

WESTERN PACIFIC
Mileposts

MAY-JUNE 1972



MODULAR HOMES —Page 2





How market development brings new business to WP

A Boise Cascade module on truck enroute to GREENFAIR passes partially unloaded train. Crane at far right is ready for next lift to truck from train on spot at Sacramento.

HOME ON THE RAILS

Preliminaries began in mid-1971 when WP's Market Development team of Director Dave Copenhagen and Manager Leo Delventhal learned that Boise Cascade Corporation had entered the growing modular home construction field. Transportation would be needed from Boise's plant at Meridian, Idaho to Sacramento, Calif. for GREENFAIR, an "Operation Break-through" program developed by the U.S. Department of Housing and Urban Development (HUD).

Dave and Leo first went to Meridian

to view design and construction methods to determine how WP could best provide dependable, damage-free transportation. After extensive research in cooperation with Boise's engineers and Union Pacific representatives, they then ascertained from WP's pricing, sales, and transportation departments that rates, car availability, and on-time schedules would be beneficial to Boise Cascade and WP.

The next step was an over-the-road test shipment in November. A few modifications and innovations in tie-



When Boise Cascade and Western Pacific people made close inspection at Sacramento last November, they found this over-the-road test shipment from Meridian, Idaho to be in excellent condition.

down equipment were made, and regular shipments began in February this year. When completed in April, 244 modular units had been moved on-time without damage on 106 flatcars over UP-WP-SN rails, and by McLaughlin Draying Co. trucks between the rail unloading site and GREENFAIR.

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A roof section is joined to the walls of this Boise Cascade housing module at Meridian.

Above, Leo Delventhal, Boise Cascade's Clem Brantl, and Dave Copenhagen were highly pleased when inspection of first regular shipment verified that the loading method used provided the same damage-free protection as it did in the November test shipment.

* * *
McLaughlin Draying Co. truck crane easily transfers module from flatcar to truck for delivery from rail unloading site to GREENFAIR. Close cooperation between Western Pacific and McLaughlin in making on-time delivery was essential in order to maintain home assembly schedules at GREENFAIR.





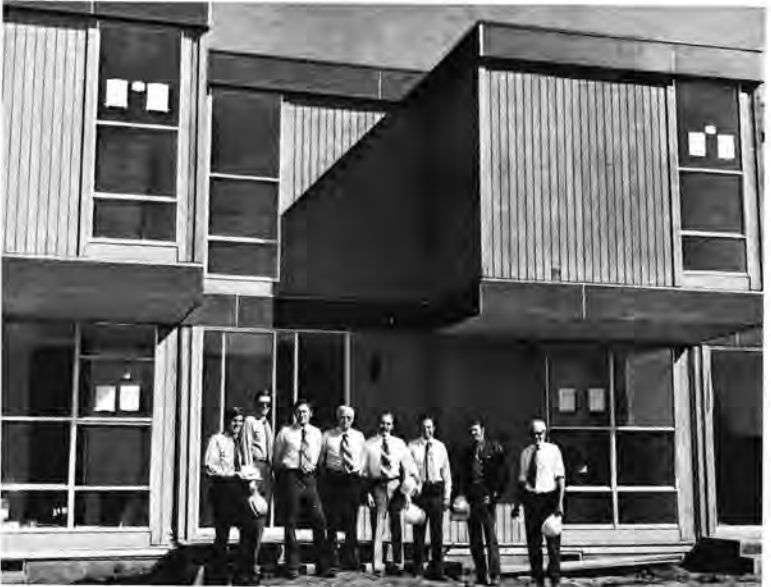
Workers uncouple crane lifting rack from module just placed on foundation, as men ready another module on truck at right for fast transfer to erection site. Up to 20 modules can be placed in position each day.

GREENFAIR will have 407 living units on 30.5 acres formerly occupied by the Sacramento Fairgrounds. Boise Cascade employs the volumetric system, or "building block" approach, utilizing "wet" and "dry" 10-ft. and 12-ft. modules of varying lengths, and can be arranged into practically any configuration on one or more levels. Boise Cascade is producing only garden apartments and townhouses at Sacramento.

The modules leave the assembly line

fully carpeted, painted, with air conditioning, windows, doors, plumbing and electrical fixtures, furnaces and water heaters in place. Fixtures need only be connected between the modules after they are placed on foundations.

GREENFAIR will have eight play areas for children, 10 acres of open lawn areas, underground utilities, community TV antenna and recreation building, and swimming and wading pools.



Proud of the nearly completed modular home behind them at the Sacramento Fairgrounds are, L-R: Project Manager Daryl Farnsworth, General Managers Ed Gray and Bob Smith, Manager of Engineering Marsh Grout, General Manager Paul Chellgren, Manager of Engineering Gus Pappus, Manager of Construction Dick Martins (all with Boise Cascade) and Manager Leo Delventhal, WP's manager-market development department.

Emphasis in 1972 is on Selling a good product

As reported in MILEPOSTS' last issue, Western Pacific in 1971 placed emphasis on transportation by sprucing up the physical plant so trains can be run more dependably. Now that the railroad has improved a good product to sell, its entire nation-wide sales force is going all out in '72 to sell it in a drive for more customers.

Market Development

In addition to the other sales activities within the Marketing Department, the Market Development Department has been restructured to include pricing services, market information, equipment and service planning, and market managers.

The primary function of this group is to develop plans and programs for the most profitable orientation of Western Pacific's services to customer needs. This requires the development of timely and adequate information concerning economic trends, the markets' present and potential requirements for logistics services in terms of equipment, transportation, schedules and costs, and awareness of the capabilities of Western Pacific versus competitors.

Market managers will be assigned to one of several groups of related customer industries, i.e. machinery, metals and transportation equipment, forest and paper products, bulk agriculture, chemical and mineral products, and food and consumer products. The market managers will be responsible for coordinating all WP department contributions in: 1) evaluating customer logistics requirements; 2) evaluating equipment service and pricing alternatives which WP can of-

fer; 3) submitting recommendations for new equipment-service-price programs for management approval; 4) implementing approved programs to achieve customer acceptance, and; 5) monitoring of results versus forecasts to refine programs to achieve maximum profitable results for Western Pacific. In carrying out their responsibilities under Joseph M. Ostrow, assistant vice president-market development, market managers will depend heavily on the sales department to furnish insights as to potential new or increased markets for WP service, and to make persuasive presentations to customers of new or improved WP services.

