

WESTERN PACIFIC
Mileposts

JAN.-FEB. 1973



It all begins with good track

The building of the Western Pacific Railroad some 65 years ago was considered as one of the engineering marvels of railroad construction, particularly through the rugged 116-mile Feather River Canyon and across salt flat areas adjacent to the Great Salt Lake.

Over the years many innovations, improved equipment and materials, engineering know-how, and a lot of hard work have vastly improved early day conditions. Today, Western Pacific is a heavy duty freight railroad being maintained and improved to keep our freight trains moving to meet competition and to service our customer's needs.

Keeping the track, signals, roadbed, structures and right of way in good condition is the responsibility of our maintenance of way department, an arm of the operating department, reporting to the vice president-operation.

To meet the prime objectives for safety of operation and on-schedule train performance, and in spite of very inflationary costs for material, the maintenance of way department is constantly monitoring costs and assessing current methods in an attempt to find better and more economical methods, materials and procedures. "During the past few months we have received wonderful cooperation from the transportation department," said Chief Engineer Art Carlson. "By careful scheduling the on-track time available to our maintenance of way gangs, more work is being done during hours of least train interference and without

(Continued on Page 4)

Mechanized Rail Gang

Pettibone Mulliken and Bantam cranes in position to handle continuous welded rail after getting track time.



Mechanized Surfacing Gang

Senior Electromatic tamper with attachments for surfacing and lining the track.



Mechanized Tie Gang

Lifting rail for tie plate insertion; sawing ties and removing them; scarifying ballast and inserting ties.





Cliff Gerstner, engineer-maintenance of way, maintains up-to-date records on all track work being done on the entire System



Terminal Superintendent Dick Meyer, Chief Clerk-Storekeeper Nino Poncioni, Division Engineer John Smith, Assistant Division Engineer Jim Larson and Gerstner study plans for new maintenance of way yard at Oroville

delaying train schedules. Test programs during the last part of 1972 show that production can be greatly increased by tight and cooperative effort within the operating department."

A system of scheduling maintenance operations has been set forth in detail on pocket charts, designed by Cliff Gerstner, engineer M/W, which have been distributed to all personnel directing the maintenance of way operation. "By using these charts, and working with the transportation department, we will be able to have all gangs on the system at specific locations at the time the necessary rail and other track materials will be delivered which, for maximum on-track time, will be in the lighter traffic months

during the first part of 1973," said Cliff. "To further aid these gangs we have replaced some obsolete units with new machines whenever funds have been available. In 1972 we received a new Pettibone Mulliken rail layer, a new Bantam crane for laying rail, and other needed M/W equipment. An additional Bantam crane, air and hydraulic spikers and other new equipment will be added during 1973 for use by the rail, tie and other gangs."

A cost center system for all individual segments of engineering and M/W is in the process of being inaugurated to control costs and measure production for this year. This system will permit immediate evaluation of maintenance of way programs and projects so that under the maintenance sched-



Division Engineer Ray Hobbs talks with Track Patrolman Pat O'Kelley as Pat gets ready to leave Keddie in one of the new Ford Broncos



Bruce Brown, supervisor-work equipment and welding, directs Operator Troy Biggs in one of four front end loaders used in the canyon.



Moving 151 tons no big problem

The transformer was transferred from a special depressed center rail flat car at Western Pacific's adjacent team track in Sacramento to this 16-axle rig with 128 pneumatic-tire wheels for movement to Sacramento Municipal Utility District's site.

As far as the railroads were concerned it wasn't much different than hauling a carload of canned goods when a 276,670 lb. net weight General Electric transformer and 25,710 lbs. of parts recently crossed country from Pittsfield, Mass. to Sacramento, Calif. With the transformer on a special depressed flat car and parts in two other cars trained behind, the total load of 302,388 lbs. rode on five railroads—PC, EJE, Milwaukee, UP and WP.

According to Senior Sales Representative Fred W. Brandes, Sacra-

mento, who provided accompanying pictures, "the load rolled extremely well right on schedule with a fourth day p.m. arrival into Sacramento from Spaulding, Ill.

Another effortless move was made from WP's Sacramento team track to Sacramento Municipal Utility District's jobsite by Almas Bros.-Star Movers of Gardena, Calif. The three-mile move through a residential district was made on a rig supported by 128 pneumatic tired wheels on 16 axles.

It all begins . . .

ule reassignments and rescheduling can be quickly made if necessary.

To promote efficiency with the cooperation of the purchases and stores department, a central material handling and maintenance of way center is under construction in the area of the former Oroville Line Change marshalling yard at Oroville. M/W store activities will be centered here so that a tight control and efficient delivery of material can be made from this central location.

Other planned programs will include the use of improved rail detection machines, improvement to existing machines used in clearing slides, and investigation of improved methods for joining welded rail strings. We have been using Ford Broncos (Hy-Railer equipped) to run ahead of trains in the Feather River Canyon

area during inclement weather conditions as a deterrent to derailments and train interruptions. Signal and communication people, an arm of M/W, have been completing a program to provide additional radio coverage between work gangs and trains, and between terminal points of the WP System. The completion of the centralized traffic control machine at Sacramento and other similar activities by the signal and communications group will help to provide greater efficiency during 1973.

The most important part of M/W activities are the Western Pacific people involved. We are constantly trying to provide the tools, training, and programs so that each person can successfully contribute to our goal of providing a safe efficient railroad capable of delivering the service our customers must have.

New faces on the WP...

Law

Michael P. Hearney joined Western Pacific as an attorney in December 1972.

