

WESTERN PACIFIC  
*Mileposts*

SEPTEMBER-OCTOBER  
1971



# A FAIR SHAKE is all the railroads want

Railroaders throughout the country, their relatives, friends, shippers and others, are currently writing thousands of letters to their Senators and Representatives in Washington, asking for their support of a bill now before Congress that will give the railroads a FAIR SHAKE.

This bill is designed to end the government's over-regulation of railroads, and to restore the railroads' ability to compete on an equal basis with their competitors.

It is hoped that Western Pacific railroaders who have not already done so, will join these other railroad employees by telling their Senators and Representatives, in their own words, why their support is so important to the future of railroad- ing and the employees welfare.

This important bill introduced in the Senate on July 28, 1971 by Senator Vance Hartke (D), Indiana, and Representative Brock Adams (D), Washington, is S.2362 "Surface Transportation Act of 1971"—to restore and maintain a sound surface transportation system of the United States by bringing together three highly competitive modes to work for a common cause. It includes, among other things, an amendment to The Interstate Commerce Act (Part VI), which reads:

"Sec. 601. It is the purpose of this part to provide for assistance to sur-

face transportation carriers subject to this Act to aid them in acquiring, constructing, or maintaining facilities and equipment for such purposes, and in such a manner, as to encourage maximum employment and production and to foster the preservation and development of a national transportation system adequate to meet the needs of the commerce of the United States and of the national defense."

This action is largely the result of a program established by the Association of American Railroads named *America's Sound Transportation Review Organization*, calling for an exhaustive study of present problems and future needs of the railroads. A full story on ASTRO was reported in the January 1971 MILEPOSTS.

What this amounts to can be described from part of testimony given on March 30, 1971 to the Surface Transportation Subcommittee of the Senate Commerce Committee by former U. S. Senator George A. Smathers, general counsel for ASTRO:

"The core of today's rail crisis is beyond the reach of management . . . which has no control over regulations that restrict and hamper railroads, nor over fragmented government policies that create unintentional, but real, inequalities.

"The government can change these laws . . . can create a situation where railroads can compete and thrive . . . can free management of railroads to manage like other businesses and other modes . . . can create a truly balanced and viable transport system to serve the country as part of our free enterprise system.

"All we want is the same spot on the starting line. Give us the tools to do the job. And, with anywhere near an even break, the railroad industry will give this Nation the service it must have—at far less cost to the tax-

payer, with better service for the shipper, with more savings to the consumer, and with less damage to the environment than any other alternative that can be devised."

As every railroader knows, no other form of transportation can better move this Nation's goods than the railroads. Moving 41 percent of the freight traffic in 1970, the railroads carried twice the amount of freight than did the trucks, pipe lines or the waterways.

What about the future? President Stephen Ailes of the AAR recently stated "that if the volume of freight moved by all forms of transportation increases by nearly 50 percent by 1980, as predicted, or doubles by 1985 as the Secretary of Transportation has estimated, the railroads will carry the greater proportion of any major expansion in traffic which our growing population and growing economy will require."

This holds great promise for the railroads' future. If this promise can be upheld, it can only mean more trains, more employees, more customers to serve more consumers, and more opportunities for those wishing to put their savings dollars to work.

To help solve some of the railroads' key problems, following are some of the goals proposed by ASTRO:

- A federal fund to provide up to \$400 million a year for roadway and terminal improvements, railroads to pay a user tax into the fund.

- Relief from property taxes on operating rights of way (similar taxes not paid by competitors), with federal tax sharing to replace state and local tax revenue that would be lost.

- Creation of a quasi-public corporation to operate a free-running fleet of general purpose freight cars to ease car shortages.

- A 10-year research program to be undertaken by the Federal Railroad Administration, in cooperation with industry, covering all phases of rail technology.

- Require states spend full amount of federal highway money now available to them on an optional basis for grade crossing improvements.

- Permit railroads to reduce rates on particular commodities when this would improve their earnings (railroads are 100 percent regulated, trucks 39 percent, barge lines only 15½ percent, on a ton-mileage basis). Truck or barge lines can undercut on the spot a railroad's rate, but a railroad must file 30-day notices with the ICC which may take months for approval.