"SALES SWEEPS"

The first program put into action by Harry J. Bruce, vice president-marketing, is known as "SALES SWEEPS," a program designed to develop new business for the railroad by making concentrated drives on industries who ship and receive in specific key geographical sales territories.

The first "SALES SWEEPS" took place in the Detroit area. Sales people from four of WP's 29 regional sales territories, and other department managers indirectly affiliated with sales, were flown to Detroit. Coordinating their efforts with the Detroit sales office, they made an intensified, one-week coverage of industries in that area. The drive was successfully implemented, and effectively continued in the Los Angeles, New York and Philadelphia sales areas. Future "SALES SWEEPS" are planned for Seattle, Chicago, and the San Francisco Bay Area.

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Inside the "Red Feather" handout when opened at the bottom is a U. S. map at the top showing WP's system and connecting lines. Below the map is a message about WP's cus-

tom designed services for specific transportation needs, and name of the sales manager in a specific area. All WP sales offices, addresses and phones are shown on the back.

"SALES SWEEPS" . . .

During the week the "SALES SWEEPS" team is in an area, the team will receive support from an advertisement—"Take On Our Team"—which will appear in local newspapers. Additionally, the sales team is provided with promotional aids for use while making calls on potential customers. The most unique aid is a "Red

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Take on our team of Commodity Experts



Above: Coordinating their efforts with Larry Moe, Detroit's sales manager-automotive were (L-R, back row) General Sales Manager Roger C. Meldahl, Chicago; Larry Moe; Sales Managers Bob Runge, Sacramento; John Dullea, San Jose, and Bud Hartje, director international sales & service, S. F. (Front row) John Friedman, supervisor-service representatives, S. F.; Bill Schmidt, sales manager, Oakland; Stan Dinkel, senior sales representative, Seattle.

This "Take on our Team" ad appears in local newspapers as each "Sales Sweeps" drive takes place in one of the sales areas. A message below the picture calls attention to WP's custom services.

APPOINTMENTS

Alexis P. Victors joined WP's marketing department on May 1 as a market manager. His work in the new



commodity specialist program will provide planning services in the areas of machinery, metals and transportation equipment. During the past six years, Victors worked in transportation analysis, operations research, engineering and planning control for General Motors Corp. Prior to that time he worked in transportation engineering and analysis for United Technology Center.

Alexis was born in San Francisco on September 13, 1937. He graduated from the University of California-Berkeley with a BS degree in engineering physics, and from Stanford University with a MS degree in me-

chanical engineering. He was an officer in the Navy from 1960 to 1962.

Alexis and his wife, Joan, have four children.

* * *

John L. Marches was appointed director-sales administration at San Francisco beginning March 27. He



will be responsible for the administration and procedural operations of the sales department. Prior to joining the railroad, he spent two years with the Jos. Schlitz Brewing Co., most recently as

research manager-marketing at Milwaukee.

John was born in Philadelphia on May 26, 1930. He graduated from the University of Southern California with a B.S. degree in business adminis-

(Continued on Page 8)

"SALES SWEEPS" . . .

"Feather" hand-out, showing a map of the Western Pacific system, list of sales offices, and name of the local sales manager in the "SALES SWEEPS" territory. This is for use as a "door opener" by the salesmen, and as a reference for the customer.

Manuals

Additional aids for the sales force are the two manuals designed by John L. Marches, director-sales administration. One, a *Merchandising Manual*, is for use in selling on-the-spot to customers the benefits and services pro-

vided by WP. The loose leaf binder will contain a brief history of WP, organization charts, maps of the system, schedules, services provided by various departments (customer services, pricing, etc.), equipment, facilities, and forms and procedures. The manual will be an effective sales tool for salesmen.

The second loose leaf binder is a *Sales Instruction Manual*, containing policies and procedures of the sales department relating to sales administration, sales aids, and public relations. This ready reference manual for present and new sales procedures will also be used for sales training programs.

APPOINTMENTS . . .

tration-finance, and served as an officer in the Coast Guard during 1953 and 1954. He was for several years chairman and guest speaker in marketing planning courses for the American Management Association, and was vice president and athletic chairman for the USC alumni association-northern section.

John and his wife, Barbara, have one son, Brett, 17.

Operating Department

James A. Terhorst joined Western Pacific on May 15 as superintendent of the railroad's western division, with headquarters at Sacramento. He will also have jurisdiction over the Sacramento Northern and Tidewater Southern railways.



Jim was born at Terre Haute, Ind. on December 15, 1930. He graduated from Purdue University in 1953 with a BS CE degree in civil engineering, and that year entered the Pennsylvania Railroad's engineering department at Pittsburgh, Pa. During the next 10 years he worked as track supervisor at Youngstown, Ohio, Buffalo, N.Y., and Wilmington, Del. He entered the transportation department as trainmaster in 1963, assigned to Indianapolis, Ind., Gibsonburg, Ohio, Ft. Wayne, Ind., and Chicago. He was terminal superintendent for the Detroit, Toledo & Ironton in 1968-69, and superintendent for the Ann Arbor Railroad in 1969-70. He most recently was division superintendent for the Penn Central at Cincinnati, Ohio.

Jim and his wife, Lee, have six children ranging in ages from 8 to 15.

Safety Minded Railroaders

Radios given away as safety incentive

Employees in the Maintenance of Way section and extra gangs, system men, and production gangs, now have an added incentive to work safely and avoid injury.

Each week, WP's Safety Department is giving away five valuable Sears' solid state AM/FM portable radios. The program began on April 3 and winners will be determined by a weekly drawing with distribution as follows:

Section & Extra Gangs

One radio for each district each week. Valley District includes maintenance of equipment motor car shop employees.

System Men

One radio each week for this group, which includes all signal and communication gangs, all maintenance of equipment men and welders (except motor car shop), all bridge and building gangs, all water service maintainers, and all tunnel gangs.

Production Gangs

One radio each week. Group includes Gangs No. 200, 210, 220, 222, 705, 710, 720 and 750.

Only those gangs or groups having no personal injuries for one week will be eligible for the next drawing. If an injury goes unreported for two or more weeks, disqualification will result for one subsequent drawing. Those disqualified in one week will compete in the next week's drawing if qualified.

