenographer-Clerk-Engineering . . . . . San Francisco  
Assistant Mgr.-Computer Operations . . . . . San Francisco  
Hostler Helper . . . . . Division  
Switchman . . . . . Division



## What's 20 Years!

Walter Brunberg, vice president-marketing, had a little fun in June at the expense of Bob Gonsalves, director passenger sales, and Barney Pedersen, director advertising and public relations. As pictured clockwise beginning above (Walt's on the left) the talk went something like this.

- 1) "That's a 10-YEAR PIN!" said Bob. "I had 30 YEARS service on May 1!"
- 2) "How come I get a 30-YEAR PIN," said Barney. "I only had 10 YEARS service on May 11. I'm not THAT old!"
- 3) "I didn't think you'd notice," grinned Walt. "But, now that we've got it straightened out, my congratulations to the both of you are on the level!"





(Editor's note: CAROL SUCHAN, trainmaster's clerk, Salt Lake City, succeeds ESTHER WITT to team up with BERT PRICE as correspondents for Wendover-Salt Lake City column. They will appreciate receiving any news items from employees in the area.)

#### WENDOVER-SALT LAKE CITY

Carol Suchan, J. B. Price

We were all saddened by the loss of Yard Clerk and MILEPOSTS' Correspondent ESTHER WITT on May 31. As retired T&T Lineman THOMAS M. SHEA so well stated, "Esther will surely be missed. We could always depend on her to come through at all times to help others, no matter how she felt." Collections totalling \$232 were received from employees be-



Esther Witt and great niece Connie Graham.

tween Salt Lake City and Elko which were, and will be, used for a floral wreath, a marbelized granite headstone with perpetual care, and a perpetual fund for flowers for her grave on her birthday and Decoration Day. Among those at Esther's funeral were retired Engineers BILL WOODALL, ROLLA HOWELL and LOU WOODS, former Roadmaster M. L. KIZER, and retired T&T Lineman TOM SHEA, and their wives.

It is with deep regret that we report the loss of Conductor - Brakeman CLAYTON F. RANKIN, who died June 27 in a Salt Lake Hospital at the age of 45. Services were held June 30 at Lindquist Mortuary, Bountiful, Utah, with burial in Bountiful Memorial Park. He is survived by his widow, Donna, daughter Mrs. Bruce (Carolyn) Wilde, son, Don, and two grandchildren. Claty began his railroad career on November 6, 1945, and became conductor on June 1, 1957. He was a member of the LDS Church, International Association of Heat and Frost Insulators and Asbestos Workers No. 69, and the Brotherhood of Railway Trainmen No. 235. He was presently serving as local chairman of the BRT and was also vice chairman of the Utah State Legislative Board. A friend of every rail and person with whom he came in contact, he was always willing to lend a helping hand with a warm, friendly smile and gracious manner. He will be missed.

Two weeks before his death, on June 10, Clayty became a grandfather for the second time, when Dawn Lynn was born to his son and Mrs. Don C. Rankin.

Recent visitors with Wendover friends were retired Conductor and Mrs. RAY THOMAS.

A big welcome is extended to A. A. SCHUETTER and W. E. SIMMONS. Al was promoted to roadmaster at Wendover, replacing Roadmaster TED MERRITT who was transferred to Elko. Bill replaces DAN G. BREW, retired, as agent at Garfield, and had worked there as relief agent on numerous occasions.

We also wish an early recovery for Conductor T. M. JOHNSON of Elko, who was injured in the recent bomb explosion at Tobar.

General Clerk HARVEY L. NAYLOR recently received his 45-year Service Pin from Trainmaster M. W. HAMMOND who extended congratulations.



Harvey Naylor and Maury Hammond

Harvey came to WP on April 9, 1924, and has worked at most of the larger stations on the system, including 22 years at Oakland. He returned to the east end in 1952 and is presently at Burmester.

#### KEDDIE

Elsie Hagen

Pamela Bancroft, granddaughter of your correspondent and daughter of Mrs. Shirley Bancroft, and Daniel E. Kidder were married on June 21 in the Silver Bells Chapel in Reno. Daniel, seaman apprentice in the U.S.



Mr. and Mrs. Daniel E. Kidder

Navy, is the son of Mr. and Mrs. George Kidder of Quincy. He left on July 5 for a six-month tour on active duty aboard the *U.S.S. Rehoboth*. In his absence, Pamela, will live with her mother and attend school. Linda Jorgenson was maid of honor and Dan's brother, Mitchell was best man.