- Controlled experiments in deregulation of minimum rates on shipments not regulated when moved by other modes to determine effect on shippers and consumers.

- Automatic annual freight rate increases of up to six percent to cover operating costs while railroad earnings remain inadequate.

- Publication of all freight rates by all modes, except on certain agriculture movements.

- Consider establishing a single agency to regulate all modes on basis of equality.

There are some of the important steps being taken which, hopefully, will bring necessary changes to give the railroads a FAIR SHAKE.

The more letters our representatives in Washington receive, the better chance that they will support this legislation in behalf of the railroads and its employees. Your letter will help to let them know in Washington that you want their support for an industry that provides your career!

## COVER PICTURE

Given a FAIR SHAKE the railroads will be able to strengthen their fleet of engines and cars like those shown on the front cover.

## Three new people on our railroad

### President's Office

Hob Ferguson has been employed as a consultant to help set up a system wide training program. He has had wide experience in this field as head of one of the nation's successful management consulting firms in San Francisco.

This is not the first time Ferguson has worked with President Perlman, having been associated with him for over a period of more than 20 years, first on the Denver & Rio Grande Western and, later, on the New York Central. Ferguson was also retained by Southern Pacific for a number of years.



A native of the Missouri Ozarks, educated in Missouri and Kansas, Hob has a background of teaching, high school principal, lecturer, salesman, and construction engineer. He was a shipwright training director, and then superintendent of employee relations for Kaiser Shipbuilding Co. He later was instructor in engineering, science, and management training program at the University of California before he left to form his consulting firm in 1945.

\* \* \*

John K. Kelly, with a background in general and financial public relations, was appointed director of public relations.

John, a native of Cincinnati, attended Xavier University and the

University of Kentucky's Chase Law School. While studying law at night he became a trainee for Corporation Trust Co., a New York City based firm handling corporate legal services. Prior to coming to San Francisco, John was office manager in Beverly Hills for the U.S. Corporation Co., another corporate legal services firm. Before joining Western Pacific, he was an account executive on Wall Street, and later manager of the San Francisco office of Crosby M. Kelly Associates, a New York City based financial relations firm.



John and his wife, Robin, were married in 1966. They live in Piedmont and have two sons, Kevin, just two years old, and Christopher, who arrived on July 30 tipping the scales at 6 lb. 2 oz.

### Management Services

Theodore W. Macie was appointed to the newly created position of administrative assistant to the director of management services. In addition to administrative duties in that department, he will also have responsibility over the railroad's transcription services and the general mail room.



Ted was born in Chicago on December 5, 1919.

He completed RCA Radio College, Chicago, in 1939, and Benjamin

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## Two pricing officers promoted

Ronald M. Tofanelli became assistant freight pricing manager on September 1, succeeding John H. Hyland who retired August 31 (see Page 8).

Ron was born in Oakland on February 6, 1937. After completing high school he came to WP as a junior file clerk in the accounting department on September 12, 1955. He later worked as a reservation clerk and cashier in the passenger department, and entered the freight traffic department as a docket clerk, and later became assistant rate clerk. Ron went to Oakland in May 1961 as a sales representative, then returned to San Francisco as chief of the rate bureau in December 1965. He has been assistant to freight pricing manager since October 1967.

Ron studied at Oakland City College and Contra Costa College in 1963-1964 and entered Golden Gate College in 1965 on a Delta Nu Alpha

### Theodore W. Macie . . .

Franklin College, Washington, D.C., in 1944. He majored in accounting, commercial law, radio engineering and industrial electronics.

He has been associated with some of the leading firms in the electronic data processing and unit record fields for more than 27 years. This has given Ted an extensive background while working with all levels of business, scientific, government and military, both in this country, and in Central America, South America, the Far East and Europe.

Ted and his wife, Syble, were married in 1951 and live in San Francisco.



R. M. Tofanelli



J. T. Hilgedick

scholarship. He again attended Golden Gate College in 1969 and 1970 for a special management development program.

