

WESTERN PACIFIC

# *Mileposts*

JULY-AUGUST 1972



## The silent group is being heard!

One of the behind-the-scenes organizations you don't hear much about is a small staff tucked away in the quietude of the 8th floor penthouse atop WP's general office. Reachable only by climbing a flight of stairs, a visitor will not find the exuberance of the sales department, for example, or the excitement of fast passing trains. "What you will find, though, is a small staff of five people responsible for many different kinds of studies to aid other departments in making their important decisions," said Fred A. Tegeler, vice president - finance, to whom the department reports. "Its most important function, however, is developing cost figures for use by the marketing department in setting rates or soliciting traffic. With WP's new management and marketing teams, this department really has its work cut out."

"Much of the work we do is answering cost requests on WP traffic or for proposed movements," added G. R. Green, director of the economics and cost analysis department. "A large proportion of railroad costs goes on regardless of how many trains we run or how many cars we handle, so we want to develop only the costs which are affected by the traffic we are anticipating. Still, many different factors are involved in cost determination and it is surprising how many people are involved directly or indirectly in the handling of every car. It's a team effort."

In addition to cost analysis and other miscellaneous studies for management, the department is responsible for analysis of major expenditure proposals. Such studies played a part in the railroad's decision to build the new 11-mile Delle Branch, the

acquisition of different types of rolling stock, and other investment decisions such as the rebuilding of the Oakland sugar handling facility.

Dick Green received his bachelor's degree in economics at Allegheny College in Pennsylvania. A third generation railroader, he was with the Erie Railroad's research department until 1959, then joined the WP. He is on the executive committee, and current-



As busy day begins Hilde Schimpfhauser receives assignment from her boss, G. R. Green.

ly chairman, of the AAR Cost Analysis Organization, and is the author of a number of technical papers on cost research. Dick said "One of the interesting parts of my job is that you never stop learning. The way we do things today is completely different from the way it was done a few years ago. For example, we think nothing of using our time-sharing terminal to 'talk' to a computer thousands of miles away to work a difficult problem we couldn't even attempt to solve before." Dick, his wife, Margaret, Charles 17, and Margaret Anne, live in Belmont.

Assistant Director Ray Walter, at the blackboard, maintains a running chart of major projects to be done by the staff after discussing deadlines with Roger Puta, Dick Green, and (seated) Ted Hall.



Their oldest son, Jon 23, is earning his master's degree in anthropology at San Jose State.

Assistant Director Ray W. Walter has been with WP for six years. He gained his bachelor's degree while working as a SP conductor, then went on to get his master's in transportation at Northwestern University. Ray was on the Golden Gate College faculty as instructor in finance for several years. Ray, his wife, Eden, and Karl 11, live in Fremont.

T. O. Hall, transportation analyst, began his WP career as a clerk in San Jose in 1969 while he was in the proc-

ess of obtaining his MBA degree at San Jose State. Shortly after graduation in 1970, Ted was promoted to the position of research assistant. He was appointed to his present position in 1971. He spent two years in Peru as a Peace Corps volunteer. Ted, his wife, Norys, Hanna 4, Marcus 2, and Dax 5 months, live in San Jose.

Roger E. Puta is the newest member of the staff. He received his Master of Science degree in transportation from Northwestern University in 1968. After a brief period in Santa Fe's market research department he spent three years as a naval officer in the Military Sea Transportation Service in Washington, D.C. He returned to the Santa Fe's operations research department last October and joined WP in May as statistical analyst.

Helping to keep the whole department functioning is Hilde Schimpfhauser, steno-clerk, a native of Germany. Hilde has been with Western Pacific for five years, the last two years in the economics department.

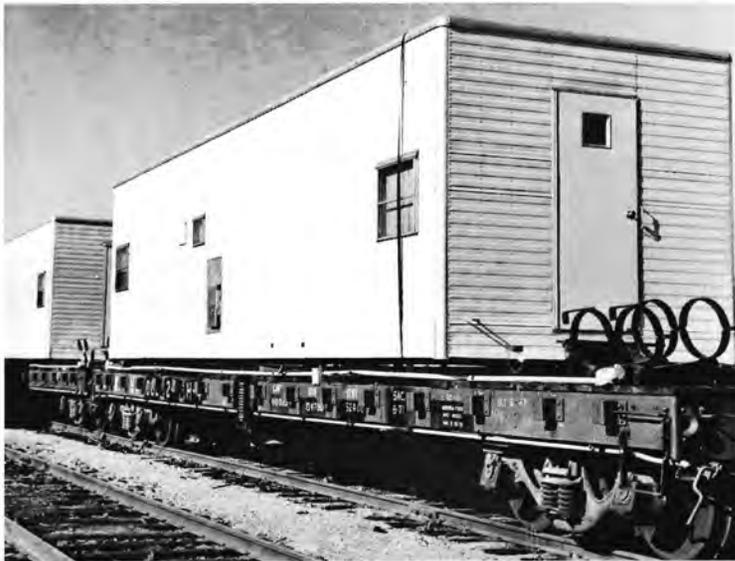


Left: "There's no way we could quickly solve difficult problems without our time-sharing terminal," said Dick Green, which is shown here printing out a profitability statement generated by a GE computer at Brook Park, Ohio for Ted Hall, left, and Roger Puta.



One of 15 Class 2251-2265 General Electric U23B diesel electric locomotives with B-B wheel arrangement WP is acquiring in 1972. The 12-cylinder, four-stroke cycle, turbo-charged engine is rated at 2250 horsepower. With delivery of the U23B's and trade in of all but six of the 913 Class units, over one-third of the units regularly assigned to Western Pacific over-the-road service will be two years old or less.

## NEW ON OUR RAILROAD



Employees in two tie and surfacing production gangs are highly complimentary about these 10' x 36' housing units assigned to them. The metal, fireproofed units have a bedroom at each end, bathroom, kitchen and living room in center. Interiors are attractive durable finish with appropriate utilities. Approved by all government housing agencies, the units can be mounted on flatcars with Lord mounts to absorb shocks. They also can be set on the ground on cement blocks, or on rubber tired wheels for mobile trailer use.



Above left: WMX westbound has just passed under the Sutterville Road overpass on WP's new main line through Sacramento yard. Above right: Looking railroad east, from Sutterville Road overpass, the WMX pulls out of Sacramento yard in the background. Both pictures taken on June 16 by Claim Agent C. C. Cox, Sacramento. The new main line was opened to traffic on June 12 and will eliminate former yard congestion.



