

WESTERN PACIFIC  
*Mileposts*

JULY 1970

**New  
branch  
line  
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**Shareholders' meeting  
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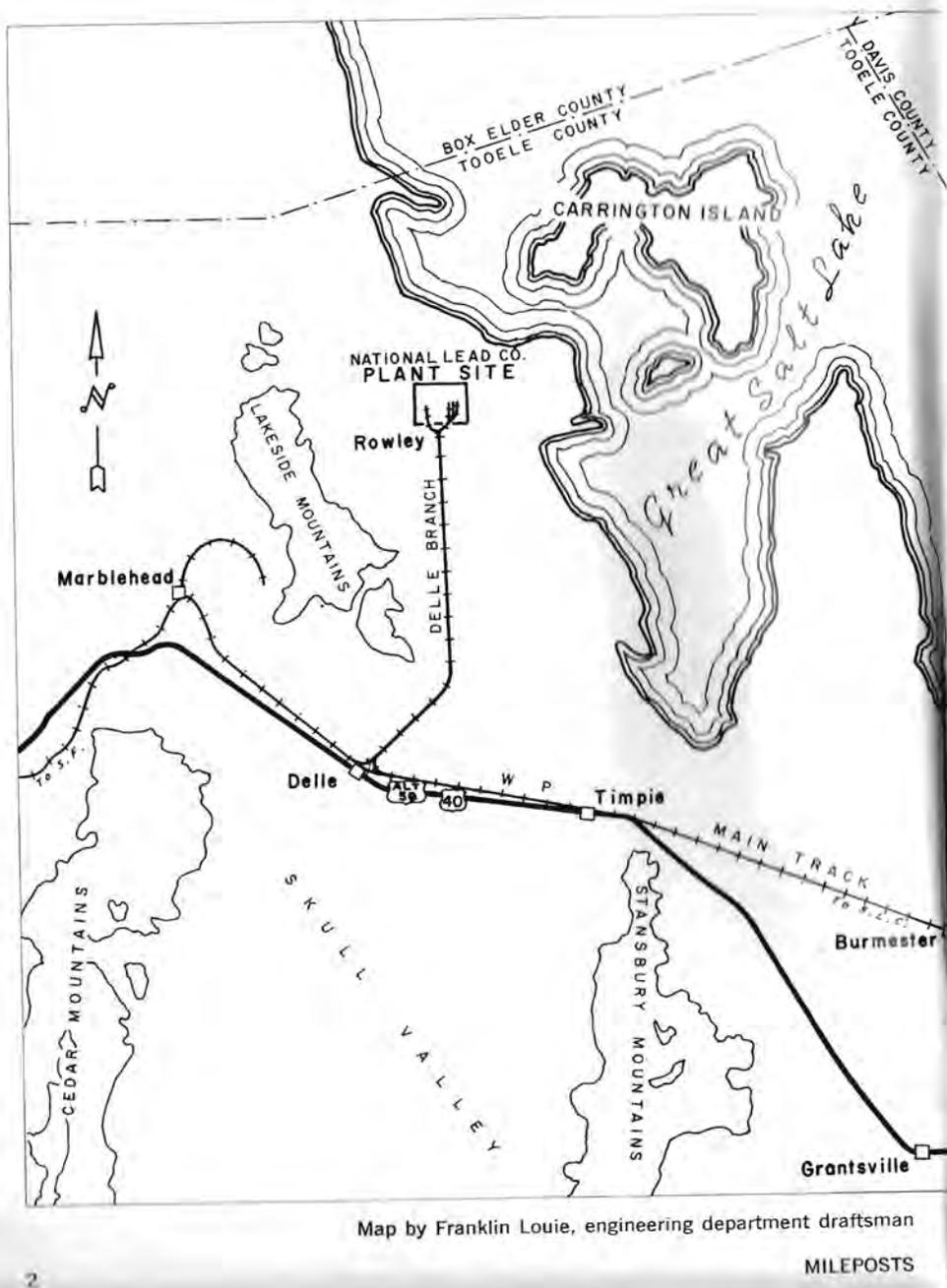


**PEP  
winner  
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**Getting  
the message  
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# WP builds new branch to serve National Lead magnesium plant



It's not every day that a railroad builds a new branch line. There has to be a real need before the tremendous cost of construction can be offset. The one you're about to read about, in fact, is the first such branch project constructed by our railroad since its 112-mile line between Keddie and Bieber, Calif. was opened to traffic on November 10, 1931.