After disqualifying those gangs or groups that had a personal injury,

gang numbers will be drawn in the engineering department, San Francisco. Winning gang numbers will be given to division engineers for drawing a gang member's name by the foreman. Signal and communication gangs will be drawn by the supervisor's name rather than by gang number.

Gangs in each district will compete with one another. System men and production gangs will each compete system-wide among themselves. Any one injury among all water service maintainers will disqualify all for that week.

All individual winners will be ineligible for future drawings. But, if they are later injured while the program is in effect, other members in their groups will be made ineligible for the next week's drawing.

Man of the Month

From nominations made by department heads, the selection committee announced Man of the Month winners for the months of April and May 1972.



Nominee J. W. Lassiter, carpenter in Bridge and Building Gang 501, was selected for the month of April. He entered service with Western Pacific on May 5, 1949. During his 23 years with the railroad he has never had a personal injury nor any disciplinary action. He has regularly attended and participated in safety meetings, and his excellent attitude toward safety is evident in the work he performs. Picture by B&B Supervisor John Howard.

For the month of May, the selection was Jim C. Darlington, yardmaster at Portola. Since his employment with Western Pacific on September 6, 1948, he has never had a personal injury.



He has the reputation of having been an excellent switchman when he performed that service, and is a former local chairman for the switchmen's organization. He continues to study to better himself, is active in several Portola youth movements, is a World War II veteran, and always performed his work in unison with others. Picture by Claim Agent Loy Hibbs.

* * *

Tribute to Youth

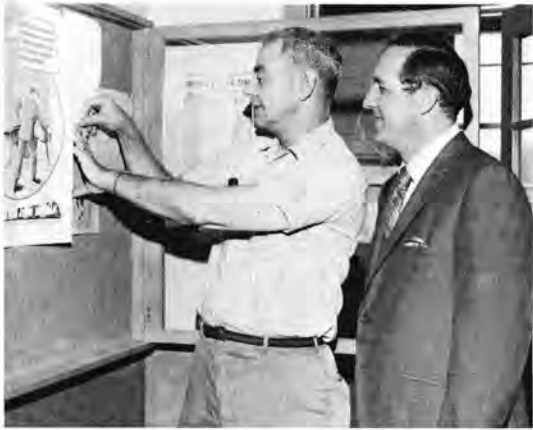
The following self explanatory letter was sent by Terminal Superintendent R. E. Ahearn, Stockton, to Gary Rasmussen, 418 Goya Drive, Stockton, CA. 95207 on May 4:

"On behalf of the Western Pacific Railroad Company, and all the men who run its trains, I would like to thank you and your brother for reporting a broken rail on the Hammer Lane passing track on Saturday, April 22, 1972, and directing our men to the spot so it could be repaired.

"It was a very bad break and could have caused a serious derailment had it gone undetected. Your prompt notification of us may very well have saved lives, as well as property.

"If you and your brother would be interested, we would like to give you a tour of our yard and roundhouse facilities. Please have your parents call me at 462-8443 to make the arrangements."

(Continued on Pages 10 and 11)



Relief Clerk Harry Johnson posts a notice on new Safety Bulletin Board in 25th street yard office, San Francisco. Superintendent-Safety Lou Fischer, watching, said these boards are installed all along the railroad. He suggests that employees check them regularly for ideas on ways to avoid injury.



Switch Foreman Trovel Webster said the reflective-orange color backing on his gloves is one of WP's best safety devices, especially at night. Switchmen and trainmen get first pair free from their trainmaster's office. Replacements are \$1.50 and may be purchased on payroll deduction plan.

Safety Rule of the Week

Week of March 6

Mechanical Department

Machinist C. F. Flynn, Stockton
Car Helper J. W. Risler, Oroville
Laborer E. E. Shields, Stockton

Week of March 13

Mechanical Department

Carman R. P. Rickman, Oakland
Laborer V. S. Midgley, Stockton
Carman C. E. Vice, Elko
Carman A. L. Bertholf, Stockton
Machinist W. J. Booth, Sacramento

Week of March 20

Mechanical Department

Electrician J. L. Gilley, Stockton
Janitor A. M. Teixeira, Sacramento
Carman B. Sumaran, Milpitas
Carman L. I. Pitcher, Elko

Week of April 3

Mechanical Department

Carman H. Baumgardner, Elko
Carman W. N. Mortensen, Oakland
Machinist Helper R. A. Clemons, Stockton
Carman F. J. Pelzman, Sacramento
Carman W. A. Elbert, Elko
(Continued in next column)

Transportation Department

Conductor E. R. Obenshain, Stockton

Week of April 10

Mechanical Department

Carman D. E. Peterson, Elko
Laborer G. W. Day, Stockton
Sheet Metal Worker F. E. Jones, Sacramento
Carman R. O. Sellers, Oakland
Carman A. Mariucci, Oakland

Transportation Department

Engineer N. L. Pilatte, Stockton

Week of April 17

Mechanical Department

Electrician R. D. Trost, Stockton
Carman D. A. McClure, Elko
Steno-Clerk Irma Piver, Oakland
Machinist Helper G. J. Carlenzoli, Stockton

Transportation Department

Train Desk Clerk J. H. Folkner, Oroville
Engineer C. L. Otis, Oakland

Week of April 24

Mechanical Department

Machinist Apprentice E. V. Brown, Stockton
Carman R. A. Duncan, Sacramento
Boilermaker R. L. Raddliff, Stockton
Carman J. N. Caudle, Sacramento
Carman J. H. Kelly, Elko

1971 SAFETY AWARD WINNERS



Each winner received congratulations and his inscribed trophy from VP&GM D. H. MacLeod during San Francisco staff meeting in May. ABOVE LEFT: Signal Supervisor I. T. Eslinger, Oroville (signal-communications), no reportable, no total, injuries. ABOVE: Trainmaster R. A. Henderson, Milpitas (transportation), no reportable, six total, injuries. LEFT: Roadmaster M. C. Higley, Elko (maintenance of way), no reportable, six total, injuries. BELOW LEFT: R. E. Shideler, assistant superintendent car department (accepted for Shop Superintendent A. J. Stout, Sacramento (mechanical), no reportable, nine total, injuries. BELOW: Switchman S. A. Love, Oakland (now yardmaster, Oroville), winner of Annual Safety Suggestion Award for 1971.