Conductor and Mrs. ED DUNN are proud grandparents of a baby girl, Gina Louise, an 8-lb. 4-oz. daughter of Mrs. John (Dunn) Frazier, Jr., of Quincy.

Mrs. L. P. Hanley, wife of retired Agent PETE HANLEY, attended graduation ceremonies when their son, Alan, received his masters degree in art from the Art Institute of San Francisco. A Quincy Junior - Senior High School graduate, Alan plans to teach painting and drawing at the college level.

On engine deck are Conductor Wilbur Stubblefield, General Diesel Foreman Frank Mohatt, Night Diesel Foreman W. D. Scott and Yardmaster Carl Hughes. Others are Brakemen Larry Kirby and Ron Barker, RFE-Trainmaster Richard Harrison, "Barney" Kenney our retiree, Engineers Robert Roehm, Iver Gregory and Howard Snyder, Brakeman David Lane and Agent Ed Carey.

\* \* \*

Below right: Barney cuts up at his party.



Engineer JIMMY BOYNTON took pictures and gave the following report on the retirement of CHARLES B. KENNEY as general yardmaster on June 30. Barney was born at Park Rapids, Minn., on December 2, 1903. His first work was as a freight handler for the "Omaha" (Chicago, St. Paul, Minneapolis and Omaha) at Minneapolis in 1923. He became a switchman in August 1927 and, lured to the West in 1929, became a switchman for WP on July 25, 1936. He went to Oakland in 1941 and came to Keddie as yardmaster on July 15, 1947, where he has earned a great deal of respect and friendship of the operating crews moving through his yard. Thanks to the efforts of Yardmaster CARL HUGHES, RFE-Trainmaster RICHARD K. HARRISON, and many Friends, Barney was honored with a surprise party at the Keddie yard office on his last day of service. A beautiful cake decorated with a miniature train delighted all in attendance, and after the many



congenial greetings of respect had been offered, Barney left to contemplate the many happy hours of retirement wished to this great "rail"—a fine railroader and very fine gentleman.

Davney Simpson, daughter of Conductor VIRGIL SIMPSON and Trainmaster's Clerk HERTHA SIMPSON, and Donald Paul Gasser, son of Mr. and Mrs. Alfred Gasser of Glendale, were married at the Keddie Resort on June 22. The bride attended University of California—at Davis and the groom graduated from University of California at Berkeley. After a honeymoon



Mr. and Mrs. Donald Paul Gasser

in Mexico they are living in McKinleyville for the summer where Donald is a forester. They will then move to the Bay Area so Don can get his masters degree in forestry at Berkeley, and Davney can enter the U.C. Medical Center at San Francisco.

### WINNEMUCCA

W. A. Hoxsey

From RAFAEL C. AYALA, welder helper-foreman, it was learned that his son, Herbert D. Ayala, 18, was accepted for admission to Yale University in New Haven, Conn. He received a university gift scholarship of \$3,100 plus a loan or university employment for another \$500. While attending Winnemucca High School, Herbert was freshman class treasurer and freshman representative to the Winnada, a Block "W" member for two years. He lettered in football for two years as in sophomore and senior class plays, and was a delegate



to Boys' State. He was also Student Association Treasurer, a member of the National Honor Society, and was Senior Class president for two semesters. In a Winnada poll, he was chosen as the boy "Most Likely to Succeed." His father, Rafael, has been in the welding department for 10 years, and works three or four months each year as foreman of a rail grinding gang, and the other months as a welder helper.

### OAKLAND

John V. Leland

Army Specialist Four Gary B. McPherson, son of Baggage Clerk and Mrs. JACK A. MCPHERSON, was assigned to the 2nd Infantry Division in Korea. The 23-year-old soldier worked for a few months as a bank



clerk in WP's treasury department in San Francisco about five years ago before he enrolled at California State Polytechnic College in San Luis Obispo. He graduated from San Lorenzo High School in 1964 and entered the Army at Ft. Lewis, Wash., in March 1968, then went to Ft. Bragg, N.C.

Flanking George, 3rd from left, are Bill McGrath, assistant vice president-freight pricing, Walter Brunberg, vice president-marketing, President Christy, Ken Rank, general sales manager, and Don Loftus, assistant vice president-intermodal services.