Although the new Delle branch line is only some 13 miles long, including 1.86 miles of switching and connecting tracks, it is expected to be an excellent traffic and revenue producing connection for our railroad. The line will serve National Lead Company's new \$70 million magnesium plant at Rowley, Utah. The site was named for E. R. Rowley, chairman of National Lead's board of directors and its executive committee. Operations are expected to begin at the plant in late 1971.

If our engineers were trying to find out how straight a track they could lay, they did a great job! It has less curves than Twiggy—just two after leaving the wye track at Delle—a slight bend to the right and one to the left at a point shown on a U.S. Quadrangle Map as Poverty Point. If you're looking for a curve from

there on out, forget it. It's just straight out across the desert through sand and sagebrush near other interesting landmarks such as Nickerson Cutoff, Dead Cow Point, and Greasewood Pond. This in no way reflects that construction of the line was easy. The terrain offered its problems.

Connection with WP's main line running west out of Salt Lake City will be made at Delle, Utah, first named Dell by Bennie McBride, an old prospector who started a mining shaft in the Stansbury Mountains to the northeast. Delle is at the foot of a descending grade from Low Pass into the valley of the Great Salt Lake.

Construction began in December 1969 when Company engineers and the Chilton Engineering Company of Elko surveyed the line. Grading began last February by L. A. Young & Sons of Salt Lake City, who removed some 200,000 yards of borrowed fill for top layer embankment from a local Bureau of Land Management quarry near the line's second curve.

All track construction work was done by Western Pacific forces under the supervision of Senior Process Supervisor J. L. "Red" Larson (general construction) and Engineer Inspector

(Continued)



Above and right: Nearly 37,000 treated ties and more than 69,000 track feet of rail were used in construction of the new branch line.





On the job (above) Senior Process Supervisor "Red" Larson. (Left) Extra Gang Foreman Alex Chapman, Engineer Inspector H. N. Panchot, and Bill Holt, supervisor M of W equipment.

H. N. Panchot (grading operations). Roadway crews were under the supervision of District Engineer M. K. Anderson and Roadmaster A. A. Schuetter. Maury J. Crespo, engineer of MW&S, and Office Engineer Cliff Gerstner made frequent visits to the site to maintain close alliance with our engineering department at San Francisco. Most of the right-of-way was acquired from the Bureau of Land Management under the direction of Harold Contois, senior right-of-way engineer.

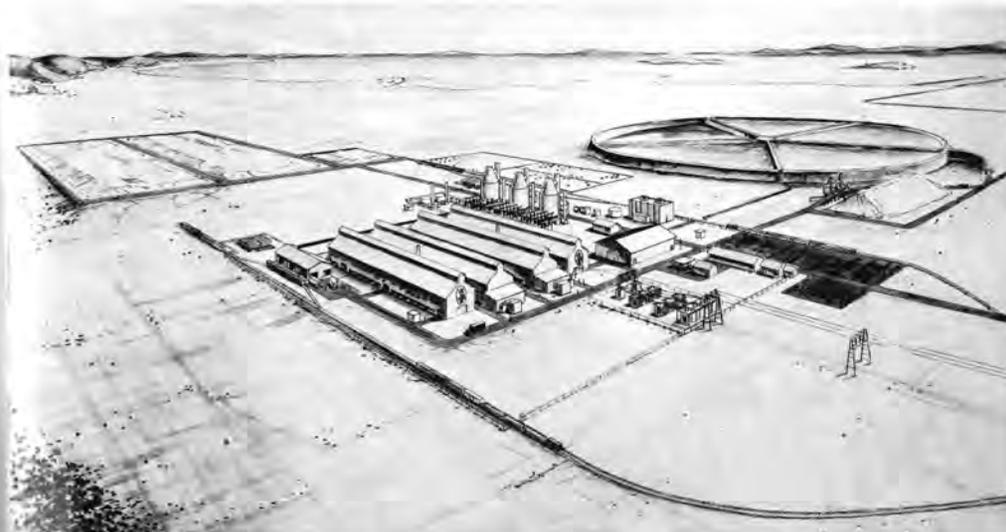
The track became serviceable in April which allowed work trains to bring in materials for both the railroad and National Lead's contractors. Track work is nearing completion at a cost close to \$1 million.