Ron and his wife, Linda, live in Castro Valley.

\* \* \*

Moving into Tofanelli's office as assistant freight pricing manager is John T. Hilgedick, another Oaklandite born August 21, 1938.

After receiving a B.S. degree in liberal arts at the University of Oregon in 1961, John became a sales representative for Remington Rand in Portland in 1962. He came to WP in January 1964 as a junior file clerk in the marketing division and during the remainder of 1964 advanced to tariff mail clerk, docket clerk, and statistician. In May 1965 John went to the Oakland sales office as chief clerk. He returned to San Francisco in September 1965 as a staff assistant in marketing's pricing department, and has been chief of the rate bureau since October 1967.

Since his return to San Francisco, John has received his certificate as an I.C.C. Practitioner from the Golden Gate College.

John and his wife, Nancy, live in Oakland with their two sons, Joseph, 9, and John, six.

# Letters Received

## Sincere Thanks

It would be impossible to personally thank all those who attended the "open house" on July 19 and who participated in the gift, so may I do so through MILEPOSTS? I shall always treasure the beautiful kangaroo leather billfold and its contents! I feel that I have been richly blessed the past 32 years through association with the many wonderful people who ARE the Western Pacific Railroad. Again, my most sincere thanks for giving me such a grand send-off into a new future!

Bob Gonsalves  
1668 Blue Jay Drive  
Sunnyvale, CA. 94087

## In Appreciation

This is a bit late, but absence from the area immediately following my retirement, delayed my writing. To all the local office friends in San Francisco and Oakland go my gratitude and undying thanks for aiding me in my efforts during my years with W P. Without this friendship and help my efforts would have been for naught and ineffective. It's people "what does it!" So to you, and all the many others, my very sincere thanks for all the nice things that have been done for me over the years.

Winton V. Hanson  
2143 27th Avenue  
San Francisco, CA. 94116

## Christmas Tree Farm

Many thanks for the back issues of MILEPOSTS and for adding my name to your mailing list. Retirement finds Elizabeth and me as busy as we have ever been with our eight-acre Christmas Tree Farm and working on our

new home. We planted 6,000 new trees this year and will have an acre each of Monterey pine, Scotch pine, and Douglas fir ready for harvest this Christmas. Our pride and joy is a spring cooing out of the hill on the upper edge of the property, forming a redwood and fern-lined stream through the middle of our plot. We built a dam with pond emptying over a waterfall and would enjoy having our W P friends for a picnic below the dam. The coffee pot is always ready, and we had this summer 200 dahlia plants for bouquets for all who stopped by. Our farm (in Bonny Doon) is located at 700 Pine Flat Road, one mile south of Bonny Doon School, in Santa Cruz. Our name is in the Santa Cruz directory (408) 426-8679. Best regards to you and the gang!

Frank James  
700 Pine Flat Road  
Santa Cruz, CA. 95060

## Albert A. Lindholm

I regret to inform you that Albert A. Lindholm, retired switchman at Stockton, passed away on June 22 at the Veteran's Hospital in Fresno.

Mrs. A. Lindholm  
Star Route, Box 12  
Mariposa, CA. 95338

## Woodworking Hobbyist

You may recall a story in the March 1954 MILEPOSTS telling about the small but intricate jewel cases I made as a hobby. This was during the years I worked as a boilermaker at Sacramento shops. After nearly 30 years with WP I had to retire in December 1968 because of a heart attack. I applied for disability in October 1969. I manage to keep busy around the home and yard, and now



To coordinate ideas for increasing traffic for WP, a four-day meeting was held in Sacramento June 29 to July 2. Marketing employees, including managers of all sales offices, met the first two days, which included a tour of railroad and industrial properties between Sacramento-Oakland. Returning to Sacramento, marketing and operating employees

spent two days presenting each others goals and problems to better coordinate their activities. Some of the 80 people attending are shown listening to D. L. Loftus, assistant vice president-intermodal services. Other speakers included Executive Vice President Flannery, Vice Presidents MacLeod and Brunberg, and President Perlman, seated at the right facing Loftus as he discusses intermodal plans.