Left: To celebrate completion of the new main line through Sacramento yard, Section Foreman L. J. Fisher (left) and Project Engineer Don Dali, drive the last spike. Engine Foreman Henry Palmer (center) watched.

To help protect autos from vandalism during over-the-road transit, WP's entire fleet of auto rack cars will soon have protective corrugated side shielding similar to that applied to the car by Maxson Corp. as shown below.



## Harriman Award for safety improvements

For having the greatest employee safety improvement in 1971 over 1970 among Group B railroads (Class 1 line-haul roads reporting 5 million to 20 million man-hours per year), Western Pacific and its employees were honored with an E. H. Harriman Certificate of Commendation Award received in June.

"This is a tribute to the determined effort to reduce injuries made by our employees and our safety department staff of Jim Brennan, Lou Fischer, and Andy Stene in support of our Safety Program," said Donald M. MacLeod, vice president and general manager. "As pleased as I am with these results, and more so in the fact that fewer of our people were injured, there are still too many of our people not performing their duties in a safe manner. Our present ratio is about 15.0, down from 35.0 in 1970. By now the ratio should be down to 5.6, which I believe can be attained by an even more determined effort on the part of every individual."

The Harriman Award was presented to President Alfred E. Perlman in Washington, D.C. by Federal Railroad Administrator John W. Ingram, a member of the awards selection committee. Top railroad and transportation executives, union leaders, members of Congress, Department of Transportation officials and other administrative officials attended the Awards luncheon.

The Harriman Awards were established in 1913 by the late Mrs. Mary J. Harriman in memory of her husband, Edward H. Harriman. They have been carried on by their two sons, W. Averell Harriman, former Governor of New York, and E. Roland Harri-

## Safety Minded Railroaders



President Perlman receives E. H. Harriman certificate of Commendation from Federal Railroad Administrator John W. Ingram, "superintended" by model Patty Duncan.

man, chairman of the American National Red Cross.

The purpose of the program, coordinated through the E. H. Harriman Memorial Awards Institute in cooperation with the Harrimans, is to stimulate safety practices among all U.S. railroads.

### Man of the Month

From nominations made by department heads, the selection committee announced the following Man of the Month winners.

Conductor H. W. "Hod" Miller was selected for the month of June. "Hod" was originally employed with WP in 1925 as a machinist helper at Stockton. He later worked as a steam shovel watchman at Paxton, before entering train service as a brakeman in June 1928. He was promoted to conductor in March, 1937, and enjoys the No. 2 ranking on the seniority roster. "Hod" has compiled 1,125 merits to his

credit, which is a reflection upon his fine attitude and excellent safety record.

Conductor Miller left on vacation before his picture could be taken.

\* \* \*

M. L. "Doc" Canfield, compressor foreman at Oakland, was selected for the month of July. He began service



in May 1934 as a track laborer, and then entered the Bridge & building department in April 1936 as a motor car operator. He held various positions in the B&B department during the next 10 years, and

in 1946 became a lead mechanic in the motor car shop. He was promoted to compressor foreman in February 1959. "Doc" has a good discipline record and has worked for 10 years without an injury. Now in the roadway equipment shop he holds weekly safety meetings using both material of his own design, some as offered by the safety supervisors, and contributions solicited from his men, including daily discussions with each of his mechanics.

\* \* \*

Jewett Thompson, section laborer at Sacramento, was selected for the month of August. He entered Western Pacific service in June 1948 and has been our Sacramento track tender for the past four years. He is very highly regarded by his supervisors and co-workers for his conscientious work and excellent attitude. Jewett has a

perfect record without any injuries or disciplines, and he is always available for emergency work at any hour. He has also managed to help his two daughters obtain college degrees. Good reasons why Jewett is considered "invaluable" to both his family and Western Pacific.



### Eye Saver!



"I owe it to my safety glasses for still having two good eyes," said Switch Foreman "Rocky" Jordan of Stockton.

Without any doubt, "Rocky's" safety glasses prevented serious damage to, or loss of, his right eye, even though the right lens was cracked.

The incident occurred when a loose object swinging from a passing cut of cars struck "Rocky's" glasses with such impact that he was nearly knocked to the ground.

(More Safety on Pages 8 and 9)

## Just A Second!

(Editor's note: "I thought you might like to print this in MILEPOSTS," wrote an unknown author in a letter received on June 10, postmarked Fall River Mills, Calif. I would, and here it is, with thanks!)

### IT TAKES . . .

- One minute to write a Safety Rule
- One hour to hold a Safety Meeting
- One week to plan a Safety Program
- One month to put it into Operation
- One year to win a Safety Prize
- One lifetime to make a Safe Worker
- One second to destroy it all with One Accident!

### Safety Rule of the Week

#### Week of May 1

##### Mechanical Department

Painter H. J. Jirousky, Oakland  
Carman F. E. Jones, Oakland  
Carman Helper, F. V. Liska, Oroville

##### Transportation Department

Engineer H. R. Carles, San Jose  
Fireman W. T. Sheahan, Portola

#### Week of May 8

##### Mechanical Department

Carman H. L. Berry, Elko  
Car Helper D. L. Dozier, Stockton  
Laborer W. L. Ghidossi, Portola  
Electrician G. B. Whitenton, Portola

##### Transportation Department

Conductor P. P. Neri, Stockton  
Conductor B. C. Wheaton, Portola

#### Week of May 15

##### Mechanical Department

Blacksmith D. D. Davis, Sacramento  
Car Helper J. Osmetti, Portola  
Car Helper R. T. Price, Stockton  
Laborer D. L. Stevenson, Portola

#### Week of May 22

##### Mechanical Department

Machinist Helper R. E. Hughes, Stockton  
Steno-Clerk B. M. Lowe, Stockton  
Sheet Metal Worker P. L. Schultz,  
Sacramento

#### Week of May 29

##### Mechanical Department

Carman R. L. Ackeret, Oakland  
Carman H. M. Barry, Elko  
Carman A. Bateman, Milpitas  
Machinist C. E. Davis, Sacramento  
Machinist V. D. Parker, Portola

##### Transportation Department

Fireman I. D. Gregory, Quincy  
Clerk A. B. Todd, Oroville

#### Week of June 6

##### Transportation Department

Switchman J. E. Freeman, Stockton

#### Week of June 12

##### Mechanical Department

Electrician L. J. Libro, Portola  
Laborer E. D. Marshall, Portola  
Laborer W. F. Parker, Sacramento  
Machinist Apprentice J. E. Siegel, Stockton