According to E. F. Erbin, general manager of National Lead's magnesium division, the Company's new \$70 million 45,000/tpy magnesium project is alive and well and on schedule. At the current rate of progress completion time of late '71 is well within sight.

The plant literally sits on top of its own source and there is assurance of its raw material for at least 100 years even at three times its projected capacity. In addition, it has power and natural gas available at attractive costs.

"More than 600,000 tons of magnesium chloride feed, suitable for reduction to magnesium metal, have been accumulated," said Erbin. "This chloride-rich brine concentrate represents the equivalent of 150,000 tons of magnesium metal or more than three years' production at rated capacity."

National Lead's 18-mile-long fresh water pipe line starts from 6 wells 7 miles south of main line in Stansbury Mountains, then runs from there 12 miles to their plant site.



There are three solar evaporation ponds, covering 88 square miles, concentrating the water from the Great Salt Lake from its normal seventenths percent magnesium content to seven and a half percent for electrolytic reduction of feed material into magnesium metal.

In addition to its output of magnesium metal, the plant will produce 80 thousand tons of chlorine, 50 thousand tons of calcium sulfate, 45 thousand of potash salts, as well as lithium and other compounds of commercial value.

"We had five years of wrestling with every conceivable problem that could confront a project of this magnitude," Erbin reported. "Nonetheless, they have been overcome and after many frustrating delays and more than a little skepticism in the industry because of them we will indeed shortly become the second major domestic producer of magnesium. Highways, railroad facilities and other process facilities are moving ahead. Production, engineering, laboratory and marketing groups have already been established and are operating

Artist's aerial view of the \$70 million facility now under construction at Rowley, Utah on southwestern shore of the Great Salt Lake, shows holding pond at upper right. Operations scheduled to begin by late 1971 and 45,000 ton/yr output of magnesium metal will increase U.S. production by one third.

from divisional headquarters in Salt Lake City.

"We believe in the future of the metal and are convinced that the market can and will be expanded. We intend to be part of that development and believe we can make a major contribution to the realization of that development with our research, technical, operating and marketing capabilities," predicted Erbin.

National Lead's earliest experience with magnesium was in 1941 with a magnesium facility in Luckey, Ohio. The plant started up with 15 competing plants, and was the only one to be awarded a Presidential Performance Citation for efficiency and on-time delivery. E. R. "Jeff" Rowley, for whom the new plant is named, was the manager of the Luckey plant.

(Continued)



## The President's report

"The poor results of 1969 were very disappointing to us all. Compounding the various revenue and cost setbacks of 1969, including the enforced operation of the heavily losing California Zephyr, similar factors caused even more disappointing results in the first quarter of 1970.

"As in 1969, a most difficult problem on the revenue side has continued to be the severe decline in revenues from government traffic, mostly Vietnam related. This decline has been more rapid and severe than expected and an offsetting growth in commercial traffic which we had anticipated has not materialized due to the slowdown in the nation's economy.

"Transcontinental traffic, upon which we are so heavily dependent, declined substantially in the first quarter, including automotive traffic, iron and steel articles, and lumber and other commodities associated with housing and construction. Strikes in the trucking industry also disrupted the flow of merchandise and intermodal traffic.

\* \* \*

"Offsetting these declines in part have been increases in the movement of paper products, canned goods, copper ore, livestock and potash. The latter three originating on our lines.

"The result is that our gross freight revenues to date are down somewhat from 1969. There is now evidence that the decline of revenues from government traffic is leveling off. There is also a current moderate strengthening in commercial traffic and we will have the benefit for the balance of the year of the rate increases which became effective in late 1969 and on June 9. As a result, current revenues are running at a rate above 1969.

"In specific categories, production beginning in August of the new Pinto small car at Ford's San Jose assembly plant on our line should add automotive traffic above present depressed levels. We also anticipate a good year in the movement of fresh fruits and vegetables as well as a canned goods pack equal to last year which was above average.

"The new rate and competitive service route coverage in the Pacific Northwest made available to us by the Burlington Northern merger earlier this year also holds good potential for new traffic which we are aggressively seeking.