Born in San Francisco on February 21, 1941, Mike received the AB degree at University of San Francisco in 1965 and the JD degree at the University of San Francisco School of Law in June 1972. While attending night school he worked as a clerk, brakeman, management trainee, transportation assistant, and assistant trainmaster for Southern Pacific from 1960 to 1969, and as a switchman for Western Pacific in 1970 and 1971. He was a corporal in the U.S. Marine Corps from 1959 to 1967, and was a lecturer at the University of San Francisco from 1969 to 1972. His memberships include the McAuliffe Society, scholastic honor organization of the USF School of Law, and the Phi Delta Phi Legal Fraternity.

Mike and his wife, Kitty, live in Concord. Their children are Michael 5, Elizabeth 4, and Martin Joseph III



who joined the family on November 30.

Marketing

John W. Elfving joined Western Pacific as a market analyst in November 1972.



Born in Corpus Christi, Tex. on February 10, 1944, John received the BA degree at Stanford in June 1966. After two years as 1st lieutenant in the Army Military Intelligence, he entered the University of Santa Clara and received the MBA degree in August 1970. For the past two years John was employed by Maxwell House Division, General Foods Corp., first at Denver, Colo. as sales representative, then at Boise, Ida. selling to key accounts among wholesalers, cooperatives, direct retail customers and independents. John spent the summer of 1961 as an exchange student to Mexico with The Experiment in International Living, and he has visited 32 countries and four continents.

John and his wife, Sue, live in Belmont.

These people have new titles...

Economics and Cost Analysis

Ted O. Hall, manager-cost analysis systems, with major responsibility for profit calculator systems and special statistical studies.

Industrial

Alexis P. Victors, director-industrial development, for Western Pacific Railroad, and president Standard

Realty & Development Co., and Delta Finance Company Ltd.

O. L. Hocker, Jr., manager-industrial development for Western Pacific, Standard Realty & Development Co., and Delta Finance Company Ltd.

Harold Klein, assistant manager-industrial development, Western Pacific, Standard Realty & Development Co., and Delta Finance Company Ltd.

A. J. Bugni, manager-real estate, Western Pacific, Standard Realty & Development Co., and Delta Finance Company Ltd.

Intermodal-International

C. P. Blaskowsky, assistant manager-pricing services.

Marketing

Joseph F. Hamer, regional sales manager (on line-international).

John L. Marches, regional sales manager (off line-West), in addition to present position director-sales administration.

John A. Friedman, manager-sales planning, reporting to John L. Marches.

William F. Schmidt, sales manager (Bay Area), with functional responsibility for on-line sales, San Francisco-Oakland areas.

W. E. Blackerby, assistant sales manager, Portland.

J. B. Paredes, sales representative, Oakland.

C. R. McNeal, supervisor-customer service center.

Transportation

T. J. Brown, director - service & equipment, Seattle.

H. E. Sallee, manager - service & equipment and in charge of office, Chicago.

L. W. Leger, assistant manager-service & equipment, Chicago.

H. W. Metz, Jr., supervisor-special equipment, Chicago.

Western Division

R. A. Henderson, terminal superintendent, San Jose-Milpitas.

R. L. Meyer, terminal superintendent, Oroville.

J. A. Dixon, terminal trainmaster, Stockton.

W. M. Giroux, terminal trainmaster, Sacramento.

R. E. Sherwood, terminal trainmaster, Oroville.

R. M. Verhaege, terminal trainmaster, San Jose-Milpitas.

Front Cover Picture

"Three high-horsepower Geeps and a U-Boat take the CIX around Williams Loop eastbound on a crisp December 9," said Ted Benson, contributing MILEPOSTS photographer. "We'd temporarily stalled in a snowbank, but this shot looked too good to ignore, so shot a pic, then continued to dig out and headed on toward a warmer 2° Portola."

That's Ted at the right with his ever present 35-mm Nikon with which he creates his outstanding pictures. Of his picture, Ted said, "A frozen-footed, three - frost - burnt - fingered, crazy flatlander photographer at Robber's Creek on WP's Keddie-Bieber line. Seconds later I ran off to Bieber screaming—Snowshoe Thompson, eat your heart out."





Fred makes sure he's past the switch stand before stepping off the engine. He keeps his strong handhold until his feet touch the ground.

Preparing to step off the engine he saw the extra long tie, waited until the engine proceeded to a better area, then stepped off safely.

Sharp eyes and good footwork reduce slips, trips and falls

Fred Lindhe, conductor-brakeman at Milpitas, demonstrates some important steps, to avoid being injured.

"Working in the same area every day as I do," said Fred, "you don't want to become so familiar with the danger areas that you don't give them the attention you should. Whammo! —that's when an accident you least expect is most likely to happen. It pays to be alert every minute."

Slips, trips and falls may be part of a wide receiver's job in pro football. For a railroader who wants to keep healthy, they're something he can do without!

In areas where tracks run together, plan to step off where you have plenty of space. Another few feet and Fred would have had trouble picking a spot for safe landing.



Train and engine men working under Terminal Superintendent Bob Henderson at busy Milpitas, had one of the best safety records in their category during the year 1972.

A good engineer can make it safer for the man on the ground by watching his action as W. L. "Woody" Spillman is shown doing while cautiously handling the speed of his engine.



Good footwork is of prime importance when throwing a switch. Fred has a solid footing with feet wide apart, a good step to take to prevent slipping during the action.



Safety Rule of the Week

Named below are final Safety Rule of the Week \$10 award winners. These awards, made each week during 1972, were discontinued at the end of the year. To the large number of transportation and mechanical department employees who were winners, congratulations for being so knowledgeable about Safety.