#### Week of June 19

##### Mechanical Department

Fireman & Oiler D. W. Harris, Jr.,  
Sacramento  
Carman C. F. King, Sacramento  
Fireman & Oiler E. E. Lovan, Stockton  
Carman L. Patridge, Oroville  
Sheet Metal Worker E. G. York, Stockton

#### Week of June 26

##### Mechanical Department

Car Helper W. E. Deini, Portola  
Carman J. M. Goggins, Jr., Elko  
Machinist W. Harris, Stockton  
Steno-Clerk M. A. Pitts, San Francisco  
Car Helper R. G. Spataro, Sacramento

#### Week of July 3

##### Mechanical Department

Machinist L. D. Johnson, Stockton  
Machinist A. C. Solarzano, Sacramento  
Machinist Helper J. R. Green, Stockton  
Carman V. A. Bright, Oakland  
Electrician M. A. Bond, Stockton

##### Transportation Department

Clerk S. A. Martin, Stockton

# Appointments

### Marketing

C. E. "Corky" Hobbs has joined Western Pacific as sales manager at Detroit, Mich.

"Corky" came to WP from Dallas, Texas where he had been regional sales manager for REA Express since October 1969. For nine years prior to



that time, he had been director of sales for the Spector Freight System at Chicago. Earlier, he was traffic representative for the Missouri Pacific, and commercial agent for the Chicago & Eastern Illinois.

"Corky," 49, is a native of Kansas City, Mo. He earned his letter in boxing at Wyandotte High School. He

attended Central Business College and majored in transportation at University of Kansas City. He also completed studies in sales management with the American Management Association. From September 1941 he served four years with the Navy in both the Pacific and Atlantic theatres.

"Corky" and his wife, Bernardine, have five children, Larry 27, Jeanne 25, Randy 23, David 21, and Patricia 19.

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John J. Gray was appointed market manager effective July 1. His work in the new commodity specialist program will provide planning services in the areas of forest and paper products, and international trade. He joined Western Pacific in February 1972 as a marketing consultant, working part

(Continued on Page 10)

### OPERATION QUEUE

#### 1st Six Months—1972

Department Head and Supervisor	Reportable Goal	Actual Reportable	Total Goal (%)	Actual Total (%)
A. W. Carlson	5	5	30	68
M. K. Anderson	5	0	16	21
R. F. Hobbs	0	1	10	18
J. T. Smith	0	1	4	10
System MW&S	0	3	0	19
R. C. Marquis	13	33	56	111
J. A. Terhorst	13	30	51	103
J. C. Luser	0	3	5	8
D. F. Pilkinton	2	5	28	55
N. E. Anderson	0	2	14	30
R. E. Shideler	2	3	14	25
B. L. McNeill	0	1	5	5
J. A. Terhorst (SN-TS)	1	5	3	22
Totals	21	49	122	261

(\*) Includes both reportable and non-reportable

J. C. Luser and M. K. Anderson received a pool ball with a green stripe in June for having a 50% reduction from June 1971 Total Goals. M. K. Anderson received Queue Sticks for March and June, and has now gone six months without a reportable injury.

## Appointments . . .

time while attending Stanford University.



From 1969 to 1971 John was employed in the transportation department of Boise Cascade Corp., first at Boise, Ida. as assistant traffic manager, and then at Hayward, Calif. as trucking

operations coordinator.

John was born in Boise, Ida. on July 6, 1947. He received his B.A. degree in economics at the University of Notre Dame in 1969, and his M.B.A. degree in finance at Stanford in June this year.

His enthusiasm for sports car racing earned him awards from both the Porsche Club of America and The Sports Car Club of America in clocked-time hill climbing events while in Boise. He also enjoys motorcycle touring, winter skiing, and tennis.

## General Manager's Office

C. E. Shipman was appointed manager-casualty control, effective June 19. He has staff responsibility for obtaining from all WP-SN-TS System departments reports of all casualties (personal injuries, yard, train & auto accidents, fires, thefts, lading damage, etc.) for reporting, record keeping and accounting liaison with Company insurance brokers.



Gene was born in Oakdale, Calif. on

August 18, 1929. After attending Modesto Junior College he worked for the U.S. Post Office Department in Oakdale for a short time, and then with the PG&E Co. at Stockton. At the suggestion of his father-in-law, Switch Foreman J. L. Inge, he joined WP as a fireman at Stockton in August 1955, and later worked out of Keddie. He entered the accounting department at San Francisco as a clerk in 1965, became assistant car service clerk, intermodal services, in 1967, and in June 1968 entered the transportation department as information control clerk. He held this position at Sacramento until 1971 when he became transportation supervisor at Elko.

Gene and his wife, Beverly, were married on October 24, 1971 and live in San Francisco. Gene has two sons by a previous marriage, Bruce 21, a former WP switchman after Navy service aboard the USS J. F. Kennedy, is now attending Modesto Junior College, and Mark 23, A WP brakeman on military leave aboard the same Navy carrier his brother was on.

## Railroad adds two new directors

Robert G. Flannery, executive vice president, Western Pacific Railroad Co., and Robert A. Kavesh, professor of economics and finance, Graduate School of Business Administration, New York University, were newly elected to the railroad's board.

Also announced on June 28, was the re-election of Benjamin C. Carter, A. Leon Fergenson, W. P. Fuller III, Norman L. Gidden, Robert V. Hansberger, Paul J. Kern, Alfred B. Layton, Harry C. Munson, Howard A. Newman, Alfred E. Perlman, Joseph Rosenblatt and Theodore Weisman.