### Industrial development

"For the longer term, we are continuing our efforts in the development of our holdings of land for the location of revenue producing industries on our lines. A tight money supply, high interest rates, and the general economic slowdown has caused a slowdown in industrial expansion. But to date this year we have been able to locate 22 new industries on system lines which will contribute substantial revenues in future years; so, too, will the new \$70 million magnesium metal-liquid chlorine plant of the National Lead Company near Salt Lake City, which is served by a newly constructed 11-mile Western Pacific branch line.

"On the cost side, we continue to be faced with heavy inflationary pressures. Unit costs of material are increasing and all evidence indicates that nationally negotiated wage rate increases this year will equal or exceed those of 1969. In addition to the wage rate increases already in effect, we are making accrual provision for those still under negotiation, retroactive to January 1. Fringe benefit



Out of camera range were many shareholders who with those shown made attendance the largest ever at a WP annual meeting.

costs and railroad retirement taxes have already increased substantially over 1969, as have accruals for increased equipment rents under the new Interstate Commerce Commission prescribed time-mileage per diem rates.

"Currently high interest rates are adding to our over-all increased cost burden.

"The rate increases granted in late 1969 and earlier this month are helping to offset some of these cost increases but they have been less than requested and seriously delayed. Further rate increases undoubtedly will be necessary and sought by the industry.

### California Zephyr

"The cost savings from discontinuance of the California Zephyr are now beginning to accrue, but full benefit will not be realized in 1970. The cost of severance payments to affected employees has been approximately \$400,000 to date and other wage protection and attrition provisions of labor agreements will further offset savings in 1970 and to a much lesser and decreasing extent in future

years.

"While the Zephyr was discontinued on March 22, a suit was filed in the Federal Court in Chicago seeking to set aside the Interstate Commerce Commission authority for such discontinuance. On June 4 the Court held that the Interstate Commerce Commission had improperly construed the statute involved and therefore remanded the case to the Commission for further proceedings, but did not require restoration of California Zephyr operations pending such further proceedings. However, a motion to require such restoration presently is before the Chicago Court. Any final order of this Court either remanding this matter to the Interstate Commerce Commission or requiring restoration of California Zephyr operations will be appealed to the U.S. Supreme Court.

### Operations

"We have extensively reorganized our operating-maintenance department to effect economies and improve

(Continued)



This shareholder questioned President Christy about freight car interchange. Vice-President-Marketing Walter C. Brunberg is seated at left next to Paul Wilmoth, marketing department staff analyst.

cost efficiency. We have also amended our transportation operating plan to give first priority to improvement in already high standards for the rendition of dependable, time scheduled and quality controlled customer service. This includes special attention to the operation of through schedules with our connections which is a most important matter considering that 90 percent of our traffic is interline with other railroads, most of which is competitive in the full sense of that word.

"With steps already taken and in progress and despite wage rate increases we feel we will be able to control costs for the balance of the year to levels below those of the same period of 1969.

#### Future outlook

"I must in all candor point out that there are many uncertainties facing us. Foremost is that the outlook for revenues is clouded by uncertainty as to the depth and duration of the current economic recession and its effect on our traffic flows.

"While final figures for the second quarter will not be available until the latter part of July, I can state that in

contrast with the substantial loss of the first quarter, we now expect to approach or equal break-even for the second quarter. We will make every effort to sustain this upward trend quarter to quarter for the balance of the year. However, in view of the uncertainties I have mentioned, it is not feasible to make a prediction now as to 1970 earnings.

"The matter of diversification of our areas of investment and sources of income is still under active study. I anticipate that a decision on this matter will be made at an early date."

#### Front Cover Pictures

Upper: Marshalling yard at Delle, Utah.

Left center: President Christy gives his report to shareholders as Corporate Secretary Logan Paine enters notes into his records.

Right center: Engineman John Wallis, second quarter PEP Award stock certificate winner.

Lower: New employees receive job and safety training before making student trips.

## Employee stock purchase plan considered

Recently some employees have inquired about the possibility of buying Western Pacific Railroad Company common stock through payroll deductions.

To assist management in determining employee interest in such a program, would you please take a moment to remove and fill out the self-addressed survey card enclosed on this page and forward it as soon as possible to San Francisco.

In considering whether or not you would be interested in such a program, you should be aware that financial circumstances among different families vary widely. For some, an additional program of savings through accumulation of stocks can

be desirable. For others it can be unwise. For this reason it is important that any expression of your interest should come after consideration of your individual circumstances. You should also feel free to express a desire not to participate. For those who express a desire to participate, it would be with the understanding that you would be able to discontinue at any time in the future. Those who indicate no interest currently should understand that this would not prohibit future participation, in the event this program is adopted.