Week of October 23
(not previously reported)

Transportation Department

Clerk L. M. Barrett, Stockton
Engineer D. H. Miller, Walnut Creek

Week of November 6

Mechanical Department

Electrician J. R. Kump, Elko
Carman Helper J. L. Quinones, Stockton
Machinist Helper R. E. Hughes, Stockton
Fireman & Oiler E. E. Lovan, Stockton

Transportation Department

Telegrapher-Clerk J. E. Cummings, Milpitas
Conductor H. G. Eckenroad, Portola

Week of November 13

Mechanical Department

Machinist D. L. Felkins, Stockton
Carman R. H. Platt, Elko
Carman D. M. Swaringen, Sacramento
Fireman & Oiler M. M. Gates' wife, Stockton
Electrician Apprentice C. Warren, Stockton

Transportation Department

Conductor A. D. Downer, Oroville
Brakeman F. J. Crandall, Salt Lake City

Week of November 20

Mechanical Department

Carman F. E. Driscoll, Stockton
Carman E. Maes, Sacramento
Painter M. J. Latino, Sacramento
Carman C. W. Repass, Elko
Sheet Metal Worker H. F. Schultze, Sacramento

Week of December 4

Mechanical Department

Carman L. Arano, Elko
Machinist M. L. Abney, Stockton
Carman H. E. Sprowl, Portola
Carman J. J. Weber, Sacramento

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How to win a windbreaker jacket

Attractive windbreaker jackets of excellent quality will be awarded each month during 1973 to employees who qualify under the rules of a competitive Safety Award Program announced by the Operating Department.

There will be three supervisor area winners each month, one each from the three sub-departments—1) Transportation; 2) Engineering / Maintenance of Way; 3) Mechanical/Maintenance of Equipment.

In the event all three supervisor area winners are on one Division—Eastern or Western—there will still be one supervisor area winner on the other Division.

Winning supervisor areas will be those having the lowest ratio of reportable personal injuries per man hours worked.

Individuals within each winning supervisor area who entered service in the same month of the year in which the award is made will be eligible for a windbreaker jacket, provided they have not had any injury during the 12-month period immediately prior to the award month.

Safety Rule of the Week . . .

Transportation Department

Switchman J. J. Kociban, San Jose

Week of December 11

Mechanical Department

Electrician V. S. Latino, Sacramento
Painter J. D. O'Neil, Sacramento
Laborer M. H. Gates, Stockton
Machinist G. J. Widrig, Sacramento

Transportation Department

Clerk D. L. Gregson, Stockton
Conductor J. M. Webb, Stockton

Week of December 25

Transportation Department

Conductor E. F. Reynolds, Stockton

Each supervisor of a winning individual will also receive a windbreaker jacket, but not more than once during the year.

If you are a winner you will not only have a fine windbreaker jacket to wear, but you will also be recognized as one of a select group possessing an excellent Safety Record.

Employees who work exclusively in offices will not be eligible for this award, but will be eligible for another Safety Program Award competition to be announced soon.

They Have Retired

Herbert C. Bentz, clerk, Sacramento, 35 years 4 months.

May E. Denning, clerk, San Francisco, 30 years 2 months.

LeRoy Foster, chief clerk, Oroville, 49 years 10 months.

Johnnie C. Franklin, CCT roadmaster, Stockton, 23 years 6 months.

Hearold Huntoon, millman, Sacramento, 28 years.

Francisco S. Martinez, CCT section laborer, Stockton, 21 years 8 months.

Frances H. Mlakar, freight accounts clerk, San Francisco, 30 years.

Thomas E. Murphy, conductor, Elko, 36 years 7 months.

Fred E. Peters, chief clerk, Sacramento, 47 years 3 months.

J. A. Potter, chief clerk-agents accounts, San Francisco, 48½ years.

Adolph A. Reinert, Central California Traction conductor, 15 years 6 months.

Herman G. Rohdenburg, water service maintainer, Stockton, 32 years 5 months.

Emil E. Slaughter, conductor, Portola, 36 years 8 months.

Jack S. Smith, switchman, Oakland, 30 years.

Railroad retirees living longer

Every three years Railroad Retirement Board actuaries study the longevity of annuitants on the Board's rolls. Their 1972 study indicated that through 1971 there was a slight improvement in the most recent three-year period.

Robinson retires Copple takes over

Russell H. Robinson, superintendent for Alameda Belt Line and Oakland Terminal Railway, jointly owned SFE and WP subsidiaries, retired on December 1 with a career of nearly 45 years. He was succeeded by Phillip E. Copple, assistant superintendent since December 1971.



P. E. Copple
and
R. H. Robinson

Born in Joliet, Ill., Robinson worked for Santa Fe most of his career, first at Richmond in March 1928. Promotions took him to Los Angeles, Oakland, Seligman, Ariz. and Richmond before he joined ABL-OTR, at Alameda on August 1, 1966.

Copple first worked for Santa Fe in his native San Bernardino in April 1951. Advancements took him to Seligman, Ariz. and Gallup, N.M., before he became ABL-OTR mechanical foreman at Alameda in December 1967.

From a group of 1,000 male employees retiring at age 65, 840 will live at least 5 years, 637 at least 10 years, 414 at least 15 years, and 215 will be alive at age 85. About one in every five annuitants retiring this year at 65 will be receiving his annuity 20 years from now, with the last survivor from an original group of 10,000 probably living to age 103. These figures allow that not all employees retiring at 65 enjoy normal health. The life expectancy for more seriously disabled employees is much less than the group as a whole.

After age 65 life expectancies for males not disabled are practically identical to those who retired at age 62.

A male railroad worker retiring at age 65 may expect, on the average, to live for 13.5 years.

A female railroad worker retiring at age 65 can expect to live 17.8 years, 4.3 years longer than a male the same age. There is no universal agreement on reasons for this difference. An employee's wife at age 65 has a life expectancy of 17.2 years, and an employee's widow at age 65 has an expectancy of 16.7 years.