Service Pin Anniversaries

May-June 1972

35-YEAR PINS

Wesley I. Bump	Conductor	Western Division
Everett E. England	Warehouse Foreman	San Francisco
J. E. Fritz	Locomotive Engineer	Western Division
C. A. Grauvogel	Agent	Winnemucca
Walter H. Harper	Assistant Head Clerk-International Services	San Francisco
William G. Heckala	Locomotive Engineer	Western Division
Robert E. Hughes	Machinist Helper	Stockton
Robert E. Jones	Conductor	Eastern Division
Crawford Lewis	Locomotive Engineer	Eastern Division
Eugene A. Macomber	Industry Clerk	Milpitas
M. A. McClain	General Clerk	Oroville
John A. Osterdock	Locomotive Engineer	Western Division
Walter A. Powell	Conductor	Western Division
Oroville E. Roney	Conductor	Western Division
Robert H. Salkeld	Interline Recheck Clerk	San Francisco
Garrett J. Sexton	Locomotive Engineer	Western Division
Joseph D. Sonzogni	Locomotive Engineer	Western Division
Henry deP. Teller	Supervisor of Claims	San Francisco
Lee E. Thomas	Brakeman	Eastern Division
George J. Widrig	Machinist	Sacramento
Raymond T. Woodward	Conductor	Eastern Division

30-YEAR PINS

Henry E. Baldwin	Supervisor Freight Car Utilization	San Francisco
Darrell E. Bancroft	Brakeman	Western Division
Mortimer C. Beck	Conductor	Western Division
Robert F. Brew	Administrative Assistant, Vice Pres.-Gen. Mgr. Office	San Francisco
William D. Brew	Assistant Secretary-Assistant Treasurer	San Francisco
August J. Carlson	Car Foreman	Stockton
James C. Gaughey, Jr.	Machinist	Stockton
Clifton J. Conley	Roundhouse Foreman	Oakland
Edwin L. Dunn	Brakeman	Western Division
Evelyn N. Eagle	Head Cashier	San Francisco
Robert J. Fisher	Locomotive Engineer	Western Division
Eugene W. Goodrum	Clerk	Sacramento
John S. Guerra	Locomotive Engineer	Western Division
Edward M. Hawkins	Section Stockman	Sacramento
Albert L. Lentz	Locomotive Engineer	Western Division
Dorance H. Miller	Locomotive Engineer	Western Division
John Makar	Chief Clerk	Portola
Robert C. Morris	Manager Service Planning-Internadal Services	San Francisco
Donald L. Naylor	Sales Representative	Sacramento
Robert L. Smith	Locomotive Fireman	Eastern Division
John J. Susoeff	Assistant Head Export Clerk	San Francisco
Harry A. Tracy	Brakeman	Western Division
Henry J. Wallack	Chief Clerk (MILEPOSTS Correspondent)	Elko
George Zambelles	Marine Deckhand	MV "Las Plumas"

25-YEAR PINS

Carlos A. Baca	Carman	Oakland
Paul T. Bauer	Diesel Foreman	Stockton
Chester V. Blogg	Signalman-Maintainer	Winnemucca
Charles D. Coleman	Carman	Oakland
James J. Duyn	Industrial Clerk	San Francisco
Emery L. Field	TCS Maintainer	Oroville
Billie N. Gage	Chief Clerk	Stockton
Paul H. Huston	Laborer-Mechanical	Oroville
Harold F. Hamilton	Assistant Freight Pricing Manager	San Francisco
Gordon E. Ingle	Chief Clerk-Tax Dept.	San Francisco
Paul E. Parmenter	Assistant Chief Clerk	Stockton
Irma A. Piver	Stenographer-Clerk-Mechanical Dept.	Oakland
Shirley Smith	Head File Clerk	San Francisco
Humberto M. Torres	Section Laborer	Milpitas
Kenneth P. Wood	Terminal Superintendent	Sacramento

20-YEAR PINS

M. K. Anderson	Division Engineer	Sacramento
E. B. Hamilton	Switchman	Western Division
Alvin C. Lynch	Signal Maintenance Foreman	Burmesier
A. M. Ramirez	Roadway Laborer	Roadway Dept.
Geraldine A. Ross	Secretary to Vice President-Finance	San Francisco
Donald J. Stevens	Rate Clerk	San Francisco
William B. Western	Stenographer-Clerk	San Jose

(Continued on next page)

Check your RRB Form BA-6

The Railroad Retirement Board has completed some 700,000 annual statements of railroad service "Certificate of Service Months and Compensation," Form BA-6. They will be mailed to employees who qualify by their 1971 employment and compensation for unemployment and sickness and benefits in the benefit year beginning July 1, 1972, to employees who had service in each month of 1971 even if their compensation did not qualify them for unemployment and sickness benefits, and to employees who had service with a local lodge or division of a national railway labor organization.

These annual statements are important because they provide an employee with his 1971 railroad service and compensation as well as his cumulative railroad credits after 1936. The statements are also needed when an employee applies for certain Board benefits.

You should check your BA-6 form immediately to see if it agrees with your records. If it does not, or if you do not receive your form by June 1,

write to the Director of Data Processing and Accounts, Railroad Retirement Board, 844 Rush Street, Chicago, Ill. 60611, including your social security number.

Instructions for using Form BA-6 are shown on the front and back.

Medical Department dues increased

Western Pacific Employees Medical Department's directors authorized a \$3 increase in monthly rates for active members, effective May for June 1972 coverage. The total dues rate is now \$23 a month, and the active member's proportionate share is increased to \$9.25 a month.

Dues for retired members under age 65 remain at \$20 a month, and dues for retired members 65 years and over remain at \$7.50 a month.

Service Pin Distribution

After completing 10 years of service, employees are eligible to receive their first 10-year Service Pin. After completing each subsequent five years of service, employees are eligible to receive a succeeding five year Service Pin (15, 20, 25, etc.) by returning the pin he then holds in exchange for the succeeding five year pin. Pins are not issued automatically. When eligible for any pin, the employee should notify his department's personal record clerk, giving name, job title, location, seniority date.