## Letters Received . . .

have a woodworking hobby making gold rush stage coaches. I built two models of the old Sacramento river boats when I worked on them as a teenager before I came to WP in 1939. I worked at Keddie during 1949 and 1950.

Willard H. Francis  
1615 79th Avenue  
Oakland, Ca. 94621

## William Parry

I regret to inform you that William Parry died on June 29 in Yucapia, Calif. Mr. Parry was born in 1898 in Mobley, Mo. and spent 42 years railroading, 26 years with Union Pacific, and 16 years with Western Pacific as master mechanic at Elko. He is survived by his wife, Ramona, and a son, William. He was a member of the Masonic Lodge and Kerak Temple of Shrine.

Mrs. Ramona Parry  
12995 So. 6th Street  
Valley View Park, No. 6  
Yucaipa, Calif.

## Letter of Thanks

The family of Emil L. Slaughter will hold in grateful remembrance those whom so generously gave their kind assistance and expressions of sympathy, during the illness and bereavement of our beloved husband, father and brother.

Betty E. Slaughter  
Everett E. Slaughter  
and Family  
1863 So. Villa Avenue  
Palerma, CA. 95968

## James M. Maguire

Mrs. Anna M. Maguire asked that a copy of her following letter to me be sent to MILEPOSTS. "It is with a sad heart that I tell you "Mal" passed on July 12 after five months in the hospital. All I can say is I am broken hearted and shall always remember our twelve wonderful years together. I remember the lovely times we had with you and Alpha, and hope to hear from you sometimes." James

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## They Have Retired

*Pedro Aguilera*, laborer, Oroville, 21 years 11 months.

*Jesus Barajas*, section laborer, Stockton, 29 years 1 month.

*Wallace Craig*, carman, Sacramento, 35 years.

*Charles Debiolles*, switchman, Oakland, 29 years.

*William E. Fosha*, shop foreman, Sacramento 47 years 11 months.

*James T. Gamble*, conductor, Salt Lake City, 30 years 9 months.

*Walter L. Gay*, chef, Oakland, 25 years 8 months.

*John F. Graser*, clerk, Oakland, 24 years 7 months.

*John D. Hardy*, locomotive engineer, Oroville, 43 years 10 months.

*Samuel F. Hiatt*, locomotive engineer, Salt Lake City, 42 years 10 months.

### Letters Received . . .

M. "Mickie" Maguire was born on September 30, 1888 and was employed as switchman at Sacramento in October 1923. He retired as a brakeman on September 26, 1953. Mrs. Maguire's address is 826 5th Street, Apartment 2, Santa Monica, Calif.

W. L. LeBeouf  
Retired Conductor  
Sacramento

### Happily Married

Thought you'd be surprised to receive this announcement of my marriage to Ruby Pettit, from Modesto, in the Starlite Chapel in Reno on June 10. We are very happy and both families and friends are delighted.

Milton F. Ziehn  
2239 Tulip Way  
Sacramento, CA. 95821

*Marvin E. Huff*, locomotive engineer, Oakland, 30 years 2 months.

*Evert Humphreys*, clerk, Portola, 34 years 6 months.

*Harry E. Hurst*, locomotive engineer, Western Division, 30 years 8 months.

*Willard L. LeBeouf*, conductor, Sacramento, 35 years 9 months.

*Cecil L. Myers*, diesel foreman, Stockton, 42 years 8 months.

*Leroy Pryor*, machinist, Portola, 18 years 5 months.

*Carl C. Rathburn*, carman, Portola, 30 years 1 month.

*Chester C. Wimberley*, switchman, Oakland, 19 years.

### John H. Hyland

With a Western Pacific service of one month more than 45 years, plus a couple of years with SP, John H. Hyland retired on August 31 as assistant freight pricing manager.

Since joining WP as a file clerk on August 2, 1926, Jack has worked on just about every position in the freight traffic (now marketing) department. Up from a local rate desk, joint rates, quotation desk, and as chief of trans-continental freight bureau section, Jack became AFPM-TCFB in August 1964, AFPM-Transit in January 1966, and AFPM-Pacific Southwest territory in January 1970.