An average male railroad worker retiring at age 65 will outlive a general population male worker who is expected to live for 12.8 years, as will the female railroad worker compared to 16.3 years for general population female workers.

The data are not completely comparable. The railroad retirement data are based on age retirements only, while general population data include nonretired workers and workers retired on disability before age 65. Even so, it is probable that railroad workers life expectancies would still be longer as a whole.

Letters Received

Memories Renewed

I enjoy reading in MILEPOSTS of the progress on the WP and keeping up with my old friends out there. The reports on industrial development in Reno were interesting, and with WP diesels now interchanging with UP power I get a thrill when I see your engines going through Evanston. Mrs. Jessie Hearing of Chico wrote me about the passing of her husband. When I first knew Oscar he was an engineer in the Canyon about the time the 250 Class Mallets came into service. He was a fine friend and a very loyal WP employee. I mourn his passing.

Basil S. Cole
Pine Gables Lodge
Evanston, WY. 82930

Doing Fine

Holiday Greetings to you and all WP "rails." I finally moved and will be busy remodeling this old house. I passed 78 years last October but don't feel any different than I did years ago when I fired for the WP and later retired as a Mopac engineer.

Floyd Wiley
1121 South B Street
Port Angeles, WA. 98362

Moving Around

I was happy to receive MILEPOSTS again at the hospital where I have been for a year now after a year in two other hospitals during which time I lost my left leg because of diabetes. I am sorry to say that my wife is confined to another hospital after an auto accident and her doctor says she will not walk again. I represented the WP shop crafts before retirement and

knew many on-line employees. I'd like to retrace my steps over the system to see the improvements and those I knew. I reached 83 last August. My best wishes to all.

Dallas B. Huggins
P.O. Box 1032
Oroville, CA. 95965

Old Fan of WP

Just to let you know I still enjoy MILEPOSTS from cover to cover reading about my favorite railroad. Say hello to all my friends and I wish them and you a very Merry Christmas and a prosperous New Year.

Mort Buell
1445 Harrison Street
Oakland, CA. 94612

Wonderful Party

I would like to express my appreciation and thanks to all my friends for the wonderful retirement party held in my honor at Sabella's. Also, thank all of you for the beautiful wristwatch, flowers, gifts and cards. I will always cherish the friendship and cooperation of my many friends during my 30 years service with Western Pacific. Best wishes to all of you!

Frances H. Mlakar
842 No. Harrison Street
Campbell, CA. 95008

Recording History

Thank you for your informative letter about the NY, O&W engines bought by the Sacramento Northern in 1957. I hope to include this information in our New York, Ontario & Western Historical Society magazine soon. Trying to track down equipment abandoned over 15 years ago requires patience and cooperation of outside interests such as you have provided.

Richard L. Recordon
LTjg, USNR
916 Holladay Lane
Virginia Beach, VA. 23455



Service Pin Anniversaries

January-February 1973

35-YEAR PINS

A. C. Evans	General Transportation Supervisor	Elko
Walter H. Snyder	Inspector-Adjuster, Freight Claims	San Francisco

30-YEAR PINS

Peter E. Anderson	Relief Clerk	Elko
Jack C. Downing	Locomotive Engineer	Eastern Division
George P. Fields	File Clerk, Freight Claims	San Francisco
Elizabeth S. Helmick	File Clerk, General Manager's Office	San Francisco
Benjamin F. King	Locomotive Engineer	Eastern Division
Charles W. Lawless	Switchman	Western Division
Robert C. Lemon	Locomotive Engineer	Western Division
James F. McNabb	Conductor	Western Division
James F. Reule	Conductor	Western Division
Daniel A. Tatomer	Conductor	Eastern Division
Albert B. Wheat	Locomotive Engineer	Eastern Division
Kenneth G. Williams	Chief Timekeeper, Transportation	San Francisco

25-YEAR PINS

James E. Baker	Manager Car Planning, Transportation	San Francisco
Douglas J. Bruce	Claim Investigator, Freight Claim	San Francisco
Harold Dirks	Statistical Engineer, Engineering	San Francisco
Walter A. Elbert	Carman	Elko
J. M. Ferrol	Assistant Manager, Revenue Accounting	San Francisco
David K. Fulton	Electrician	Oakland
Ray F. Hobbs	Division Engineer	Keddie
Thomas T. Keys	Lye Vat Attendant	Sacramento
Wilbert E. McGain	Carman	Oakland
Austin G. Sanders	Extra Gang Foreman	Western Division
Hartford W. VanFleet	Switchman	Western Division
F. F. Zraggen, Jr.	Interline Clerk, Auditor of Revenues	San Francisco

20-YEAR PINS

G. M. Blackwell	Foreman, Roadway	Western Division
Milo G. Kacer	Agent	Gerlach
L. N. Kaminsky	Senior Sales Representative	Buffalo, N.Y.
Natalie King	Chief Clerk, Payroll	San Francisco
E. R. Obenshain	Conductor	Western Division
William M. Reid	Rate & Division Clerk, Revenue Accounting	San Francisco
R. W. Smith	Switchman	Western Division
Velbert Spomer	Carman	Sacramento
Marcel W. Womack	Machinist	Stockton

15-YEAR PINS

Pedro Mancias	Laborer, Roadway	Western Division
Donald O. Schroen	Sales Manager	New York, N.Y.

10-YEAR PINS

M. H. Dollarhide	Machinist	Oroville
M. Gonzales	Laborer, Roadway	Western Division
A. C. Henry	Communications Maintainer	San Francisco
J. F. Pennington	Yardmaster	Sacramento
Olga Prien	Secretary, Management Services	San Francisco
L. Rojas	Laborer, Roadway	Western Division



Caboosing

SACRAMENTO SHOPS

Herman F. Schultze

Good luck and a long, happy and healthy retirement to Carman HEAROLD HUNTOON who retired on November 7 with nearly 28 years service.