**CHICAGO**  
G. T. Morrison

When PRESIDENT CHRISTY presented a 40-year Service Pin to Sales Manager GEORGE WENIG on May 15, Vice President - Marketing WALTER BRUNBERG said: "It was considerate of the Chicago Traffic Club to arrange the time of their Annual Dinner to coincide with the 40th anniversary of George's service with Western Pacific. Those employees with sufficient service will remember that George began his service as a clerk, was promoted to chief clerk, then general agent before becoming sales manager on October 27, 1964. His entire service was in his native city of Chicago. George said that when he was accepted in 1929 he understood it was a temporary position but he now feels pretty sure he is a permanent WP employee.

**LOS ANGELES**  
Joan Worthington

A big welcome to MIKE RZEZNIK who was promoted from chief clerk at Salt Lake City to sales representative at this office. Mike replaces PETE BLASKOWSKY who went to San Francisco as manager-domestic sales for the intermodal services department.

Before signing in for duty, Mike took his wife, Joanie and daughter, Michelle, on a visit to Disneyland. They were accompanied by Diane La Rosa, wife of our Chief Clerk STEVE LA ROSA, and their daughter, Lisa.



Left are Joannie and Mike Rzeznik and their daughter, Michelle, with Diane LaRosa and her little daughter, Lisa.

Your correspondent was one of the lucky ones to obtain an early delivery of a new Maverick which Joan says is "the greatest!"



MILEPOSTS

# This railroad Model's like a deck of cards

Major U.S. railroads are investing over \$200,000 in a railroad model that will look like a deck of cards — computer cards — and are expecting substantial savings in return.

Properly used, the cards will offer a "big picture" look at the workings of an entire railroad operating network. Computer specialists call the whole thing a "game" — but, for the businessmen using it, it's as serious as a financial report.


The development of the model was approved by the Association of Amer-

ican Railroads' board of directors, AAR President Thomas M. Goodfellow announced in March, and he said that it should be ready for use by member railroads within two years. Midwest Research Institute, a non-profit organization, will build the model and furnish member railroads with the material they'll need to use the model on any of three types of computers. The Institute will also conduct training sessions for industry personnel.

After studying the project, the analytical techniques subcommittee of the AAR's Data Systems Division, cautioned that while the model will "aid materially" in decision making, it won't make decisions itself. A railroad user must be prepared to develop actual or realistic data simulating the railroad's operation.

The model will have great value in measuring the feasibility of proposed capital expenditures for yards and changes in schedules and will help answer other policy questions. For example, if a railroad's management believed that changing the schedule of a particular train would boost its efficiency, they could put the change into actual operation. If they were right, fine. But if they were wrong, finding out could be expensive. With the model, the user can play a "game" — put the change into simulated operation and observe the results.

The model won't tell its user whether he should or shouldn't make the proposed change; it will simply show the likely effect it would have on the total system. The user can then decide whether the likely advantages outweigh the disadvantages.

**When you burn debris be ready to put out a fire.** 



**Remember, only you can prevent forest fires.**





**What's in store  
for you?**

**Trainloads of everything  
you like...moved by the  
modern rail way**

The thousand and one things you need and use...move to you through modern railroad classification yards. Here freight cars by the thousands are electronically sorted every day and made into trains going where you live.

This computerized assembling of freight trains is typical of the constant progress railroads are making...and why railroads are keeping ahead of your ever-growing transportation needs.



ASSOCIATION OF  
**American  
Railroads**



GROW, GROW  
BY THE RAIL WAY



**In Memoriam**

*Jess Armendariz*, retired carman, Stockton, September 1967.

*Leslie E. Boone*, retired locomotive engineer, Oroville, June 17.

*John D. Bowler*, retired switchman, Sacramento, July 6.

*L. A. Darnell*, a retired employee, Oroville, July 8.

*Adolph N. Deonier*, retired locomotive engineer, Winnemucca, June 1969.

*Fred Derrigan*, retired deckhand, San Francisco, July 16.

*Clifford W. Ditty*, retired switchman, San Francisco, May 1969.

*Albert E. Fippin*, retired Sacramento Northern Railway assistant engineer, Sacramento, June 1969.

*Phillip B. Gomez*, hostler helper, Stockton, May 28.

*Steve Gracanic*, retired B&B miner, Division, May 14.

*Eliseo Lipparelli*, retired track laborer, Elko, May 1969.

*David H. McAnulty*, switchman, Oroville, July 20.

*John J. O'Sullivan*, retired employee, Oakland, June 18.

*Henry W. Ozga*, chief-passenger reservation bureau, San Francisco, June 10.

*Clayton F. Rankin*, brakeman, Salt Lake City, June 27.

*Frank O. Seeger*, retired machinist, Oroville, June 1969.