15-YEAR PINS

J. M. Alva	Extra Gang Laborer	Roadway Dept.
R. M. Berreth	B&B Foreman	Roadway Dept.
Phillip M. Burch	Diesel Foreman	Oroville
R. A. Burhans	Brakeman	Eastern Division
G. J. Cooper	Brakeman	Western Division
R. R. Goheen	Dumper Operator	Roadway Dept.
J. W. Hammond	Locomotive Engineer	Western Division
W. G. Kelley	Brakeman	Western Division
D. L. Lane	Brakeman	Western Division
J. M. Littlefield	Switchman	Western Division
P. E. Mailloux	Brakeman	Western Division
P. E. McCollum	Switchman	Western Division
J. G. McFarlane	Deckhand	MV "Las Plumas"
R. L. Morgan	Brakeman	Western Division
M. D. Moudy	Roadmaster	Salt Lake City
L. D. Nelms	Switchman	Western Division
C. F. Rush	Brakeman	Western Division
R. L. Stanley	Locomotive Engineer	Western Division
G. A. Schuetter	Brakeman	Western Division
E. D. Vinson	Switchman	Western Division

10-YEAR PINS

Armando DaLuz	Overcharge Claim Investigator, Jr.	San Francisco
Elsie Gonsalves	Stenographer	Sacramento
R. M. Howard	Freight Claim Investigator	San Francisco
A. G. Mendoza	Telegrapher	Sacramento
J. Pando	Section Foreman	James
W. D. Toumi	Carman	Oakland



STOCKTON

Elaine Obenshain, Velma Prentiss

Best wishes to our two employee softball teams participating in the City of Stockton Department of Parks and Recreation Softball League.

The "Mud Hops," comprised of Clerks DAN DAVIS, PAUL RICKETTS, DAN BRITT, LYNN RADER, DWIGHT RADER, DWIGHT CAMP, JERRY RICKETTS, MIKE SMITH, RICHARD HARRINGTON and BILL SINOR; Switchman R. CARSON; Conductor MILT McCANN; Agent M. R. WHITTAKER; and Terminal Superintendent R. R. AHEARN won their first official game on April 26 with a 17 to 2 score. "Good defense and strong hitting, with four innings of one-hit pitching by 59-year-old Milt McCann did the trick," reports Dwight Camp. "McCann, who says he can keep up with the kids—at least for a while, walked only one, struck out one, and drove in a run with a clean double. Paul Ricketts had a double, triple and home run; Rich Carson a double and a triple; and Manager Dan Davis got three doubles."

The "Western Pacific Railroad Team" has Store Helper HARVEY DOPP; Machinists ERNIE BROWN, ROBERT EDWARDS, CHARLIE FLYNN, MIKE HALL; Electricians JAMES KILCREASE, RICK HERRIN, MIKE BOND and RICHARD LIGHTLE; Pipe Fitter JERRY HOUSEN; Carmen TOM VITALE and JIM MENDOZA; and Laborers STEVE SCHUETZ and RICHARD NELSON. They

purchased black, white and red jersey uniforms with money they raised by raffling a portable TV set, won by Telegrapher BILL WAKELAND. They played their first game, too, but are not putting out any scores!

Hostler Helper L. N. WILSON recently returned from Military Service and we're happy to have him back.

Car Department Clerk JESS GUERRENO is now working in Sacramento after bidding in on an operating department job. Roundhouse Clerk BILL WYMAN is back in Stockton after working for a short time in San Francisco.

Our sympathy to the family of Conductor JAMES D. CLIFFORD who passed away on April 13.

KEDDIE-QUINCY AREA

Jimmy and Betty Boynton

Conductor DELBERT AZEVEDO's wife, Virginia, is serving as a member of the 1972 Plumas County Grand Jury. From a list of 30 names selected by Superior Court Judge Stanley C. Young, Virginia's was one of 19 drawn to serve on the panel.

Sincerest sympathy to Brakeman RONALD YOUNG, whose wife, Patricia, was killed in an automobile accident at Beckwourth. Mrs. Young was the sister-in-law of Engineer and Mrs. DANNY TURNER.

Little League activities are in full swing in Quincy with many of the junior members of the WP family par-

ticipating. Engineer JIM LITTLEFIELD is coaching the Cards.

Congratulations to Brakeman W. A. HILL and Mrs. Marilyn Cummings who were married in Virginia City on April 25. They will live in Quincy where Mrs. Hill is a nurse at Quincy Convalescent Hospital.

Among the winners in the recent TV Sweepstakes in the Sacramento Bee were Mrs. Regina Story, wife of Engineer MAURICE STORY, who won \$25, and retired Engineer JIM LYNCH who won \$10.

After Engineers JACK SANFORD, GENE DEIGAL, and DON LUNDBURG were initiated into Quincy BPOE Lodge #1884 in February, their wives joined the associated Emblem Club.

Santa Maria Valley Railroad steam locomotive #21 was moved over the "High Line" destined for Oroville and a complete overhaul. Presently owned by D. B. Morgan of Greenbrae, it will be operated under steam as a tourist attraction. The historic "old gal" is a 2-8-2 Mikado type engine built by Baldwin in 1925. She originally hauled trains 18 miles between Guadalupe and Santa Maria, but has been stored for many years. She was towed into Keddie in a train handled by Engineer ROBERT HOLT, and was also tended by Master Mechanic FRANK MOHATT, Roundhouse Foreman

At Santa Maria. Jimmy Boynton collection.



RALPH SHEPARD, and Assistant Master Mechanic TED SHEPARD.

Good news that Conductor BUD DELLINGER has been released from the hospital for recuperation at home following critical injuries received in an auto accident in March while returning home from work in Portola.

Best wishes for an early recovery for those recently hospitalized patients: Master Mechanic FRANK MOHATT; Train Desk Clerk MARGARET HOLT; Brakeman RONALD YOUNG; and Brakeman GREG HOCKINSON's wife, Wesley.

OAKLAND

Mary Hodghead

Our sincere condolences to the family of Switchman PATRICK E. MCCOLLUM who died unexpectedly on April 5. Born in East St. Louis in 1922, he was familiar with railroading long before he hired out as his father worked for 80 different railroads during his lifetime. Pat joined the New York Central in Cincinnati as a pipefitter, the same year he married Rose. He spent four years with the Army in the South Pacific until his discharge in 1946 when he returned to railroading as a telegrapher for the B&O. He became a WP switchman in May 1957. Pat is survived by his wife, Rose, a son, NICK, also a switchman at Oakland, a daughter, Patricia Affonso, and three grandchildren, who were very dear to his heart.