Congratulations and best wishes to Machinist D. J. REYNOLDS and Louise Woolever, who were married in the



Wedding Chapel at Tahoe City by Reverend LOVE! Louise is a native of Sacramento, and the newlyweds will reside in North Sacramento.

Also, our very best wishes to Carman R. M. MORGAN who recently was married.

Our sympathy to the family of retired Boilermaker Foreman MANUEL SILVA on his recent death, and to Shop Clerk JEAN SMITH on the loss of her mother.

It was great to see Car Foreman CHUCK ALLEE back at work after his long illness.

Congratulations to Carman and

Mrs. SAM LATINO who announced the arrival of a beautiful baby girl.

Western Pacific Amusement Club's Christmas party was a big success and all who attended had a great time. The committee responsible were Carman W. RAPE (chairman), W. MATSUDA, and L. CHAMBERLIN; Laborer A. LYMAS; Machinist A. SPRINGER; and Boilermaker C. ROLFE. Carman R. MORGAN was in top form as master of ceremonies and everyone enjoyed dancing to the music of Carman J. SMITH.

OROVILLE

A. I. Reichenbach, Jr.

With the start of a New Year we hope that the future holds all that is good for everyone!

The end of 1972 was highlighted by the retirement of Chief Clerk LEROY FOSTER who retired with a service record of 50 years on the WP. A cake and coffee party was held at the yard office where LeRoy received gifts from co-workers and a plaque from the Brotherhood of Railway, Airline & Steamship Clerks. LeRoy was born in Oakland on October 29, 1906 and he hired out as a messenger at Sacramento on February 12, 1923. During ensuing years he held several clerical positions at Sacramento and Oakland and was relief assistant terminal trainmaster on several occasions. He became trainmaster at Oakland on August 1, 1949, at Sacramento on July 1, 1951, went to Stockton as terminal trainmaster in March 1952, and then to Keddies as trainmaster on March 16, 1953. He resigned as trainmaster to become



Left-right are Clerks W. S. Kuszyk, A. B. Tedd, M. A. McLain, and W. L. LeBeouf. BRAC general chairman, who presented BRAC plaque to LeRoy, seated, during his retirement party.

train desk clerk at Oroville on March 1, 1955 and was given a one year extension (after age 65) in October 1971. LeRoy's plans for retirement are indefinite but he and his wife, Nancy, will do a bit of traveling and visiting with his grandchildren. He has our sincere best wishes for many future happy years!

Welcome back to JOE M. REED from Milpitas, who bid in as chief clerk here succeeding LeRoy Foster.

Other recent returnees in the roundhouse are J. W. "JACK" CORBIN, W. H. "BUCK" DOLLARHIDE, and J. A. "JIM" MACINTOSH and their wives and children. We warmly welcome all of them.

Recent deaths noted with much sadness were the passing of RALPH DROWN, retired roundhouse employee, and G. E. "JERRY" BUTLER, retired conductor. Our condolences to their families.

KEDDIE-QUINCY

Jimmy and Betty Boynton

We had frozen pipes, frozen car batteries, ice chipping, snow shoveling, etc. when our December temperatures set records in this area with 30° to 40° below zero in Bieber and Portola, and

a reported 28° below zero in Quincy Junction!

A very special Christmas gift arrived on December 16 at the Plumas District Hospital for Brakeman and Mrs. H. CARL HUGHES — their first grandchild. Born to Mr. and Mrs. Howard Hughes, Bryon Neal weighed in at 7 lb. 13 oz.

Mrs. Phyllis Jones, wife of the late Engineer HARRY JONES, was "pleasantly shocked" on her birthday December 18 to receive a personally signed card from President and Mrs. Nixon.

Mrs. Jessie Holt, mother of Engineer ROBERT HOLT, was severely burned in an accident in her home. She had extensive skin grafting in late December and we wish her a speedy recovery.

Installed at a dinner on November held by the Quincy Emblem Club for 1972 - 73 were Katherine Lundberg, wife of Engineer DON LUNDBERG, as corresponding secretary, and Billie Diegal, wife of Engineer GENE DIEGAL, as trustee.

Brakeman MICHAEL HOLT and Miss Janice Dobrinen of Quincy have announced their engagement and will be married next May. Mike and Brake-man DENNIS RHOADES donate their

efforts in behalf of the P.O.W. bracelet campaign in this area.

The Quincy Trojans Booster Club held a dinner honoring the Feather River League championship varsity team on November 17. John Holt, senior at Quincy Jr.-Sr. High School, son of Engineer ROBERT HOLT and Train Desk Clerk MARGARET HOLT, was selected as a member of the FRL All-Star team by the coaches. John is the brother of Brakeman MICHAEL HOLT.

A beautiful redhaired granddaughter born October 27 made it grandchild number six for retired Operator-Agent and Mrs. PETER HANLEY. Kari Nicole weighed 8 lb. 12 oz. and was born in Yuba City to Mr. and Mrs. Alan Hanley. Alan is an art instructor in the Yuba City schools.

Margie Day, wife of Conductor BILL DAY, and Susan Barker, wife of Conductor RONNIE BARKER, were lucky winners in the bingo contest sponsored by KPCO, our local radio station.

Engineer MAURICE STORY was surprised by his daughter in November on the anniversary of his 30th year with WP. A special cake with tiny engine put out by our local bakery was inscribed "Congratulations on 30 years of hard work on the railroad." WP children are appreciative.