To support a program of this nature, the Company would pay brokerage commissions on the stock purchased through payroll deductions. The Company would also pay the selected brokerage firm a monthly service charge per participating employee to cover their record-keeping expenses, and absorb the cost of handling the payroll deductions through our payroll section.

## Letters Received

### Continues Education

Steve B. Butterfield, section foreman at Gerlach, Nevada, recently received a degree in psychology from a correspondence course of study that took over two years to complete.

Steve has been with Western Pacific since 1963 and has held positions in the engineering and roadway departments. He is now undertaking a course in engineering from North American of Los Angeles.

His hobby consists only of HO-gauge model railroading.

Bob Emery  
P.O. Box 25  
Gerlach, NV. 89412



## Engineman John Wallis wins PEP Award

As second-quarter winner of WP's Participating Employees Program (PEP) Award, John L. Wallis, engineer-fireman working out of Oakland, now has five shares of Western Pacific common stock he didn't have before. John could receive an additional 10 shares should he, as one of the quarterly winners, be selected as Annual Winner at the end of this year.

The second-quarter winner was named by the PEP Evaluation Committee on June 18 after evaluating five entries, one from each group. Their selection was based on evidence supporting John's accomplishments as best meeting the qualifications of the program.

As an adjunct to his qualifications, listed below, the chairman of Group 1—Operating, had this to say:

"This man is held in high esteem by his friends, co-workers, political people and others. As a locomotive engineer-fireman, he has represented his craft as an outstanding employee and this committee wholeheartedly supports the selection of Mr. Wallis for the second quarterly PEP Award."

### INTEREST IN COMPANY

Mr. Wallis entered service as a locomotive fireman on July 31, 1941 and was promoted to locomotive engineer on August 10, 1945.

This man has held the interest of the Company first and attached are several letters of commendation placed on his personal record attesting to the interest he has displayed.



Special Agent & Claim Agent Jim Ford's camera caught John just before starting run.

Also enclosed is copy of his "Brown" record, indicating no demerits and a total of 895 merits over an employment period of almost 29 years.

At times, our trains have been stopped in the San Leandro-Hayward area and police in these two cities have complained about our trains blocking street crossings. On several occasions our employees on such trains have been cited and required to appear in court. Mr. Wallis has interceded in our behalf of his own volition with result that complaints and/or citations were dismissed.

On one occasion he voluntarily assisted the engine crew of Train 18 in restoring power to one unit when he noticed the train had stopped between San Leandro and Hayward. Mr. Wallis was traveling on the highway, off duty, at the time.

This individual has endeavored to induce businessmen in his territory to ship their merchandise by our railroad.

At a recent hearing before the Public Utilities Commission of the State of California, he appeared as a representative of the Brotherhood

of Locomotive Engineers and acted in the best interests of the Western Pacific.

### INTEREST IN SELF

Mr. Wallis has spent many hours of study on the operation of diesel locomotives in order to better himself in the handling of his train. He has continued his studies on city, regional, urban and redevelopment programs. He has been involved in planning sessions and seminars given and sponsored by the California League of Cities and the University of California at Berkeley.

### INTEREST IN COMMUNITY:

This employee has handled campaigns in city elections for city councilmen; is active in judicial elections in the San Leandro-Hayward Court District for municipal judges. He is one of the founders and a past di-

rector of one of the Bay Area's largest home owners associations. He was primarily responsible for the activities of his committee in successfully raising all of the funds needed to construct an Olympic-size pool for the San Leandro Boys Club.

The home owners in the Washington-Manor area of San Leandro all owe Mr. Wallis a real vote of thanks because he headed a campaign to improve fire protection, resulting in a reduction of insurance premiums on all homes in that area of more than fifty percent.

John and his wife, Joan were married in Pasadena, Calif. on June 9, 1945, and live at 15145 Swenson Street in San Leandro. They have two sons. Douglas, 24, employed by Flemming Co. in Fremont is now completing his hitch in the Navy. Mark, 19, is in the 308th Military Police Army Reserve, and is presently working for WP as a brakeman at Stockton.

## They Have Retired

*G. W. Breedlove*, sheet metal worker, Stockton, 28 years 4 months.