# Service Pin Anniversaries

July-August 1972

<b>40 YEARS</b>		
David H. Copenhagen	Director of Market Development	San Francisco
<b>35 YEARS</b>		
Kenneth H. Beard	Locomotive Engineer	Western Division
Herbert C. Bentz	Industry Clerk	Sacramento
Harry M. Brown	Locomotive Engineer	Western Division
Marvin L. Columbia	Locomotive Engineer	Western Division
E. M. Hale	Locomotive Engineer	Western Division
B. E. Harding	Claim & Industry Clerk	Stockton
Charles H. Mathews	Locomotive Engineer	Western Division
Milton E. McCann	Conductor	Western Division
George McDermid	Assistant Freight Pricing Manager	San Francisco
Joseph C. Parker	Conductor	Eastern Division
Robert W. Turner	Locomotive Engineer	Western Division
William A. Tussey	Manager of Personnel	San Francisco
<b>30 YEARS</b>		
Pete Alberro	Carman	Elko
Patsy Alimonti	Laborer	Stockton
Eugene M. Brockett	Carman	Sacramento
Harold R. Charles	Fireman	Western Division
John S. Ede	Conductor	Western Division
Lawrence M. Hays	Conductor	Eastern Division
John L. Murphy	Manager-Payroll Accounting	San Francisco
Evan L. Nielson	Dispatcher	Sacramento
Edward F. Reynolds	Conductor	Western Division
Dennis B. Rickman	Assistant Chief Yard Clerk	Sacramento
Albert F. Tunsen	Switchman	Western Division
Doris L. West	Clerk-Sales Office	Los Angeles
Robert L. Wirthlin	Conductor	Eastern Division
<b>25 YEARS</b>		
Milton J. Adylotte	Carman	Oakland
Thomas M. Baldwin	Rate Clerk	San Francisco
Walter A. Bastedo	Chief Clerk-Interline	San Francisco
G. S. Coen	Chief Car Service Clerk	San Francisco
Robert E. Enger	Superintendent-Communications	Sacramento
Katherine Fiscoe	Abstract Code & Refrigeration Clerk	San Francisco
John L. Geist	Chief Train Dispatcher	Sacramento
John H. Harper	Hostler Helper	Oakland
Elwood T. Knarr	Section Stockman	Stockton
William H. Langston	Locomotive Engineer	Western Division
George M. Nevius	SMW Helper Apprentice	Oroville
David Thomson, Jr.	Signal Supervisor	Hayward
<b>20 YEARS</b>		
Alva L. Allen	Conductor	Eastern Division
Harold L. Contois	Engineer of Property Records and Right of Way	San Francisco
T. D. Kangas	Switchman	Western Division
Gilbert S. Landell	Conductor	Western Division
W. F. Mart	Switchman	Western Division
R. N. San Miguel	Switchman	Western Division
H. A. Siler	Conductor	Western Division
Ronald F. Thorpe	Conductor	Western Division
James L. White	Conductor	Eastern Division
C. C. Wimberly	Switchman	Western Division
<b>15 YEARS</b>		
A. E. Almanza	Sectionman	Stockton
J. L. Banning	Switchman	Western Division
L. A. Barnes	Switchman	Western Division
E. E. Burrs	Clerk	Sacramento
Richard D. Fields	Machinist	Stockton
R. P. Guzman	Sectionman	Rock Creek
Harry J. Jirousky	Painter	Oakland
J. P. Lorda	Terminal Trainmaster	Oakland
A. R. Norris	Telegrapher	Oakland
F. A. Olson	Brakeman	Western Division
Elbert Payne	Patrolman	Oakland
D. R. Sanders	Switchman	Western Division
J. L. Tognini	Conductor	Eastern Division
C. E. Van Allen	Conductor	Western Division
S. J. Worthington	Locomotive Engineer	Eastern Division
Roy H. Wright	Machinist	Portola

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# They Have Retired

*Ralph L. Adams*, carman, Oakland, 23 years 8 months.

*Milton J. Adylotte*, car inspector, Oakland, 24 years 11 months.

*Frank Aiello*, locomotive Engineer, Salt Lake City, 33 years 11 months.

*Douglas Binion*, carman, Sacramento, 23 years 10 months.

*George G. Cornett*, clerk, Oakland, 16 years 10 months.

*Foster P. Fox*, brakeman, Fremont, 31 years 10 months.

*Wilbur F. Goldsberry*, train dispatcher, Sacramento, 36 years 2 months.

*Frank J. Goncalves*, machinist, Sacramento, 41 years 6 months.

*Frank E. Howell*, conductor, Elko, 34 years 2 months.

*John L. Inge*, switchman, San Jose, 29 years.

*William H. Kinnear*, switchman, San Jose, 23 years 8 months.

*John M. Lobato*, engine watchman, Portola, 24 years 3 months.

*Chester A. Lockwood*, conductor, Portola, 35 years 8 months.

*William Miller*, locomotive engineer, Stockton, 46 years 8 months.

*Bernice E. Park*, crew clerk, Stockton, 28 years 8 months.

*Luster Peters*, car inspector, Oroville, 34 years 5 months.

*Max A. Potter*, rate clerk, San Francisco, 35 years 2 months.

*John F. Quinn*, assistant chief clerk-engineering, San Francisco, 28 years 7 months.

*Albert F. Schwarzenberger*, machinist, Sacramento, 49 years 2 months.

*Floyd E. Vice*, carman, Winnemucca, 27 years 10 months.

*Frank J. Williams*, diesel foreman, Winnemucca, 34 years 8 months.

*Vivian O. Woodruff*, clerk, Sacramento, 21 years 2 months.

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## Charles K. Faye

Charles K. Faye, prominently known in transportation circles, retired on June 30 as assistant vice president-sales, culminating 41 years of service which began as traffic representative in 1931.

"Chuck" spent his entire career at San Francisco except for six years as general agent at Fresno beginning in 1936. He was appointed assistant to general manager in June 1942, and manager-perishable freight in March 1946. After appointment as assistant freight traffic manager in October 1966, he successively became freight traffic manager in September 1955, assistant vice president-marketing in January 1959, and was assistant vice president-sales since July 1966.

A native of LaGrange, Ill., "Chuck" received his A.B. degree at Dartmouth College in 1930, and attended the Advanced Management School at Harvard University in 1958.

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Vice President-Marketing Harry Bruce shows "Chuck" his 41-year Retirement Certificate.

He was a member of the Dartmouth College executive committee from 1958 to 1966, and is a past president and present member of the Transportation Club of San Francisco. As a director of the San Francisco Zoological Society since 1964, he now plans to devote more time to that organization. Other memberships include the Olympic Club, Lakeside Country Club, and University Club.

"Chuck" and his wife, "Dee Dee," will divide their time between their homes in San Francisco and Pebble Beach.

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## Peter Citron

With 38 years and nine months of service to look back on, Peter Citron retired on July 31 as assistant to vice president-marketing.

Pete spent his entire working career in his native San Francisco where he was born on July 17, 1907. He spent his first eight years after high school graduation working as a clerk for the American Import Co. and the Wood-Curtis Co. before joining Western Pacific as a clerk in October 1933. From August 1935, his varied titles included

freight traffic agent, chief clerk, foreign freight agent, general agent and district sales manager prior to becoming assistant director of industrial development in March 1963. He returned to the marketing department in February 1966 to begin the position he held at retirement.