Sales Representative HORACE LOHMEYER turned in a scorching 58 to take low net score from 247 competitors in the Oakland Traffic Club's annual golf tournament at Castlewood Country Club in May. Now that he has conquered golf, he's taking up another sport, as his prize for low net was a set of ivory dominoes in a beautiful oak box complete with cribbage scoring board.

OROVILLE

Arthur I. Reichenbach, Jr.

The many friends of GEORGE F. YARRINGTON were saddened to learn of his death at Los Gatos on April 8. "Red" retired as a conductor after more than 30 years service. He will be missed by all of us.

Carman LUSTER "PETE" PETERS suffered the loss of his right foot in a recent accident, but is recuperating magnificently at home. We all wish Pete well, and marvel at his remarkable spirit.

The following recent changes separated us from some old friends and brought new friends to our midst: Roadmaster M. D. "MIKE" MOUDY, transferred to Salt Lake City, and replaced by JOHN A. DIXSON and family; Track Supervisor HARRY W. POWELL transferred to Winnemucca; Car Foreman B. L. "BURNIE" COGGIN transferred from Portola.

After enjoying a wonderful potluck supper at our local Credit Union's annual meeting, ensuing elections produced the following results: President JOHN H. FOLKNER; Vice President WALTER S. KUSZYK; Secretary LEONA SINGLEY; Treasurer A. I. REICHENBACH, JR.; Manager M. A. McLain; Directors L. I. SINGLEY, D. E. MORFORD, and D. C. SMITH.

Electrician OTIS C. NICHOLAS, JR. received word of his father's death and journeyed east to attend funeral

services. Our condolences to Nick on his great loss.

Belated Nursery News: Congratulations to Carman NORMAN E. MANERS and his wife, Wanda, on the birth of Alex Daniel, who scaled 6 lbs. 10 oz. on February 19.

If your vacation plans have not been finalized, we'd like to mention that Oroville has one of the most beautiful lakes and recreation areas to be found. Try our area, you'll love it!

NEW YORK CITY

Bill Gurgurich

Congratulations to our Steno-Clerk LINDA CURIO and her husband, Robert, who adopted Theresa on April 10. Great news!

Leo Kaminsky, Jr., son of Senior Sales Representative and Mrs. LEO KAMINSKY, SR., Buffalo, recently returned home from a tour of military duty and is now teaching school in Buffalo. Leo, Jr. also attends school nights working toward his master's degree. Best wishes, Leo!

Senior Sales Representative and Mrs. JOHN HASTINGS, New York, received the good news that their daughter, Barbara, has an invitation to participate in an exchange student program in Denmark. Nice going, Barbara!

Our Sales Manager DON SCHROEN is quite an artisan, building cabinets, bookcases, and other beautiful pieces of furniture as an interesting hobby.

SACRAMENTO SHOPS

Herman F. Schultze

Congratulations to Carman and Mrs. DON DYER on the arrival of a six pound baby girl, who has seven brothers and sisters waiting for her at home.

Carman W. RAPP recently took Carmen L. W. CHAMBERLIN and C. DOODS, and Boilermaker C. ROLFE, for a plane ride in what turned out to be rather

rough flying weather. It was Doods' first flying experience and he has no plans for a trip to the moon!

With the ever changing of time, the flag pole which was so familiar in front of the Shops for many years came down to make room for parking. Retired Carman ROSS KELLEHER, who helped erect the pole during WWII, just missed seeing it lowered. Another oldtimer, retired Mill Foreman

LOUIS MACIEL, said it almost brought a tear to his eye when the old mill and car shed were torn down to make room for the new piggyback ramp and parking area. And, how many remember the old powerhouse smokestack when it came down?

RONALD PANTALONE, son of Diesel Shop Foreman and Mrs. M. T. PANTALONE, will graduate June 14 from U.C.L.A. school of dentistry. Ron has



Left: The flagpole comes down, as did the old powerhouse smokestack at right.



Above, looking railroad west, and above at right looking railroad east, as the old mill and car shed looked before being torn down.



Below, left and right, as the area looks today in pictures taken from identical locations as those shown in pictures above.





Seattle, for three years of graduate study in periodontics. Ron spent one summer working as a laborer in our car department.

ELKO

Theda Mueller, Henry Wallock

Retired Car Distributor R. A. WEST died at Elko on April 9, leaving no survivors here.

Brakeman T. A. BANKS, Winnemucca, was returning home from a month's vacation spent in Turkey, and was found dead in his seat on arrival at Los Angeles airport. No other particulars are available at this time.

Hostler Helper JOE QUINTERO retired on February 29. Joe first worked for WP on the bull gang in the round-



In the group with Joe, holding his watch, are from left: Earl White, retired hostler helper, Andy Domingo, retired carman, and Frank Vasquez, retired carman. Picture was taken by Master Mechanic R. C. Furtney.

house in February 1929. He later worked on other jobs before starting as hostler helper in 1941. Joe says his arms still feel weary from shaking grates for the big Mallet engine's fireboxes, but what a thrill it was to be on these monsters working between Elko and Wendover. A native of Culican, Sinaloa, Mexico, Joe and his wife purchased a trailer house and really enjoyed a trip made just after he retired. They are looking forward to more such trips soon. The train and engine men, shop men, and those in the up-town office presented Joe with a watch, and we wish Joe and his wife many happy years in retirement.

SAN FRANCISCO

Tina Figlia, Ruth Stone

Best wishes to Assistant Engineer WALTER D. KLABO who retired on March 31 with 27 years service. He joined WP in April 1945 as an instrumentman on a survey party, and in December of that year was promoted to assistant engineer at San Francisco. Walt transferred to the Western Division in June 1949 where he became assistant to division engineer in June 1953. He returned to San Francisco in March 1964 to finish his career as assistant engineer. At a retirement dinner on April 21, Walt was presented with a sizeable check, a sailing ship seascape by WP's artist Alice Angiulo, steno-clerk-engineering, and as a trophy, a well polished engineering level that had been used during construction of the railroad. Walt and his wife, Elizabeth, live at 75 Cardinal Way, Santa Rosa, Calif.

The best of good wishes from his many friends who miss him go to MAX POTTER, marketing rate department, who returned home from the hospital during the latter part of April.