*Frank P. Callahan*, brakeman, Salt Lake City, 26 years 5 months.

*Dave Eckhart*, carman, Oakland, 22 years 4 months.

*Nathan H. Garrett*, signalman, Hayward, 22 years 11 months.

*Angelo J. Giulio*, stationmaster, Oakland, 42 years 11 months.

*Lois L. Hooe*, revenue accounting clerk, San Francisco 24 years 3 months.

*Albert L. Lentz*, fireman, Stockton, 28 years 1 month.

*Eusebio Martinez*, truck laborer, Elko, 28 years.

*Leonard J. Tadson*, locomotive engineer, Oakland, 32 years 9 months.

# IMPACT



MAY HAVE ITS PLACE, BUT

## NOT IN FREIGHT CARS

## New railroaders get the message

Before any new operating railroader can become a good employee he must first know the rules by which he will be guided in his duties. Only by following these rules can he do his work correctly, and safely, for his own success and protection as well as for those with whom he works.

This point is highly stressed by Jim Brennan, manager-rules & safety, during a series of three-day classes for newly hired trainmen and switchmen (students and experienced men). The first class began June 8, the second on June 22. Others will follow.

The first day is spent in the mechanical department's conference room. After introducing himself and Trainmaster R. P. McCarthy, Jim informs the men that the course is informal to the extent that they may interrupt at any time with questions if something being discussed or shown is not understood. "If we're not coming through to you, we want to know. At the end of each day's training you'll also have an opportunity to grade us with an unsigned questionnaire telling how you felt about the day's instruction."

Jim then quickly returned to safety. "Safety is of the first importance in the discharge of duty! It's your life. Working habits you develop during your first few months of railroading will largely determine how safely you will work for the remainder of your railroading career."

"To get you started on the right path, Western Pacific's Book of Rules, Timetable and Instructions, and Safety Rules, were very carefully written. It's for your benefit that you



Trainmaster Bob McCarthy demonstrates proper method for grasping end of an air hose.

learn them well," Bob emphasized, "and that you continually put them into practice."

No class can fully teach men to be brakemen or switchmen. The class does, however, by discussion, demonstration slides and motion pictures, illustrate several basic operations that will enable the men to better understand what they will observe during a trip or shift.

The students get closer to the real thing by spending the entire second day in a yard. Each man is given an opportunity to perform his duty as he learned in class the day before, and to watch others as they each take their turns. All are urged to ask questions. This part of the class was planned and conducted by McCarthy with Brennan and other officers assisting.

The third day is again spent in the classroom. They review the Books of Rules examination which must be completed and reviewed by a hiring officer before a student is allowed to work for pay. They also review WP's new booklet "Your Future—A Western Pacific Welcome" describing the Company, its organization, employee benefits and pay rates, and other information. Slides and films are again reviewed and questions answered. "When you observe some-



Bob, above, and Jim, below, demonstrate how to brake a car and line a switch before students above and below take a turn. Photos by Clarence Cox, special agent-claim agent.



Students above and below take a turn. Photos by Clarence Cox, special agent-claim agent.



thing puzzling do not hesitate to ask for clarification," reminded Jim. "No one will consider your questions foolish. All of our men learned by asking questions and by observing the work performance of others. I do want you to bear in mind," said Jim "that 'Assumption Has No Place in Railroad Operations!' Any crew member would prefer to explain an operation rather than have you participate improperly with the possibility of injuring someone or damaging equipment. Even though you may observe a crew member performing an operation differently from that taught in this class, you may be assured that the operations taught in this class are the way we want you to learn them."

In closing, Jim left these words

with the men. "As you leave this class and go through your student trips and on into regular work, you will find the experienced men will help if you show the proper attitude toward learning and the will to perform your duties properly. These men are not trained teachers, but their suggestions and criticisms are for your welfare. Listen to them. A crew depends upon each member for the safe movement of their train. Your acceptance by these men will largely be determined by your willingness to carry out your share of the work and responsibility of the team. Don't be ashamed of being a student, and tell the crew you are a student. They'll get the message—just as I hope you have! Good luck in your new career."



# Cabooosing

## OROVILLE

Helen R. Small

Our congratulations to CS-3 Lawrence Day, son of Clerk and Mrs. GILLIS B. DAY, who was married to Virginia Brazil in Reno on May 9 while Lawrence was home on military leave from Vietnam. After completing his leave and two additional weeks' training in San Diego, he will be stationed in Hawaii where Virginia will be with him.