During the 1950's, 1960's and 1970, Pete was a director of the Transportation Club, Pacific Traffic Association, and San Francisco Traffic Club, and president of the General Agents Association, all of San Francisco. He was a founder and member of the Vacaville Transportation Club, Vacaville, Calif. and president of the City of Hope.

Pete likes to reminisce about his low net golf score in a 1967 Oakland Traffic Club tournament, and his 1967 and 1969 dominoe championships at the Transportation Club of San Francisco.

Pete and his wife, Jeanette, were married in July 1934, and live in San Francisco. They have one daughter, Mrs. Katherine J. Peterson.

EURAIL GUIDE, from Saltzman Companies, was published for travelers planning to ride trains in Europe. Crack trains of Europe now are the TEE trains (Trans Europe Express). You can ride them cheaper with Eurailpass—\$110 for 21 days unlimited travel.

The book is available for \$2.25 from the publisher, 27540 Pacific Coast Highway, Malibu, CA 90265.

## Service Pin Anniversaries . . .

### 10 YEARS

D. J. Drake	Switchman	Western Division
J. E. Houston	Brakeman	Western Division
R. R. Jordan	Dispatcher	Sacramento
V. Martinez	Sectionman	Portola
A. C. Solarzano	Machinist	Sacramento

(MILEPOSTS apologizes for not having reported in the March-April issue 40 years service for Roadmaster Bud A. Jones, Winnemucca, and 10 years service for his son, Curtis D. Jones, extra gang foreman, Elko.)



# Caboosing

## OROVILLE

Arthur I. Reichenbach, Jr.

We all send best wishes to Yardmaster JERRY E. MILLER for an early recovery from his illness. Jerry is recovering nicely and we know he will be ready and raring to go in a few more weeks.

Recent changes in the trainmaster structure returned JAY HAMMOND to Salt Lake City and he will be missed here. Replacing Jay is R. E. "BOB" SHERWOOD, who was formerly one of our yardmasters, and we welcome his return.

Also returning here are Electrician E. N. "GENE" MARLER and Machinist J. C. "BUD" GAUGHEY, JR., and their families. A hearty welcome to all.

On vacation are our three intrepid telegraphers, MIDGE M. ARRUDA, BIL-LIE WOODS, and LLOYD R. BREWER. In their stead we have two relatively new members of the WP family, KATHY J. BUECHNER and J. M. "JIM" SMITH, a couple of fine young people.

Yardmaster "SID" LOVE has quite an avocation as manager and trainer of a young people's swim team. Recently, Sid's seven-man team participated in a dual meet at Colusa against vastly superior odds and came away with seven First Place honors, four of which were won by Sid's son. How about that for an excellent showing!

Chit-chatting around the area has turned up a few of our retired people — Engineer R. L. "BOB" SMALL, Trainmaster WAYNE W. GEIL, Yard-

master ROY O. (BOSS) BONNER, Conductor RAY H. ERICKSON, and Clerk GEORGE F. CAMPBELL. Most of them spend a lot of time fishing.

Clerk T. A. "TOM" REICHENBACH, now on military leave, is aboard a destroyer in the Vietnam waters. Tom writes that there is plenty of action in that area. He is the son of justly proud parents, Agent and Mrs. A. I. "RICK" REICHENBACH, JR.

## SACRAMENTO SHOPS

Herman F. Schultze

Best wishes to Carman Apprentice LARRY COLBY and Nancy Lee Stonefelt who were married in Reno's Trinity Episcopal Church on May 27. Larry met Nancy while he was serving in the Air Force in Alaska. Nancy is a grad-



The cake was for Larry's birthday



Attending WP Amusement Club's 14th Annual "Old Timers" Night were: (Standing) L. Morrise, M. Cacio, F. Rohrer, J. Stratton, W. Spann, W. Fosha, H. Brinson, G. Napoli, A. Santos, E. Ensele. (Seated) R. Kelleher, H. Madison, W. Nicholson, J. Starnes, J. Roderick, J. Fippen, F. Bieser. (Kneeling) C. Bennett, A. Stadler, W. Friend.

uate of Diamond High School in Anchorage, and Larry graduated from Burbank High School in Sacramento.

Welcomed back to Sacramento Shops from Stockton are Machinists D. J. REYNOLDS, R. R. ESPINOSA, and W. HARRIS.

Best wishes for a long retirement to Machinist FRANK GONCALVES who retired after 40 plus years service, and to Machinist A. F. SCHWARZENBERGER who had over 49 years with WP.

Congratulations to Machinist ANDY J. SPRINGER and Alice M. Lillico who were married in St. Paul's Lutheran

Those with the longest retirement are J. F. Roderick (1962), W. C. Spann (1956), J. D. Fippen (1953), and J. F. Stratton (1954).



Church in Carson City, Nev. on May 28. A reception was held at the couple's "rural" Elk Grove home after their return from Lake Tahoe.

HOWARD BRECHT, manager - treasurer of the WP Sacramento Employees Federal Credit Union, received a special invitation to visit and tour the White House while vacationing in Washington, D.C. It brought back memories for Howard who hoped to again sit in the same chair he used when taking dication from the late President Woodrow Wilson. He was told that the chair is still there, but in a section of the White House presently closed off, but Howard was presented with a Flag that had flown over the Capitol.



## KEDDIE-QUINCY AREA

Jimmy and Betty Boynton

Retired Conductor and Mrs. JACK KRAUSE have purchased a mobile home and moved to Newport, Ore. where they are managing a mobile home park. Bidding them goodbye over the Memorial Day weekend were Engineer JOHN HAEBERLE and his delightful father, 91, from San Jose. The senior Mr. Haeberle is recovering from serious injuries suffered in a car accident while driving through Texas.

Quincy High School graduates on June 9 included Michael Story, son of Engineer and Mrs. MAURICE STORY; Howard Carl Hughes, son of Yardmaster - Switchman and Mrs. CARL HUGHES; and Clayton Benedict, son of Lineman and Mrs. WAYNE BENEDICT. Following ceremonies, the Benedict family left for Novato, Calif. to attend the wedding of their daughter, Karen Lee, to Benjamin Robbins III on June 11.

Congratulations to Trainee - Engineer and Mrs. RICHARD KENNEY on the birth of a daughter in Reno on May 9. Karen Ann is the first girl born in the Kenney family in 50 years.

Sgt. and Mrs. Gary Barlow welcomed a son, Daniel William, in Washington, D.C. on May 15. Mrs. Barlow is the former Penny Gregory, daughter of Engineer and Mrs. IVER GREGORY.