*Charles D. Smith*, retired yard clerk, Stockton, May 1969.

*Orville M. Stanley*, retired Central California Traction Co. train dispatcher, Stockton, April 1969.

*Harry A. Strait*, retired telegrapher, Oakland, June 1969.

*Alden D. Thomas*, brakeman, Stockton, June 1.

*Alfred Thompson*, retired B&B helper, Portola, June 1969.

*Leo P. Waters*, agent, Wendover, July 15.

*Glen G. Wetzel*, retired Central California Traction Co. switchman, Stockton, date unknown.

*Turner G. Winton*, retired marine oiler, San Francisco, May 30.

*Roy H. Woolverton*, retired employee, Elko, July 10.

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Milepost 196: Roadmaster W. L. Chapman prepares to replace sign damaged by vandals.

**WESTERN PACIFIC MILEPOSTS**

526 Mission Street  
San Francisco, CA 94105  
Lee Sherwood, Editor

Member Assn. of Railroad Editors



## Track scanner for high speed vehicles

An obstacle detection system for high speed vehicles — capable of detecting objects as small as an inch in diameter within a 600-foot range on a track or guideway — has been developed for the Department of Transportation's office of High Speed Ground Transportation.

The feasibility model was built by RCA's David Sarnoff Research Center for 200 to 300 mph vehicles of the future. Such a vehicle would need positive indication that its tracks or guideway is free of obstructions two to three miles ahead, far beyond human sight limits.

The RCA scanner, positioned alongside the track, sends a very narrow, invisible infra-red beam just above both tracks to a retroreflective strip fastened on the opposite side of the track. If no object blocks it, the beam

is reflected back to a receiver in the scanner, indicating that the way is clear. Should the light beam detect an object one inch or more in width, there is a very faint signal or none at all, and immediately the traffic controller for the sector of track is electronically alerted. The DOT estimates that 10 to 20 scanners will be required for each mile of track.

The scanner, which resembles a small lighthouse in appearance, contains both a "laser transmitter" and receiver in its base. An accurately controlled revolving mirror at the top of the "lighthouse" reflects the transmitted signal across the tracks, and also serves to reflect the returned signal to the receiver.

The scanner has been tested and demonstrated on a special segment of track on the Penn Central.

## *They Have Retired*

*Henry Bitz*, mechanic, Sacramento, 26 years 4 months.

*Arthur Burnip*, machinist, Sacramento, 41 years 11 months.

*Manuel M. Coquim*, carman, Sacramento, 27 years 11 months.

*Roderick Davis*, painter, Oakland, 24 years 6 months.

*Warren L. Hersch*, section foreman, Oakland, 32 years 3 months.

*James D. Jones*, carman, Oakland, 16 years 3 months.

*Arthur R. Jorgenson*, machinist, Sacramento, 22 years 4 months.

*Charles B. Kenney*, yardmaster, Keddie, 32 years 11 months.

*Salvatore Martello*, carman, Sacramento, 32 years 4 months.

*Chester E. Maxwell*, roundhouse clerk, Oakland, 23 years 5 months.

*Andrew J. Pickens*, assistant chief yard clerk, Oakland, 24 years.

*Bruce R. Reynolds*, conductor, Portola, 40 years 7 months.