From June 1943 until its last March-April 1949 issue, Jack was associate editor of WP's former employees magazine "Headlight," in which he by-lined a popular column "Hy-Lites" about WP personnel. Jack was also a director and president of



the former Western Pacific Club, and president of the WP Bowling League, San Francisco. As captain of the "Traffickers" team for many years, he won many trophies and participated in ABC tournaments in both Los Angeles and Detroit.

Jack was born in Chicago on August 27, 1906 and completed Pasadena High School in 1922. He has been a member of the S. F. Transportation Club since 1964, and enjoys bowling, fishing, traveling, dominoes and poker. Jack and Mary Jane Coon of San Francisco were married on August 6, 1945. Jack and Janie, treasury department employee, recently sold their San Carlos home and now live in Golden Gateway Center with "Muffie" their Cocker Spaniel.

\* \* \*

### Richard J. Benish

After more than 46 years of railroading, 43 years of which were with Western Pacific, Richard J. Benish joined the ranks of the retired on September 1.

"Ben" was born in Bolan, Iowa on August 22, 1906. He completed high school in Gridley, Calif. in 1925, and received a B.S. degree in civil engineering from Polytechnic College of Engineering, Oakland, in 1928, the same year he became a brakeman for Southern Pacific. "Ben" first worked for WP in 1928 as a rodman at Fresno, when the railroad was endeavoring to extend its Tidewater Southern line down the San Joaquin Valley to Fresno, but was barred by regulatory Commissions as unjustified. He became a draftsman in 1929, working primarily on construction of the Northern California Extension between Keddie and Bieber, a rugged construction area he became to know well. He spent four years from 1936 as instrumentman on the eastern division, and returned to San Fran-



"Ben" and Elizabeth

cisco as draftsman in 1941. He became estimating engineer in 1945, assistant valuation engineer in 1948, and since 1962 he has been assistant engineer.

Space doesn't permit recording the many wild and woolly experiences "Ben" encountered during his years on line. It would fill a book of enjoyable reading. As his boss, Art Carlson, said: "Benny is one helluva guy and the railroad can be thankful for his many contributions toward its success."

"Ben" and his wife, Elizabeth, were married on October 5, 1940, and they have two sons, John, 29, and James, 27. If you happen to pass by his home at 3877 Greenwood Avenue in Oakland some clear, bright night, you might find "Ben" out in the yard studying the stars with the aid of an excellent telescope he designed and built.

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### Winton V. Hanson

Due to his sudden out of town trip on June 1, this report on the May 31 retirement of Winton V. Hanson, administrative assistant - intermodal

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services, was not available in time for the last issue. Wint's trip was to the Naval Ammunition Depot at Hawthorne, Nev. to visit his son, Ed, who had just arrived on a Navy assignment. Since then, Ed is now on his fifth tour of duty in the Mekong Delta in Vietnam with a Navy Advisory Group.



Wint, a native of the midwest, is a graduate of the School of Business, University of Chicago. He began his 34 years of service with WP as resident traveling freight and passenger agent at Milwaukee, Wisc. on April 1, 1937. He left WP during WW II to serve as an officer in the Air Force Technical Service Command, and returned to WP for a subsequent appointment as sales representative. He later became assistant industrial agent, foreign freight agent, and manager of foreign freight sales until he entered the intermodal services on December 16, 1968.

Wint and his wife, Mary, live in San Francisco. Future plans for the Hansons vary from numerous waterfront oriented activities, real estate pursuits in the Bay Area, to similar activities in southern California and Arizona, with leisure time and equipment for sport fishing and camping readily at hand for immediate use.