Our best wishes and congratulations to Clerk ALBERT B. TEDD whose marriage to Helen Kathryn Nothe, of Oroville, took place in Reno in May.

We have just learned that retired Engineer ROY JAYNE of Susanville has been confined to St. Joseph's Hospital in San Francisco after surgery but is recovering nicely.

Clerk THOMAS A. REICHENBACH, son of Agent and Mrs. ART REICHENBACH, JR., left for Oakland on April 19 for induction into the U.S. Navy and presently is completing boot training in San Diego.

Retired Agent ARTHUR I. REICHENBACH, SR., of Jackson, visited Oroville recently. His son, ART, took his father on a tour of the area which included some boating on Lake Oroville.

These reports are sent in a little early as your Correspondent leaves early in June for a month's vacation in Colorado, Iowa and Minnesota.

## PORTOLA

Gladys Largan, C. E. "Gene" Rowe

Our Trainmaster MELVIN GRAHAM was named to the Portola City Council in May and we extend belated congratulations to Mel.

Our congratulations and best wishes to Daniel K. Berset on his appointment to the United States Coast Guard Academy at New London, Conn. Dan was born in Portola on January 23, 1952, the son of Joann and KEITH Berset. Keith was a yard clerk and a fireman at Portola.



Dan is the grandson of retired Car and Derrick Foreman and Mrs. WILLIAM J. FERGUSON.

A welcome return to AL SCHUETTER and his wife, Edna, Al having been appointed our new roadmaster beginning June 1.

Our deepest sympathy to Mrs. George T. Whitlock and family, in the death of retired Engineer *George Whitlock* in May. Our sympathy also to Brakeman *Russel I. Pettit* and family, whose wife passed away on June 10, and to Mrs. George Weyman, whose husband Conductor *George Weyman* passed away May 3.



Former U.S. Marine Corporal *Stanley C. Hull*, clerk at Portola, was recently presented with the Navy Achievement Medal for exemplary performance of duty while he was stationed in Viet nam with the First Marine Division.

Front row: C. C. Bennett, Anthony Santos, John Depangher, A. Stadler. Middle row: R. Coughlin, Leo Morris, Ross Kelleher, Fred Rohrer, John Strawn. Back row: Martin Cacic, Frank Grimes, Dave Sarbach, William Stowell, Henry Madison, Harvey Brinson, Fred Beiser, James Quick, William Nichols, Walter Spann, Jess Fippin, George Napoli.

## MECHANICAL DEPARTMENT

Clara R. Nichols

JOSEPH R. LA MALFA, assistant mechanical engineer, reports that the Western Pacific Amusement Club held its popular annual "Old Timers' Night" on May 4. After enjoying a delicious ham dinner, the 21 in attendance were entertained and many reminiscential subjects ensued. The dinner was prepared by MRS. CHARLE ROLFE, and Blacksmith D. D. DAVIES took the picture shown above.

## SAFETY

Is a Thinking Man's Habit

Don't Push Your Luck!

## SAN FRANCISCO

Marge Brown, Ruth Stone

An announcement was received recently that retired Superintendent of Transportation GRANT S. "RED" ALLEN and Mrs. Ruth McCune Nilsson were married in Berkeley on May 31. Grant's first wife, Marguerite, passed away about a year ago. When Grant retired from WP on May 1, 1963 he concluded a 50-year railroad career, 29 of those years with Western Pacific. Our best wishes to Grant and Ruth.

Belatedly we regret to report that LEO POPE, retired chief-divisions bureau, died on May 27 from a massive heart attack. Leo had been living in Jackson, Wyoming, and is survived by his wife, Nonavee E. Pope.



## In Memoriam

*Richard Cole*, retired sheet metal helper, Sacramento, March 1970.

*Lonnie Dangerfield*, retired brakeman, Sacramento, May 1970.

*Isaac L. Ginn*, retired boilermaker, Sacramento, May 1970.

*Victor H. Jeffries*, retired carman, Portola, May 1970.

*John G. MacFarlane*, marine captain, Oakland, June 13.

*Clarence A. Moser*, bridge & building supervisor, Sacramento, June 18.

*John T. Noy*, retired yard clerk, Portola, May 1970.

*Gotthielf Roehl*, bridge & building pile driver, Division, May 1970.