A complete history of Western Pacific is being compiled by Guy L. Dunscomb, Modesto, and Fred Stindt, San Francisco, who authored "Locomotives of the Western Pacific" in October 1954, and Guy has asked us for help locating photos of WP steam locomotives 123, 126 and 127. Any help will be greatly appreciated.

Your correspondents want to thank everyone who took the time and interest to call and write us with identifications of the men on the Portola Baseball team. This adds value and interest to the photo. Perhaps someone can help us again with identifications of



First WP train into Calpine

the crew of the first WP train into Calpine. Our address: Route 1, Box 732-H, Quincy, CA 95971.

SACRAMENTO—WP & SN

M. J. Gosnell

Our deepest sympathy to Helen Stene and her family upon the death of ANDY E. STENE, superintendent-rules, on December 27. Andy was well known and extremely well liked by everyone who knew him, on and off the railroad, and his loss leaves a great void here in Sacramento.

Retired Head Bill Clerk V. O. "BUD" WOODRUFF stopped by for a visit and looks too healthy to be retired on medical disability.

A proud individual is Car Desk Clerk W. D. "BILL" GLADNEY, whose son Terry, 15, is a motorcycle competition racer.

Congratulations to our new Assistant Agent DENNIS B. RICKMAN. Dennis informed us that his son, Paul Dennis entered the Navy on November 1.

District Agent PAUL SCOTT and his wife, Barbara, were given a surprise 25th Wedding Anniversary party on December 2 by daughters Nancy and Patty, and son Jimmy. The youngsters did a good job, as the party was a complete surprise, even in their own home!

This month's "Nicest person to work with on the WP in Sacramento" is MANUEL SILVA, head bill clerk, bill center.

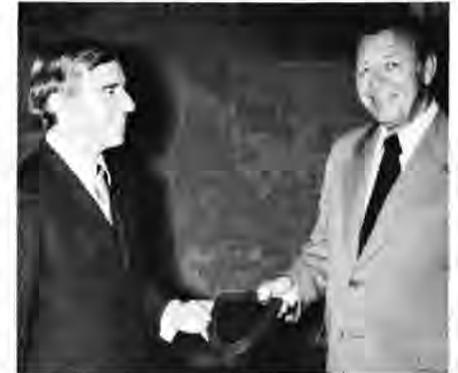
Left-Right: Agent Paul Scott, Herb Bentz who retired as industry clerk, Claude Finley who retired as interchange clerk in December 1966, W. D. Gladney, car desk clerk and BRAC division chairman, and Fred Peters who retired as chief clerk.



A party was given at Carmichael Elks Lodge #2103 on December 8 for Chief Clerk FRED E. PETERS who retired on December 22. Born in Nebraska on December 23, 1907, Fred came to WP in September 1925 as timekeeper for Tunnel Gang #3. He came to the Sacramento freight office in May 1929. Fred and his wife, Ruth, enjoy traveling and camping in their 28-foot camper trailer, and plan to move to their property on the Deschutes River, in Oregon, where he can continue his "rockhound" activities. At the dinner, Fred received a mounted gold spike and money from his co-workers and a check from the BRAC.

A monetary collection from his co-workers was presented at a cake and coffee party on December 14 to HERBERT C. BENTZ, who retired on December 15 as industry clerk. He joined WP at Oakland Mole in August 1937 at the age of 31. He served with the Sea Bees from 1942 to 1945. After his discharge he came to Sacramento as a trucker at the freight office. Herb gave us no future plans other than that he and his wife will continue to live in Sacramento.

At the Sacramento Valley Transportation Club's annual "Railroad Night," November 16, WP Sales Manager ROBERT L. RUNGE relinquished his title as 1971 Railroad Man of the Year and presented a plaque to



Charles Stagg receives plaque from Bob Runge

Charles S. Stagg, district sales manager, Southern Railway System, who was named "Railroad Man of the Year" for 1972.

The annual Sacramento Northern Christmas Party at Christie's Elbo Room was a smashing success, thanks to Engineers RAY SEGUIN and RUSTY EDWARDS and Conductors JACK MARCERON and M. T. VANCE. More than 80 active and retired SN rails attended.

Observed giving the SN a "roll by" during the Holidays were retired Superintendent HAROLD MULFORD and retired Brakeman CHARLES "CUZ" WALLACE.

This month's "Nicest person to work with on the SN in Sacramento" goes to LLOYD G. EDLAND, conductor and relief yardmaster.



With "Butch" at end of his last run are Brakeman Gill McGarr and F. A. Olsen, Slaughter, Engineer Art Hackala, Brakeman Cliff Morgan and Fireman Ron Shelby. Photo by Fireman-Engineer R. R. Larson.

PORTOLA

C. E. "Gene" Rowe

Our condolences to the family of WILLIAM THRAILKILL, SR., who passed away on November 29. A native of Corpus Christi, Tex., he first worked for the SP in October 1904 and in 1910 he was both in train and engine service on the Boca & Loyalton. Bill was a conductor for WP from 1916 until his retirement on December 31, 1950. He married the former Lyda Stimers of Loyalton in 1912 and they lived in Portola the entire 60 years of their marriage. In addition to Mrs. Thrailkill, survivors include a son, Conductor WILLIAM THRAILKILL, JR., three daughters, Thora Owens of San Leandro, Erva Thomas of Elko, and Lois Wheat of Reno, eleven grandchildren and ten great-grandchildren.

Best wishes for a long and enjoyable retirement go to Conductor E. E. "BUTCH" SLAUGHTER who ended his last run when the APF arrived in Portola at 9:15 p.m. on December 20. He entered service on May 4, 1936 and was promoted on June 2, 1941.