Laura Ann Littlefield, daughter of Engineer and Mrs. JIM LITTLEFIELD, was awarded a trophy as winner in the Taylorsville 4-H Horse Show recently. She was also a winner at the Plumas County Picnic earlier this month.

Mike Holt, son of Engineer ROBERT HOLT and Train Desk Clerk MARGARET HOLT, is now eligible to apply for the commission of 2nd Lieutenant after completing a nine week officers candidate course at Ft. Benning, Ga.

Mike is stationed with the National Guard Unit, 159th Infantry, at Pittsburgh.

Mrs. Judy Barth, daughter of Engineer and Mrs. WILLIAM HECKALA, was married to Charles Schimmels of Hayward in Reno on June 10. They will live in San Leandro.

Engineer and Mrs. ROBERT ROEHN have purchased property in east Quincy where they moved their mobile home. They're now busy landscaping, cementing, etc. Mrs. Roehn has been in Bakersfield to be with her daughter who underwent major surgery on June 6.

After a job of remodeling and re-decorating, Engineer and Mrs. JACK SANFORD have moved into one of the "landmark" homes in Quincy.

On June 20 a beautiful bronze plaque, donated by Western Pacific and designed by JIMMY BOYNTON, was presented to the Feather River Short Line Railroad at the Plumas County Fairgrounds. It will be mounted on the old Keddie train order semaphore signal donated by WP last year which now stands as companion alongside the engine, cars and caboose that make up the Feather Short Line. The plaque reads: "*Train order semaphore installed August, 1932 at Keddie Station. Presented to Plumas County Fairgrounds by the Western Pacific Railroad Co., July 4, 1971.*" Starting as a wood burning locomotive, the #8 hauled lumber at the start of her career between Hobart Mills and Truckee. As an oil burner she hauled logs for the Clover Valley Lumber Co. at Loyalton. Upon being donated to the Plumas County Fair, she spent her glamour years as the Feather River Short Line Railroad #8 and hauled railfans on fun excursions across the American Valley between the WP main line and Quincy. Memberships were sold and one could become any-



thing from a vice president to a peanut butcher. She starred in the movie "Guns of the Timberland" with Alan Ladd and Jeanne Crain. Now in reluctant retirement on the fairgrounds where she is painted and pampered by attentive crews, the little dowager engine, along with the historical semaphore and plaque, is on display for all to admire and enjoy, thanks to the efforts of the Western Pacific and those who care.

## STOCKTON

Elaine Obenshain, Velma Prentiss

Engineer VERNON C. BRAIN retired on February 29 with 44½ years service with WP. We wish for him a long and happy retirement.

Best wishes for an enjoyable retirement also go to Engineer WILLIAM MILLER who retired on May 31 after a WP service of 46½ years.

Retired Switchman and Mrs. EDWARD THOMAS visited their friends and relatives in Stockton the early part of June. They now make their home in Kansas City, Mo.

We were sorry to learn of the death of Conductor FRANK L. DUNCAN, JR. on May 15, and extend our deepest sympathy to his family.

Holding the plaque to be mounted on the old train order semaphore are Tulsa Scott, director Plumas County Fairgrounds; Robert Erbeck, Feather River Short Line Railroad official and member of Railway & Locomotive Historical Society; James E. Boynton, WP engineer, author and railroad historian who presented the plaque for Western Pacific; and Duke Asserude, Feather River Short Line Railroad official and educator, Historian Emeritus E. Clampus Vitus. Below is overall view with caboose. Both photos by Betty Boynton.



Linda Gayle Rossiter, daughter of Clerk ETHEL ROSSITER, and Glen Junior VanPelt were married in Lincoln Presbyterian Church in Stockton on May 31. A reception was held at the Rossiter home. The newlyweds will live in Phoenix, Ariz. and we wish them every happiness. Linda's sister, Sharon (Mrs. Craig Malin) was matron of honor; Linda was given in marriage by her older brother, Gary; her younger brother, Kevin, was an usher; and her sister-in-law Patricia (Mrs. Kevin Rossiter) presided over the guest book.

## CHICAGO

Ted J. Brown

Congratulations to LINDA GATES, phone operator and secretary, on her marriage to James Rolnik on May 27 at St. Peter's Lutheran Church. Linda has been with us since October 1968, and Jim is employed by Cole Volkswagen.

Sales Manager GEORGE WENIG returned after a short illness. He was busy as chairman of our recent Chicago "Sales Sweeps" and getting new business for WP, and presently is enjoying a one-week's vacation.

LARRY LAGER joined us in March as office manager with a wide background of experience. He was operator-agent with the UP in Idaho for about four years, then joined D&RGW's sales department and came to their Chicago office from St. Louis before joining WP. Larry and his wife, Louise, have four children.

ROSE LUPE, tracing clerk, is on two weeks' vacation from her busy desk keeping Chicago and area customers happy by tracing their shipments.

Theodore Brown, son of TED BROWN, director of service and equipment, graduated from Dartmouth College with a dual major in anthropology and philosophy. He is now working with the Quakers organization in Ft. Wayne, Ind.

HANK SALLE and his wife, Marie, enjoyed an early vacation in Florida where they took in the Orange Bowl game and returned with colorful pictures of the pre-game parade.

RON JACOBS, export rate clerk, is looking forward to his approaching marriage to Bernice Orway. They have already purchased a new home in Chicagoland.

Assistant Sales Manager DON LANDGRAF was quite involved in our recent "Sales Sweeps" and then went to Peoria for a little rest. Of course,

this was in connection with WP business! Don's daughter, Ellen, attends Rockhurst College, and under their coop plan found a job with the IRS for three or four months. She will return to college to pursue her degree.

FRED SWEENEY, who covers northern Indiana and the south side of Chicago as sales representative, took a few days off at the request of Mrs. Sweeney. Their daughter, Carol Lynn, is getting married very soon, and father has a few functions to be performed prior to and during the event.

ROGER MELDAHL, our new general sales manager, has been hustling business since he arrived the first of the year and we haven't seen much of him around the office. However, he is taking time to move Mrs. Meldahl and his family into a new home in Rolling Meadows. We welcome Roger aboard the WP in Chicago and expect to see a lot more of him.

We've had some changes in our off-line offices. At Pittsburgh, ANDY TOTH, former chief clerk, was transferred to replace DICK TOWNSEND at Minneapolis. To replace Andy, we welcome PAT PHELPS to Pittsburgh, a nice young man out of Louisville College. Good luck to you, Pat!