\* \* \*

### Robert E. Gonsalves

With the inauguration of Western Pacific's Exposition Flyer on May 1, 1939, Robert E. Gonsalves began his railroad career as passenger agent at Chicago, and 32 years and four months later, retired as manager of

office services which he began on May 1, 1970. Other than his last assignment, his entire service was in passenger work. From Chicago, Bob went to Salt Lake City in 1941 and became district passenger agent in the Utah city in 1945. He came to San Francisco in 1959 as special passenger representative, became passenger sales manager in 1962, and director of passenger sales on January 1, 1968. With the discontinuation of the California Zephyr in March 1970, Bob was appointed manager-office services, a newly established position with jurisdiction, among other responsibilities, over the new secretarial pool and the mail room.

Bob and his wife, Grace, left soon after his retirement for a long planned trip to the Hawaiian Islands. The visit there would provide him with some new melodies to play, now that he is a "graduate" of an organ class.

The Gonsalves have one son, Thomas Edward, 24.



RETIREMENT—THEN HAWAII

Bob and his staff, during a coffee-cake party the day of his retirement, are, from top down and left to right: Harold Hancock, Terry Willis, Frank Thompson, Dee Pitts, Fortuna Benghiat, Madeline Cooney, the guest of honor, Althea Briggs, Lynn Martin.



## a new direction for its 1971 activities

To keep pace with today's evolutionary changes, United Bay Area Crusade is pointing its 1971 activities in a new direction. It will seek to provide for the most critical needs in the Bay Area. UBAC will center its emphasis on concentrating up to 20% of its funds on disadvantaged youth; strengthening its family of agencies; and reorganizing the operation and structure.

Under this new direction, the Crusade will set aside a predetermined amount of dollars for the concentrated services each year. Initially, these concentrated services will involve development of neighborhood services, day care, drug abuse, and comprehensive health services.

Neighborhood service agencies operating in disadvantaged areas will help all agencies institute the type of service for the disadvantaged that will produce matching government funds, thereby making your contributions do more for the locally underprivileged.

"The 1971 Crusade will be in full operation in September and October," announced WP's UBAC Chairman Dan Irwin. "It is important to all of us and benefits the residents of the five Bay Area counties. If there were



An instructor at a work training center gives advice and assistance to a mentally retarded child in ceramic ornaments produced by the clients at the agency.

no UBAC," Dan pointed out, "the various participating groups would be entirely dependent on the local, state and federal governments. This would result in the establishment of numerous bureaus and could only end in higher taxes."

To assist WP employees in doing their part by giving as generously as is possible, a number of persons have graciously accepted assignments as solicitors. These WP workers will be happy to help you select the most convenient way to contribute your gift, including the payroll deduction plan. By whatever means, your gift will be most helpful to the cause.

### Your WP Solicitors

Mace Gordon, accounting  
Joe Valerga, engineering  
Sam Razo, freight claims  
Howard Huffman, marketing  
Ed Churchill, car department  
Don Ragusa, engineman  
D. J. Fee, switchman (S.F.)

Bonnie Barnhill, car records  
Rose Rinaldi, industrial  
Amira Miranoff, management services  
Bob Mead, stations  
Leroy Thompson, motor car ship  
L. R. Hamlin, switchman (Oakland)  
Patty Hand, purchase & stores



# Service Pin Anniversaries

## September-October 1971

### 45-YEAR PINS

Clyde Whitman	Locomotive Engineer	Transportation
George H. Williams	Conductor	Transportation

### 40-YEAR PIN

Frank E. Bedient	District Sales Manager	Reno, Nev.
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### 35-YEAR PINS

Richard A. Bacon	Locomotive Engineer	Transportation
Robert J. Bradley	Car Foreman	Oakland
Harold Clausen	Locomotive Engineer	Transportation
V. B. Dods, Jr.	Conductor	Transportation
Dooley J. Fee	Switchman	Transportation
Lawrence Gerring	Statistical Accounts Clerk	San Francisco
Chester A. Lockwood	Conductor	Transportation
George J. Marrs	Locomotive Engineer	Transportation
Jack W. Merkley	Locomotive Engineer	Transportation
Joseph C. Moffitt	Locomotive Engineer	Transportation
William A. Pennington	Locomotive Engineer	Transportation
Ralph Peterson	Locomotive Engineer	Transportation
Bernard T. Price	Conductor	Transportation
Thomas Vaccaro	Industry Clerk	Sacramento
Kenneth R. VanSlike	Warehouse Foreman	Sacramento
Edwin L. Wemmer	Locomotive Engineer	Transportation
Alfred G. Woodward	Conductor	Transportation
Edward L. Wuelfing	Chief Yard Clerk	Oakland