OAKLAND

Lu Wheeler

Best wishes to Switchman JACK A. SMITH who retired on November 30 after 30 years and five days service. During a cake and coffee party, Jack received a check from the Switchmen's Union and a nice sum of cash from his fellow employees to start Jack on what we hope will be a long and happy retirement.



Leo Hamlin, Frank Carucci, Jack Smith and Jack's grandson at retirement party.

Best retirement wishes go to Chief Clerk ED WUELFING who retired on November 1 with 36 years, one month

Right: One of the colorful drawings depicting Ed Wuefing's WP career, drawn by Clerk Richard Burch.

Below: Frank Allain sets up luncheon table.

Below right: Ed Wuefing receives retirement gift from District Agent Bob Mead.



and one day in WP service. Eddie hired out as a trucker at WP's 3rd and Harrison freight shed working a split shift. He bid a janitor job at Oakland mole in January 1937 and soon after moved to the tie gang at the mole. When the Exposition Flyer went in service in 1939 he became general clerk working both at the freight office and the passenger depot handling baggage. He became train desk clerk in 1942, was bumped back to the tie gang in 1945 and returned to the train desk in 1953. He was appointed acting chief yard clerk in December 1958 and became chief yard clerk in September 1959. As the accompanying pictures show, Eddie was given a lovely lunch-

eon we will never forget which was prepared by FRANK ALLAIN and JOHN CHARLES.

We regret to report the death of retired Carman W. J. "BILL" PHELPS on November 20, 1972. He began his railroad career as a carman's apprentice on the UP in 1926 and, since he joined WP on July 10, 1947 up until his retirement in February 1970, he had worked in almost every phase of that craft in the Oakland car department. He was a respected officer in the Carman's organization, and his most rewarding period was as industry car inspector when he made many friends for WP.

NEW YORK CITY

Bill Gurgurich

News reached us from snow bound Buffalo, N.Y. that Senior Sales Representative LEO KAMINSKY's son, Jim, was elected president of Descriptive Education Clubs of America. Jim is a high school senior and will head up 1973's regional and national conventions to be held at Concord, N.Y. and Atlantic City, N.J., respectively.

While doing some research for the Environmental Transport Corp., Windsor, Conn., your correspondent had the unique opportunity to drive Mr. Bob Bundschuh's engineless, ecology car, the Pedicar. It's a short distance pollution free vehicle that can reach up to 15 m.p.h. through rain, snow, up hills and down. It requires no more effort than an average person would exert walking the same route. The 100 - lb. pedal - powered car has room in the rear for groceries or a preschooler and has lights and windshield wipers and other features.



The Pedicar is expected to be ready for sale by auto and bicycle dealers about this March.



SAN FRANCISCO

Tina Phillips, Ruth Stone

Congratulations to WILLIAM F. MCGRATH, assistant vice president-sales, and his wife, Rita, who celebrated their 25th Wedding Anniversary on November 22.

Best wishes went with IVAN E. MCATEE when he left WP on December 31 after 17½ years service to become associated with Brooke Realty in Concord.

We were sorry to learn from his brother, L. B. "BY" LARSON, general freight pricing manager, that OSCAR H. LARSON, retired chief clerk-transportation, was quite ill after moving from Boise, Ida., but is recovering and has moved into a mobile home park at 62 Westgate Circle, Santa Rosa, CA. 95401.

A traditional Chinese red egg and ginger party was given on December 10 by MARGARET OW, data processing department, and her husband Stephen,



Stephanie enjoyed her party

vice-principal of Monte Vista High School, Danville, to commemorate the birth of their daughter, Stephanie Lee, on October 17. The red eggs, ginger and roast pig are "a must" part of the luncheon, and money wrapped in red paper and Chinese gold jewelry as gifts for the baby are also a traditional custom. A number of Margaret's co-workers were among the 250 luncheon guests.

Best wishes for much happiness went with J. A. POTTER, chief clerk-agents accounts, and FRANCES H. MLAKAR, freight accounts clerk, when they left adjoining desks in January for well deserved retirements. Very few employees still in service can equal Al Potter's 48½ years with WP, which began as crew caller at Stockton in 1924. He was well known on-line from Portola west having worked at many stations before he came to San Francisco in March 1948 as head clerk-agents accounts. No immediate plans are being made by Al and his wife, Margaret, other than visits with their daughter, Audrey Meyers and her three teenage children in Colfax, Calif. and some future traveling.

Frances also has many friends along the railroad for her 30 years service began as general clerk at Her-



Al and Frances had 78½ years combined service with Western Pacific.

long, Calif. She later worked at Lathrop joint agency during WW II, at Portola as revising clerk and roadmaster's clerk and at the San Jose freight office. She came to San Francisco in 1961. First plans for Frances and her husband, FRANK, train desk clerk, San Jose, are a trip to Hawaii. They will also travel in a new camper to Hermiston, Ore. to visit their daughter, Kathryn LaRue and two teenage grandsons.

December 31 was retirement day for two engineering department employees, MILFORD E. PARKER, estimating engineer, and H. NOEL PANCHOT, engineer-inspector. Mil's service began in the accounting department on January 8, 1943. He came to engineering on June 1, 1969. Noel began service in the bridge & building department on August 11, 1949. He had been in engineering since April 9, 1964. They have our best wishes for long, happy retirements.

After 30 years of loyal and competent service with Western Pacific, MAY DENNING began a well deserved retirement on November 15. May's entire service was in car records and

(Continued on Page 23)

In Memoriam

Joseph E. Arruti, conductor, Winne-
mucca, December 12.

Edward G. Basl, retired roadway
laborer, Broderick, September 1972.

Louis E. Carson, retired clerk, San
Francisco, August 1972.

Tom J. Fugias, retired Sacramento
Northern watchman, Northridge, Oc-
tober 1972.