We also welcome BRUCE DARNELL, our chief clerk at St. Louis with Sales Manager GEORGE SCHROEDER. Bruce previously was with the Rock Island and his experience is helpful in protecting and getting new WP business in the area.

## PORTOLA

C. E. "Gene" Rowe

Our best wishes go with C. A. "CHET" LOCKWOOD, who made his last run as conductor on May 31. "Chet" hired out as brakeman on September 30, 1936 and was promoted to conductor on June 9, 1939. During his 35 years and eight months service he served as General Chairman for the



Photo by Clerk Clay Dunn

Order of Railway Conductors & Brakemen from January 29, 1957 for about 11 years. "Chet" and his wife, "Fritz" have moved to their ranch in Orland.

With two years of Army duty as photographer in the signal corps behind him, CHRIS W. SKOW returned to WP and made his first trip as brakeman on July 21.

## SAN FRANCISCO

Tina Phillips, Ruth Stone

KATHLEEN MURPHY, secretary to DR. M. E. CHILDRESS, chief surgeon, reports that Quincy physician DR. DENNY H. MANSSELL, JR., 53, his wife, Merel, 51, their sons Gary, 22 and William, 12, and his parents Denny H. Mansell, Sr., 79 and his wife, Muriel, 76, were killed when a twin-engine plane piloted by Dr. Mansell, disintegrated in mid-air and crashed near Amboy, Wash. on May 14. The doctor had gone to take his parents from Seattle to Quincy for christening of his grandson, which he delivered on May 11 to his daughter Kathy and her husband Bill Van De Mark of Quincy.

"The Boyds have migrated" said a note received from MARSHALL BOYD, who retired as director of pricing in September 1963, and his wife, Ruth.

The move was from Moraga to 901 N. McDowell Blvd., #187, Petaluma, CA. 94952.

AL MAGNANI, our popular building superintendent, was lost for words when he was called to the Board Room



Al receives wishes from President Perlman

during a staff meeting on June 30 to receive a beautiful butane cigarette lighter from President A. E. PERLMAN in honor of his retirement after four years of outstanding service.

Congratulations to MADELINE PITTS, secretary to H. A. O'RULLIAN, mechanical department's manager of costs and budgets, on receiving a "Greatest Secretary Award" certificate from Western Girl International. Said Hy: "Dee was among the very top of the select group among San Francisco Bay Area entrants." Dee was also winner of \$10 during the week of June 26 when her name was drawn for WP's Safety Rule of the Week awards and she correctly answered the safety question asked of her over the phone!

Best of wishes go to MAX A. POTTER who retired from the marketing rate department on physical disability effective June 7. When Max last worked

(Continued on Page 21)

## Do you plan to retire soon?

When the time comes for you to retire, you will want to receive your railroad retirement annuity checks as soon as possible. The following information will assist you in applying for your annuity and avoiding delays.

**1. I will retire from my railroad job next year. Where should I go to apply for my annuity? What documents will I need?**

You should visit the nearest Railroad Retirement Board district office where a representative can assist you with your application and explain benefit rights. You will need proofs of your age and, if you claim credit for Armed Forces service, proof of your military service. If you're under age 65 and are applying for a disability annuity, the Board office will instruct you about necessary medical evidence.

**2. What are suitable proofs of age and military service?**

A certified copy of the civil, church, or hospital record made at or near the time of your birth. If not available, submit next oldest record available, such as a military discharge, census, school, or fraternal organization record, insurance policy, or similar document. Military service proof may be original certificate, or photostat, of your discharge or other military record showing your dates of active service. They should be assembled in advance of your retirement.

**3. Papers proving my age are inconsistent; I'm not sure of my age. Are these serious problems?**

Not if you visit a Board office well in advance of your actual retirement to reconcile any conflicts. Employees age 62 or over should do this now so that in the future they will not forfeit rights to a supplementary annuity by continuing railroad work after the eligibility closing dates for that benefit.

**4. Do I have to establish proof of my railroad service?**

The Board has record of your railroad service after 1936. If you had railroad service before 1937 you can file a statement with the Board on their Form AA-15 to claim this service credit. Many railroad employees completed this form in 1939 or 1940. If you did, or if you will have 30 or more years of service after 1936 at retirement, this statement is not required. Otherwise, it's advisable to file this statement a few months before you retire.

**5. What steps do I take when I'm ready to retire?**

First, you formally leave your railroad job and any nonrailroad job that you hold (if self employed, you need not give up that work). Second, unless you are retiring before age 65 because of disability, you must relinquish rights to return to railroad service. Third, you must complete and file an application.

**6. What is meant by "relinquishing rights" to railroad service?**

After you stop working you must sign a statement on Form G-88 when you apply for annuity, showing that you are giving up your rights to return to work for any employer covered under the Railroad Retirement Act.

**7. When should I file my application?**

It's advisable to file immediately after you stop working, but not before that time. A short delay will not hurt because payments can be retroactive for up to one year before the date your application is officially filed at a Board office. However, a delay in filing would delay your annuity award.

(Continued on Page 21)

## Caboosing . . .



on February 29 he had 34 years 10 months service which began as a freight trucker at San Jose. He worked in various positions on - line and in the freight claim department and entered the passenger department at Salt Lake City in April 1948. He became passenger rate clerk at San Francisco in April 1951, and was made chief rate analyst on September 28, 1957. When the passenger department was discontinued in 1970, Max entered the freight rate department, bringing with him his valuable long experience, excellent work attendance, attitude and initiative. Max will be missed.

HAROLD HANCOCK, one of the most accommodating employees at general office, retired on July 31 with 45 years service, first as a red cap at Oakland in 1927. Known for dependability, his service was always requested when-



Harold and his wife, Zelma, and two of their five great grandchildren, Nova Lynn Brooks 8, and little Ronnie Brooks 4.

## Retiring Soon? . . .

**B. If my railroad employee husband were to die, how would I apply for my benefits and for our children.**

Visit a Board office in person. Bring proof of marriage and a death certificate or copy. You would need birth certificates as proof of relationship and age of each child. If a child is age 18 or over and disabled, special medical evidence of disability is needed.

**9. My husband died some years ago after our children were grown. I won't be eligible for widow's annuity until I am age 60 next year. Can I file application before my birthday?**

Yes, up to three months before the month in which you attain age 60.

## Caboosing . . .

High School in 1925, and toured the Orient in 1926 as a member of the Pierce Giants baseball team of Los Angeles. Harold has one sister, four brothers who at one time all worked for WP, three children, four grandchildren, and five great grandchildren. Harold and his wife, Zelma, will move next year to family property at Colusa. "Of course," said Harold with a wide grin, "that's great country for ducks and fishing."