Congratulations to KENNETH V PLUMMER, director-customer services



An accomplished master of ceremonies, Pacific Railway Club president-elect Ken Plummer, received smiles of approval to his remarks from San Francisco's Mayor Joseph Alioto, speaker of the evening, and Mrs. Alfred E. Perlman, a guest of honor.

who was elected president of the Pacific Railway Club for this year. Ken was also recently elected treasurer for the Pacific Coast Shippers Advisory Board at its 48th annual meeting in Newport Beach.

Congratulations, also, to C. G. HARTJE, director intermodal sales & services, on his election as first vice president of the National Railroad Piggyback Association during a recent meeting.



Ivan Sean DeSouza is adding a little weight to the 7½ lbs. he weighed when born last December 8. "He enjoys his food," said his mother, FLORBELLE DESOUSA, law department secretary. Ivan's father, Michael DeSouza, formerly in marketing's rate department, now works in SP's labor relations department. Ivan is getting good attention from Mike's mother, who flew in from India for his arrival and is presently looking after her grandson.

The Transportation Club of Santa Clara County's publication reported that its annual St. Patrick's Day Din-

ner was a huge success, highlighted by Customer Services Department's LEE MARSHALL and his all banjo band. Lee recently transferred from San Jose as sales representative.

PORTOLA

C. E. "Gene" Rowe

Proud parents are Yardmaster and Mrs. HANK PARRISH. Their daughter, Mrs. Lana Santamaria, was granted a \$3,000 NDEA, Title VI, Fellowship for Latin American Studies by the University of New Mexico. Lana, and her husband, Rick, are both studying for their PhD degrees at the University of New Mexico.

Their son, Dick, who worked for the State of California as a marine biologist, and as administrator of the Hopkins Marine Laboratory in Monterey, Calif., left May 1 for Oman, Saudi Arabia as marine biologist for the Del Monte Food Co. He will first go to Iran to pick out a research vessel for work in the Persian Gulf. From Saudi Arabia, Dick will return after each month for a two month period in Monterey, where his wife and two daughters reside. Dick is a 1956 graduate from Portola High School, a 1961 graduate from University of California-Berkeley, and received his Masters degree in 1966 from Oregon State College in Corvallis.

They Have Retired

William H. Barrows, printer, San Francisco, 23 years 11 months.

James R. Brown, locomotive engineer, Portola, 43 years 10 months.

George F. Campbell, clerk, Oroville, 16 years 7 months.

Ernest H. Castle, clerk, Sacramento, 16 years 8 months.

Adrian E. Drummond, machinist welder, Sacramento, 31 years 3 months.

Stanley C. Gudmundson, conductor, Salt Lake City, 42 years 7 months.

Balsar D. Hefner, mechanic, Oakland, 25 years.

Ernest P. Howell, brakeman, Elko, 34 years 9 months.

Walter D. Klabo, assistant engineer, San Francisco, 27 years.

Fred H. Lenius, Sacramento Northern conductor, Yuba City, 21 years 2 months.

Ernest I. Phelan, locomotive engineer, Portola, 31 years 11 months.

Gordon K. Porter, conductor, Oroville, 30 years 7 months.

Hugh Smith, car inspector, Elko, 23 years 8 months.

* * *

In reporting the retirement of Carman Ernest O. Dart, Oroville, in the last issue, his service was shown as 32 years 6 months. This should have read 42 years 6 months.

John P. Carroll

There were 150 people in the audience at the Holiday Inn in San Jose on April 14 to honor the retirement of Sales Representative John P. Carroll, one of the better known transportation men in the Santa Clara valley. The friends, relatives, railroaders and customers were honoring John's 36 years with Western Pacific, including 23 years at San Jose.

Indiana was his birthplace on Jan-

uary 22, 1908, and he received his education at Wabash Business College in Terre Haute. He first worked for WP as steno-clerk in Chicago in 1936, then went to Los Angeles as chief clerk a year later. To become traveling freight & passenger agent he traveled north to Pocatello, Ida. in 1940. He was transferred to San Francisco in 1941 as traffic representative, a title he took with him to San Jose in 1949.

(Continued on next page)



This sign at the Holiday Inn on April 14 was quite a tribute to John and Laurine. "My mother always told me I'd make the bright lights!" said John.

Behind John at the mike and his son-in-law and daughter, is one of several pictures of John's life which adorned the walls of the dining room.



Letters Received

Fulfilling a Goal

Gene M. Moore, son of retired Telegrapher and Mrs. Alanson W. Moore, received a Fellowship to the Graduate School at Yale University where he received his BA degree in English in the Class of 1969. In July 1969 Gene began a year's study of the German language at Frein University, West Berlin. Since January 1971 he has been in Paris studying Russian and French languages. He also attended classes



at the French Alliance, and since last September has attended the International School of Foreign Languages in Clichy, France. He will return home

John Carroll . . .

He has been sales representative since 1959.

John's aggressiveness, good nature, and willingness to lend a hand, has made him well respected in his community. He was president of the Notre Dame Dad's Club in 1957, and is a past director and president (1965) of the Transportation Club of Santa Clara County. "John has no intention of stopping his activities just because he retired," said his boss Sales Manager John Dullea, "as he is now serving the Club as secretary-treasurer."

Of course there will now be more time for John and Laurine, his wife for 43 years, to spend with their daughter, Beverly, her husband John Ahearn, and their four children. Lucky kids to have grandparents like the Carrolls!

in July and will enter graduate school to work towards his PhD in Slavic languages and literature. Gene worked as "mud hop" and train desk clerk at South Sacramento and as cashier at the Sacramento freight office during 1966 and 1967 vacations.

Alanson W. "Sarge" Moore
P.O. Box 19
Wisner, LA. 71378

* * *

Marguerite K. Shea

We lost a wonderful neighbor on April 5 when Marguerite K. Shea, former Wendover employee, passed away at the age of 72. Her husband, Thomas M. Shea, retired as signal department division lineman at Wendover. Say hello for me to the gang at general office.

Oscar H. Larson
7630 Stratford Drive
Boise, ID. 83706

* * *

Proud Grandfather

Enclosed is a pamphlet about the Pacific Locomotive Association's Castro Point Railway Museum in Richmond. My grandson, Chris Collins, and a nice group of young people, work there restoring old engines and equipment. They do a fine job and I think they deserve a lot of credit. If you could give them a little boost in MILEPOSTS I would greatly appreciate it.