Leslie H. Clapham, assistant shop
superintendent, Sacramento, January
4.

Oscar H. Hearing, retired locomotive
engineer, Chico, November 29.

Charles L. Hawkins, retired locomotive
engineer, Lemmon Valley, Nev.,
November 9.

Raymond W. Hitner, retired dining
car steward, Deming, N.M., October
1972.

Frank P. Hocken, retired freight
traffic manager, Portland, Ore., Sep-
tember 1972.

William E. Kahl, retired roadway
laborer, Galt, October 1972.

Helen G. Lilly, retired government
clerk, Oakland, September 1972.

Gracian P. Lorenzana, retired ma-
chinist helper, Yerington, Nev., Sep-
tember 1972.

Oren G. Mead, retired conductor,
Oroville, September 1972.

Rudolph P. Miller, retired signal
foreman, Whitehall, Mont., October
1972.

Archie H. Nourse, retired switch-
man, Stockton, November 5.

William J. Phelps, retired carman,
Oakland, November 20.

Manuel F. Silva, retired boiler shop
foreman, Sacramento, November 7.

Leona M. Sypher, retired cook, Por-
tola, October 1972.

William W. Thrailkill, retired con-
ductor, Portola, November 29.

Raymond R. Williams, locomotive
engineer, Stockton, November 6.

Frank G. Lindee

Graveside services were held in Mo-
desto on January 4 for Frank G. Lin-
dee, sales manager, Modesto, who died
on January 1.



Born in Omaha,
Neb. on Novem-
ber 29, 1912,
Frank's entire
WP service was
in the marketing
department, first
at Omaha in Jan-
uary 1939. He later
worked at San
Francisco, Mo-
desto and Stock-
ton, and became district sales manager
for Tidewater Southern, Modesto, in
April 1960. He had been sales man-
ager there for WP since February
1961.

Frank was an adult education traffic
instructor at Stockton Junior College
and Modesto Junior College, director
of the Greater Modesto Chamber of
Commerce, past president of the Cen-
tral Valley Transportation Club, and
the only railroad member of the Cali-
fornia Grain and Feed Association,
Modesto. He was a member of the
Delta Nu Alpha, Stockton Chapter
103, the Fresno and the Bakersfield
Transportation Clubs, Modesto Elks
Lodge 1282, and Del Rio Golf and
Country Club.

Survivors are his widow, Emilee,
son Kip, a sister and an uncle.

* * *

Andy E. Stene

Masonic services were held at Gorm-
ley Funeral Home in Sacramento on
December 30 for Andy E. Stene, su-
perintendent-rules, who died suddenly
on December 27.



Andy was born
in Stockton on
April 20, 1912,
and first worked
for WP as a stu-
dent brakeman on
May 2, 1936. He
became conductor
on May 17, 1941.
After a year in
the railroad's

training program he was appointed
assistant trainmaster, first at San
Francisco, then Sacramento. He be-
came terminal trainmaster, Oakland-
S.F. in March 1963, district superin-
tendent, San Joaquin District, in April
1970, and manager-terminals, Sacra-
mento, in March 1971. He had been
superintendent - rules since October
1971.

Survivors include his widow, Helen,
three children, Andy Lou Stene, WP
Switchman, Oakland, daughters Fran-
ces Chambers and Charyle Hartje,
and six grandchildren.

VOLUME 25, NO. 1 JAN.-FEB. 1973



Milepost 229: Roadmaster Jack Jones, Oro-
ville, and Division Engineer M. K. Anderson,
Sacramento, check track.

JANUARY-FEBRUARY 1973

San Francisco . . .



May enjoyed a delightful evening with her
many friends, including Harold Meeker and
John Morgan at head table.

general accounting and for the past
nine years she was in charge of wheel
reports for the entire system. Sixty of
May's friends and associates joined
together for a farewell testimonial
dinner at the Stagecoach Restaurant
that evening. May enjoyed a trip to
Hawaii with her sister and friends in
December, and she is moving to South-
ern California to live in a mobile home
community with her sister. She is
wished many years of happiness.

Our Face is Red

Last issue we reported the August
26 birth of Jefry Dean Metzdorf, son
of Brakeman and Mrs. GARY METZ-
DORF, and grandson of Transportation
Superintendent and Mrs. GLENN
METZDORF. Regretfully, the equally
proud maternal grandparents who
share this happiness were not named.
Our apologies to Division Engineer
and Mrs. RAY HOBBS!

WESTERN PACIFIC MILEPOSTS
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San Francisco, CA 94105
Lee Sherwood, Editor

Member Assn. of Railroad Editors



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Address Correction Requested



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Pacifica, Calif. 94044

RAILROAD LINES



Dating back to 1878 the eight-tenths of a mile long Minneapolis Eastern Railway went out of business in 1972 after switching cars for its owners, the Milwaukee Road and the Chicago & North Western, who offered jobs to its three-man work force.

* * *

Two years ago the British government cancelled an accumulated deficit of \$1 billion for the nationalized British Railways and was in the red about \$100 million in 1972 and expected to be more in 1973 said transportation minister.

* * *

To haul coal Burlington Northern will build a 126-mile line in the Powder River basin of eastern Wyoming, longest new line since 1931.

* * *

Australia's newest stretch of railroad, 47 miles of standard track, will link Port Augusta with steel and shipbuilding center of Whyalla.

* * *

Last steam powered common carrier in the nation, the Reader Railroad, old Possum Trot line known to tourists since 1963, awaits ICC permission to end operations after losing last industry and being in black only one or two years out of last sixteen.

* * *

Southern Railway won ICC approval to operate a 321-mile barge line from Shawneetown, Ill. to Sheffield, Ala. from where unit trains will haul the coal to customers.