### 30-YEAR PINS

Earl D. Balmer	Switchman	Transportation
Jack H. Belmont	Locomotive Engineer	Transportation
James E. Boynton	Locomotive Engineer	Transportation
Charles J. Carlenzoli	Machinist Helper	Stockton
A. L. Carpenter	Conductor	Transportation
William H. Conant	Locomotive Engineer	Transportation
Julius C. Dorothy, Sr.	Locomotive Engineer	Transportation
Alex L. Hay	Conductor	Transportation
Herman W. Lightle	Hostler Helper	Transportation
John C. Lusar	Superintendent	Elko, Nev.
William F. McGrath	Asst. Vice President-Pricing	San Francisco
Clyde A. Moll	Head Buyer	San Francisco
Roy Nelson	Carman	Oakland
Edwin D. O'Neil	Accountant	San Francisco
Norman G. O'Neill	Locomotive Engineer	Transportation
Gilbert I. Patterson	Locomotive Engineer	Transportation
Bruno Perri, Jr.	Conductor	Transportation
John A. Pickering	Revising Clerk, Rule 10	San Francisco
Gordon K. Porter	Conductor	Transportation
Raymond W. Randall	Locomotive Engineer	Transportation

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Thomas A. Riggs	Telegrapher	Transportation
George W. Roller	Blacksmith	Sacramento
Vernon E. Sprowl	Carman	Oroville
Allan W. Thorpe	Head Timekeeper	Transportation
John G. Trow	Locomotive Engineer	Transportation
Donald L. Watts	Yardman	Transportation
William A. Wiley	Switchman	Transportation
Vivian O. Woodruff	Head Demurrage Clerk	Sacramento

### 25-YEAR PINS

Michael Bapatsicos	Chief Clerk-Collections	San Francisco
Cyril A. Bates	Chief Clerk-Signal Dept.	Sacramento
Kenneth M. Carlson	Relief Clerk #8	Sacramento
William H. Clouette	Switchman	Transportation
Joseph H. Conley	Agent	Sacramento
Mary E. Doll	Statistician-Marketing Dept.	San Francisco
William Gault	Superintendent of Shops	Stockton
Mason P. Gordon, Jr.	Payroll Clerk	San Francisco
Levie Lollis	Track Laborer	Roadway
Lincoln R. Remy	Yard Checker	Stockton
Evelyn Richardson	Personnel-Steno Clerk-Store Dept. (MILEPOSTS' Correspondent)	Sacramento
Thurston G. Rutherford	Assistant Engineer	San Francisco
Edith V. Sutter	Demurrage Clerk	Oakland

### 20-YEAR PINS

Cleatus C. Baugher	Switchman	Transportation
Max A. Empie	Switchman	Transportation
Clinton F. Keaton	Switchman	Transportation
Joseph P. Lapinas	B&B Helper	Roadway
Lino Matteoni	Switchman	Transportation
Cleofas P. Salazar	Track Laborer	Roadway
F. L. Smith	Dozer Operator	Roadway
John T. Switzer	Switchman	Transportation
Oscar A. Ulrich	Off Track Crane Operator	Sacramento Store
Billy G. Whitenton	Electrician	Portola
Mary Wilcox	Secretary to Controller	San Francisco
Robert A. Woody	Lift Truck Operator	Roadway

### 15-YEAR PINS

Arthur J. Bugni	Asst. to Director of Real Estate	San Francisco
F. J. Crandall	Conductor	Transportation
Jack C. Dorothy	Crew Clerk	Sacramento
K. K. Jones	Switchman	Transportation
Bobby D. McElhaney	Machinist	Stockton
J. O. Perrigo	Switchman	Transportation
W. F. Schober	Chief Dispatcher	Sacramento
Ernest E. Shields	Laborer-Mechanical Dept.	Stockton
Charles Sullivan	Extra Gang Laborer	Roadway
B. Woods	Telegrapher	Transportation