Walter Harper, assistant head clerk-intermodal sales, wondered if he would ever get his 35-year Service Pin from Pete Citron, assistant to vice president-marketing, but Secretary Helen Conway knew it was all in fun.



JOHN F. QUINN left the engineering department as assistant chief clerk on June 30 with 28 years seven months service. John was reported in the July-August 1967 issue as one of WP's Willing People for his remarkable accomplishments in Scouting despite his

# Letters Received

## Muril Q. Waugh

It is with regret that I inform you that Muril Q. Waugh, retired machinist, passed away on May 26.

Mrs. Gertrude L. Waugh  
Oroville, CA. 95965

## Friends Aid Recovery

I would like to extend to my friends sincere thanks for the cards and phone calls which helped to speed my recovery during my recent hospital stay and recuperation.

Mary E. McCullough  
1715 N Street, #1  
Sacramento, CA. 95814

\* \* \*  
**Mr. It is**

Thank you for your kindness toward my letter. I am grateful that I got such a nice response. Thank you for being so prompt about the response. The material you sent me will be very helpful to me for my school project. Thank you for your kindness.

Jeremy Burnett  
9 Wolf Back Ridge  
Sausalito, CA. 94965

P.S. If you are a lady, please excuse me for calling you a Mr.

\* \* \*

## 60th Wedding Anniversary

It has been a long time since we had a chat in your office so thought you might be interested in our celebration of our 60th Wedding Anniversary on May 21. After a Mass at St. Joseph's Basilica we enjoyed dinner at the Galleon with 100 friends and relatives. I've been retired for over 18 years from the engineering department, but we are both in good health and enjoying each year.



Clifford A. Norden  
2534 Buena Vista Avenue  
Alameda, Calif.

## Caboosing . . .

physical handicap from poliomyelitis contracted at the age of two. We wish for John many years of retirement happiness, and with the thought that his invaluable contributions in guiding our youth will long continue.

## WENDOVER-SALT LAKE CITY

Carol Suchan

Service Representative and Mrs. RICHARD GROVES were presented with their second grandchild, Cris Ellis, in April, whose parents are Mr. and Mrs. Randy Ellis.

Engineer and Mrs. W. N. KNIGHT welcomed daughter Andrea, born July 3 to join brothers Larry and Troy.

Engineer and Mrs. S. L. WORTHINGTON welcomed a grandson born to Mr. and Mrs. Burke Worthington.

With the July 16 run-through service we are seeing many new faces among Elko crews in our fair city.

DR. E. V. LONG, long time WP company doctor in Salt Lake City died June 22 of natural causes.

Sympathy is extended to VAUGHN and DAVID SHELTON on the June 4 death of their father, Charles Shelton.

Sympathy is also extended to Extra Gang Foreman and Mrs. D. R. STEPHENSON on the accidental poisoning of their 20-month-old son, Jason.

Conductor-Brakeman S. C. GUDMUNDSON retired on April 28 with 42 years' service. Stan was a regular in California Zephyr service. Best wishes for a long retirement!



## In Memoriam

George W. Barto, retired telegrapher, Wendover, May 1972.

Erbie M. Bennett, retired fireman, Keddie, April 1972.

Charles O. Coats, retired locomotive engineer, Elko, April 1972.

Vedial M. Cota, retired Sacramento Northern brakeman, Sacramento, May 1972.

Joseph C. Cunningham, service representative, Detroit, June 29.

Frank L. Duncan, Jr., brakeman, Stockton, May 15.

George W. Fitzwater, retired Central California Traction Co. watchman-trackman, Stockton, April 1972.

Thomas A. Groot, retired Central California Traction Co. machinist, Stockton, April 1972.

Jesse J. Hodson, retired section foreman, Doyle, April 1972.

Frank Holmgren, retired section laborer, Oroville, May 1972.

Jens H. Jensen, retired signal maintainer, Carlin, April 1972.

George E. Manning, recheck clerk, San Francisco, May 26.

Angus E. Moore, retired section foreman, Keddie, March 1972.

Robert L. Pennington, retired brakeman, Dallas, Tex., April 1972.

Stanley L. Pierce, Alameda Belt Line car desk clerk, Alameda, May 19.

Kay E. Seko, retired laborer, Salt Lake City, May 1972.

Marguerite K. Shea, retired waitress, Wendover, April 1972.

John W. Streckenfinger, service representative, Washington, D.C., May 24.

Frank W. Taylor, retired locomotive engineer, Riverside, May 1972.

Lovetta W. Vanhorn, retired Sacramento Northern cashier, Yuba City, May 1972.

Muril Q. Waugh, retired machinist, Oroville, May 1972.

Robert A. West, retired car distributor, Elko, April 1972.

Edwin J. Willoughby, retired Oakland Terminal Railway engineer, Oakland, April 1972.

## VOLUME 24, NO. 4 JULY-AUGUST 1972



Milepost 226: Mainline and 132-car capacity siding at James, named for the late Arthur Curtiss James, one of the last of the great railroad financial giants who in 1926 added control of WP to his large holdings in GN, NP, CB&Q and other western railroads.

## WESTERN PACIFIC MILEPOSTS

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

Member Assn. of Railroad Editors



## FRONT COVER PICTURE

Photographer Ted Benson's fisheye lens puts a bend in the signal being approached by east-bound local near former station Valpico.

## WESTERN PACIFIC MILEPOSTS

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Burlington Northern Air Freight, Inc., authorized by CAB for domestic and international service allowing the BN's railroad subsidiary to contract with commercial airlines as expeditor.

\* \* \*

The Western Railroader, railfan magazine, reports Walt Disney Productions proposing \$20-million, 14-mile narrow gauge, cog-assisted, electric railroad to replace opposed \$30 million all-weather highway into its developing Mineral King resort area.

\* \* \*

Northwestern Industries, which sold its Chicago & North Western Railway to employee-owned company that assumed the line's debt of about \$400 million, is first railroad owned by its employees and the biggest employee-owned company in the U.S.

\* \* \*

"Idaho-The Gem State," 16mm film commissioned and produced by Union Pacific for Idaho State department of commerce and development, will be shown around country to promote Idaho's scenic and economic attractions.

\* \* \*

Modern Railroads magazine, in its July issue, will feature its "Railroad of the Year" for the first time illustrated in four color in report about Missouri Pacific.

\* \* \*

Canadian Nation plans to resume its Turbo Train service between Montreal and Toronto early in 1973.