C. A. Oels (Retired)
772 Bockman Road
San Lorenzo, Calif.

* * *

Quite A Record!

As the only remaining member of the WP team, I thought you'd be interested in this item from the bowling newsletter *Inside Line*, February 21:

(Continued on Page 23)



In Memoriam

Louie R. Allen, retired water service maintainer, Twentynine Palms, Calif., October 1971.

Rufus C. Bachus, retired car inspector, Versailles, Mo., March 1972.

Francis W. Benedict, retired Sacramento Northern chief clerk, Hayward, Calif., March 1972.

Robert F. Casey, retired locomotive engineer, Manteca, Calif., March 1972.

James C. Charlie, retired track laborer, Wells, Nev., March 1972.

Arthur Crump, retired assistant chief yard clerk, San Carlos, Calif., February 1972.

Ralph J. Dowe, retired electrician, Oakland, Calif., February 1972.

Roy Dryden, retired conductor, Oroville, March 1972.

Louis T. Evans, retired carman, San Jose, Calif., April 26.

Ronald L. Hall, laborer, Chilcoot, Calif., February 6.

James A. Jerantones, retired sec-

tion laborer, Oroville, Calif., February 1972.

P. E. McCollum, switchman, Fremont, Calif., April 5.

Hugh D. McManus, retired car inspector, Portola, date unknown.

Ernest L. Moody, retired car inspector, Bowie, Tex., February 1972.

John P. Moran, retired marine mate, Lexington, K., February 1972.

Rollin C. Mosbach, retired conductor, Meridian, Ida., February 1972.

Charles B. Rodden, dozer operator, Rio Linda, Calif., April 7.

Robert D. Scott, retired yard clerk, Stockton, Calif., February 1972.

Holland J. Severns, retired brakeman, Paradise, Calif., March 1972.

Clyde V. Thomason, retired Alameda Belt Line switchman, Alameda, Calif., February 1972.

Walter T. Weibel, retired carman, Sacramento, Calif., January 1972.

George F. Yarrington, retired conductor, Sacramento, Calif., April 8.

Glenn W. Curtis

Glenn W. Curtis, who retired on December 31, 1957 as superintendent at Sacramento after 47 years' service, died at Sacramento on March 27. He was 80 last December 4.

Well known over the entire system, Glenn joined WP's maintenance of way department on September 11, 1910 and worked at several western division locations. He transferred to the operating department at Sacramento in 1916 as timekeeper, and in

1917 became a clerk in President C. M. Levey's office. He next was secretary to General Manager Col. E. W. Mason. He was appointed trainmaster at Wendover in August 1920, a position he held at several locations, including the Keddie-Bieber line during construction, and was appointed superintendent at Elko on December 1, 1934. He was transferred to Sacramento on November 1, 1941.

Mr. Curtis is survived by his wife, Ruth, 3545 J Street, Sacramento.

Letters Received . . .

"Correction: Last week we said that the oldest league in continuous operation at Downtown Bowl is the Western Pacific which began when doors were opened in 1942. That's true, but the league bowled for six years prior to that, and is listed in the official records as the second-oldest mixed league in the Nation (36 years!)."

Hank Donnelly

Retired District Special Agent
San Francisco

* * *

Golden Anniversary

Mr. and Mrs. Martin C. Miller of Winnemucca celebrated their Golden Anniversary with a reunion of all their children and grandchildren in Sparks, Nev. It was the first time in almost 25 years that the Millers, their seven children and their families with seven grandchildren had been to-

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Milepost 225: Inspection party in Hy-Railer will pass Milepost sign inside 2,410'-long Tunnel 4. Station James one mile beyond.

WESTERN PACIFIC MILEPOSTS

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

Member Assn. of Railroad Editors

MAY JUNE 1972

gether. Daughters Marnie and Winneva co-hosted the dinner. Minnie Tarr and Martin Miller first met in 1921 at Red House, Nev. and were married in Astoria, Ore. on April 9, 1922. They both were employed as telegraphers at Red House, Wells, and Weso, Nev. Minnie resigned in 1924 and Martin retired on May 7, 1957. My husband, Oliver, and I were friends of the Millers since 1922 when we all worked on the telegrapher's extra board. Oliver passed away on February 1, 1970 after a short illness.

Mary Norton Evans
P.O. Box 130
Winnemucca, Nev.

* * *

Mystery Solved

I received the following information from retired Engineer Shelby J. Perry, P.O. Box 282, Springdale, Ark. 72764, in reply to my request for information which you ran in the January-February MILEPOSTS with my picture of an old grave near Trego, Nev.: "I remember seeing a redheaded Mexican woman at the Trego section house the winter of 1920. Between February and May 1921 she and at least three Mexican men were killed in a fight over the woman by another Mexican who buried them in a shallow grave and disappeared to old Mexico. I later well remember seeing bones and the woman's red hair scattered on the ground there, evidently by coyotes. I worked for WP as fireman and engineer between August 1920 and January 1961 and am sure that is why the grave was there. My dates are not far from being correct." Thanks for publishing my letter and picture!

H. D. Atkinson
P.O. Box 1287
Quincy, CA. 95971

Are You Moving?

When you notify MILEPOSTS of a change in address be sure to give both your old and new addresses, including both Zip Codes.



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When Burlington Northern completes its \$10.2 million 1817-mile extension recently announced, its microwave system will total 4274 miles, one of nation's largest communications network.

* * *

1971 was best year ever in carloads handled by Santa Maria Valley (Calif.) 18-mile short line, capably run by Mrs. Marian M. Hancock, president, and Sue J. Sword, chief executive officer with vice president title!

* * *

Santa Fe has purchased 100 insulated, air-conditioned and heated covered hoppers from ACF who claim car is first of its type designed specifically for hauling produce in bulk at constant inside temperatures during transit.

* * *

The U.S.S.R. claims it has successfully tested a railcar powered by aircraft jet engines up to 155 mph on conventional rail and reinforced concrete ties and in "near future" will have three-car jet powered train in service.

* * *

Canada's first railway, from Laprarie to St. John's, Quebec, was opened in 1836.

* * *

Union Pacific's film *Getting off on the Right Foot* has been named "Safety Film of the Year-1972" by the National Committee on Films for Safety, its fourth award.