### Caboosing . . .

Just before leaving on June 19 for a trip to Italy to visit relatives, NANCY AIELLO, marketing department rate clerk, learned that a first cousin, Steve Franceschi, a UOP Stockton graduate was signed as a pitcher and sent to Phoenix by the S.F. Giants as a promising rookie. While Nancy and her husband, Joe, take some time to visit other nearby countries, little Mark, now two, will be getting acquainted with, and spoiled by his many relatives.

When the AC Transit strike was at its height, PAUL GORDENEV, marketing department rate bureau, was unhappy about spending an hour and one-half commuting each way to and from Alameda every day. Paul had an idea that ferry service, similar to the San Francisco-Tiburon run, could be used. He phoned Alameda's Mayor Terry LaCroix, and his idea of using Harbor Tours' boats was warmly received by the Mayor. "It's a great idea!" said the Mayor, and he told Paul he would contact Harbor Tours for temporary or even permanent San Francisco-Alameda service. The

Mayor also contacted the Alameda Times Star, who front-paged the story in its June 15 edition. Paul hasn't given up on permanent service.

Raymond Mangelsdorf, son of ARKIE MANGELSDORF, car accounting, graduated June 11 from Visitacion Valley Elementary School with citizenship and academic awards, traffic patrol award, was one of four boys in honor guard, sang in glee club, and was chosen to lead the National Anthem. On May 24, Ray graduated from the Cub Scouts and received the "Webelos Arrow of Light," highest Cub Scout award. He also won a trophy as leading batter of his Scout softball team.

BILL CLOSSEY, junior file clerk, revenue accounting, took a two-week leave in June to accompany the *Western Edition* band on a Colorado tour and to take part in the Colorado Country Music Festival. Bill has been a



Joe Loudon, George Stanley, Art Crowten, and our own Bill Clossey on the right.

professional musician since the age of 9, has made personal appearances all around the country and has five K-ARK records. He received the 1970 Golden Guitar Award for outstanding effort and achievement in country music in the past year, and was placed

in the Colorado Country Music Hall of Fame. Bill has also received standing ovations for his modeling.

A summer wedding is planned by two WP employees, LANA GODDARD, industrial department steno, and WILLIAM SCHMIDT, assistant chief services and development for marketing department, who announced



their engagement recently. Lana is a 1966 graduate of Princeton High School where she was active in club and class activities, and reigned as Football Queen in her freshman year, and was cheerleader in her sophomore and senior years. She has been with WP one and one-half years. Bill, a San Jose State College graduate with a B.S. in business and industrial management, also was pitcher and captain of State's baseball team, and for two summers played for a San Francisco Giant's rookie team in the north Bay Area. He has been with WP since December 1966.

BARNEY PEDERSEN, director advertising and public relations, was elected third vice president of the Association of Railroad Advertising Managers at its 46th annual convention in San Francisco in May.

VOLUME 22, NO. 7

JULY 1970



Milepost 211: Just after crossing Feather River bridge. Cherokee Road overpass ahead.

WESTERN PACIFIC MILEPOSTS

526 Mission Street  
San Francisco, CA 94105

Lee Sherwood, Editor

Member Assn. of Railroad Editors



JULY 1970

## WESTERN PACIFIC MILEPOSTS

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San Francisco, CA 94105

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Santa Fe's new \$12 million computer-controlled Argentine freight terminal, dedicated on May 13 in Kansas City, Kans., will handle about 6,000 freight cars in an average day.

\* \* \*

For the first time in the state's history, Idaho potatoes are being shipped in bulk using ACF Center-Flow Conditionaire covered hopper cars.

\* \* \*

Automatic car identification (ACI) labeling deadline extended to January 1, 1971; estimated 75% to 80% of railroad car fleet now labeled.

\* \* \*

For the third consecutive year, and the ninth time in fourteen years, Bessemer and Lake Erie won an E. H. Harriman Memorial Award for safety, the latest for its 1969 performance.

\* \* \*

Now in its 15th year, Trailer Train's fleet approaches 60,000 cars.

\* \* \*

Union Pacific plans two new container centers, one at Denver, one at Seattle, at a cost over \$1.6 million.

\* \* \*

Tailored to seasonal tourist-vacationer needs, special "Weekender" Turbo service resumed June 26 between Boston and New York on 3-hour 39-minute schedule.