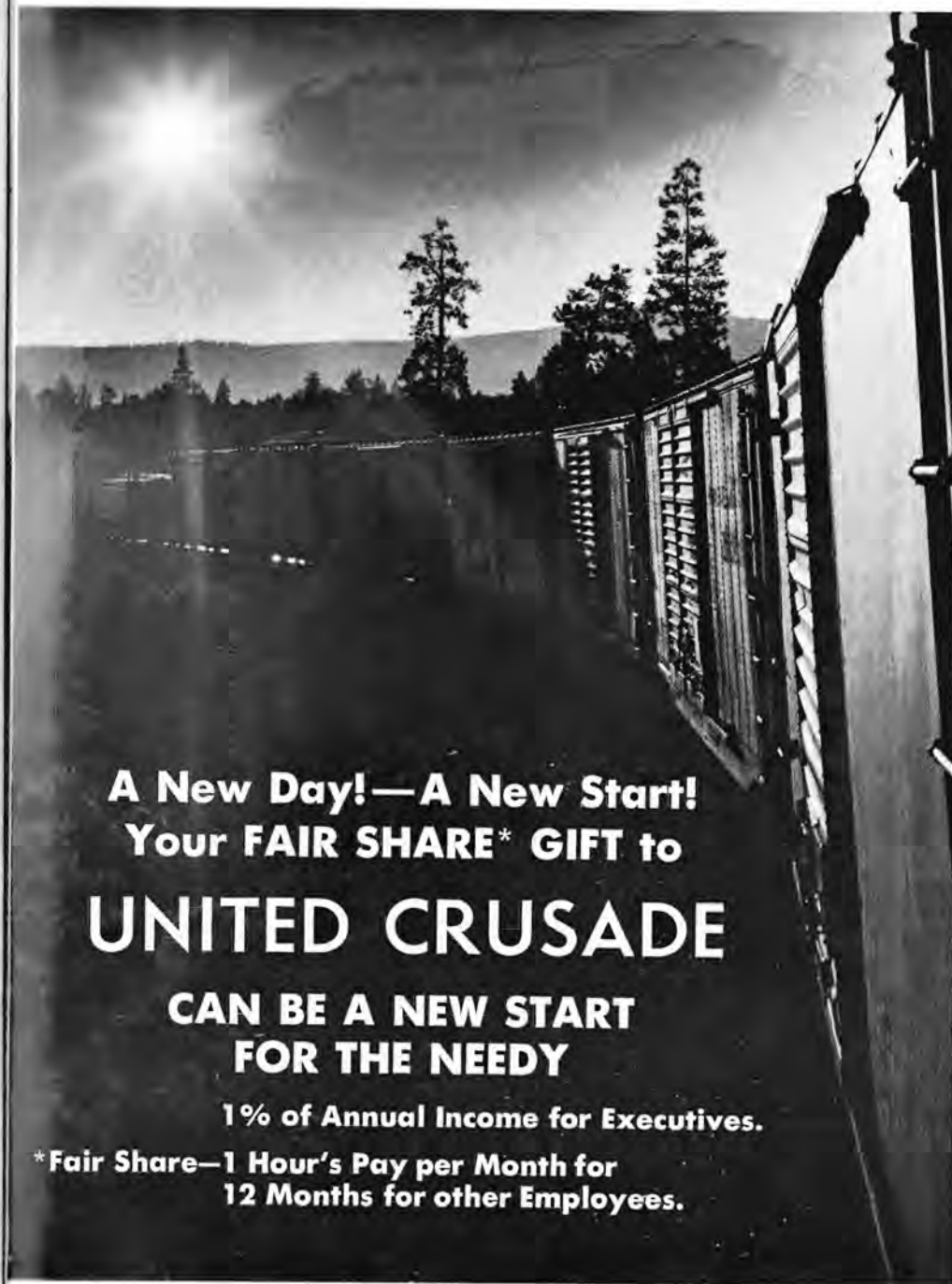
*William T. Sandtrock*, yard clerk, Oakland, 22 years 4 months.

*Dorothy Storey*, ticket clerk, Oakland, 26 years 2 months.

*Edgar G. Sutton*, machinist, Winemucca, 18 years 3 months.

*Carman M. Vanucci*, brakeman, division, 23 years 8 months.

*Nimrod E. White*, hostler helper, Elko, 36 years 2 months.



**A New Day!—A New Start!**  
**Your FAIR SHARE\* GIFT to**  
**UNITED CRUSADE**  
**CAN BE A NEW START**  
**FOR THE NEEDY**  
**1% of Annual Income for Executives.**  
**\*Fair Share—1 Hour's Pay per Month for**  
**12 Months for other Employees.**

## WESTERN PACIFIC MILEPOSTS

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San Francisco, CA 94105

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Bulk Rate  
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RAILROAD  
LINES



A 5% increase in freight-ton miles for third quarter 1969, as compared to same 1968 period, predicted by the 13 Regional Shippers Advisory Boards, based on an anticipated 2.7% increase in carloadings.

\* \* \*

Penn Central's new 60-ft. high-cube box cars designed to carry more than twice as many appliances as standard 40-ft. box cars being tested from General Electric's Hotpoint manufacturing facilities.

\* \* \*

*Railway Age* magazine's mid-year report predicts for last half 1969 upward trends for operating revenues and expenses, revenue carloadings, revenue ton-miles, TOFC/COFC loadings, capital expenditures, railroad investment; downward trends for net railway operating income, net income, rate of return, employment, net working capital.

\* \* \*

Illinois Central's \$4-million microwave network now in operation.

\* \* \*

Merging of the 150-mile Piedmont Piedmont & Northern into the Seaboard Coast Line planned for consummation July 1.