### 10-YEAR PINS

W. W. Beattie	Section Laborer	Roadway
A. H. Beech	Welder	Roadway
W. H. Hold	Supervisor M of W Equipment	Oakland
James E. Madison	Store Helper	Sacramento
L. T. Martinez	Scaler	Roadway
D. L. Morgan	Wire Chief	Sacramento
Rose Rinaldi	Secretary to Director of Industrial Development	San Francisco
A. R. Scott	Extra Gang Machine Operator	Roadway
E. Wilson	Extra Gang Laborer	Roadway



# Caboosing

## PORTOLA

C. E. "Gene" Rowe

Switchman L. A. BARNES and his wife, Belva, after following its construction, moved into their new home in August.

Among the 4-wheel drive enthusiasts from Portola taking part in the endurance trek between Georgetown, El Dorado county, and Lake Tahoe, were brakeman LARRY NEELY, FOREST OLSEN, DANNY STORY, the DEAN PETERSONS, GERALD and LILA SCHUETTER, and BOB and LORRAINNE WAKEFIELD.

NICK CRUSOS, former brakeman here and now at Stockton, and his wife, Sandra, are the parents of a daughter, Nicole Clara, born July 17 in Lodi Community Hospital. Maternal grandparents are Mr. and Mrs. Ray McElvain of Portola.

Engineer - Fireman ROBERT MCKAY and his family recently enjoyed a visit by Millie McKay's mother, Julia Rakich, of Butte, Mont. Other recent McKay guests were Sophie Panion, Mary Boyd and Agnes Dunda, all of Pueblo, Colo. and Julia Crnich of Butte.

Our congratulations and best wishes to Charlene Parker, daughter of Machinist and Mrs. V. D. PARKER, on her marriage to Mike Sanchez at the Park Wedding Chapel in Reno in July.

From Engineer GILBERT I. PATTERSON, Graeagle, we learned that his son, Gilbert W. Patterson, graduated last term from the College of Engineering of the University of Califor-

nia at Berkeley, receiving a degree in civil engineering with honors. Young Gilbert's father, an "old Blue" Class of '40, was in the audience and justifiably proud. The honor student has been admitted to the Graduate School in Engineering and has received a teaching assistant's appointment. Last summer he was employed by WP working in the Feather River Canyon on realignment of track with a survey crew.

## STOCKTON

Elaine Obenshain, Velma Prentiss

Conductor WILLARD L. LEBEOUF, Sr., retired on July 12 after more than 35 years of Western Pacific service. He had worked for the railroad as a clerk before becoming a trainman. He plans to make his home in Sacramento.

Roundhouse Foreman C. L. "LEFTY" MYERS retired on July 1. He began his railroad career as a blacksmith in 1929. He became roundhouse foreman in 1947 and had worked in Portola, Oakland, San Jose and Stockton.

Welcome to Roundhouse Foreman F. O. BRISTOW who recently transferred here from Winnemucca.

Congratulations to Brakeman and Mrs. J. W. EDGAR, who are proud parents of Dawn Heather, born on March 31. They have another daughter Brandie Allison.

Another arrival, on May 4, was Brian Joseph, and our congratulations to Switchman and Mrs. J. F.



1971 Division Champs

Top row: C. F. Flynn, T. Vitale, K. Lightle, J. Kilcrease, J. Guerrero, D. Spinner. Front row: B. Edwards, H. Dopp, J. Mendosa. Sitting: M. Hall, C. Santens. E. Brown was absent when J. Gilley took picture.

WARD on becoming parents for the first time.

We're happy to have back from military service, Switchman BRENT HASSEL, Switchman KENNETH WILKINSON, and Clerk GARLAND OVERLY.

A recent visitor in Stockton was retired Carman CECIL SMITH, whose visit was enjoyed by all.

Best wishes for happy retirements to Sectionman JESUS BARAJAS, with 29 years service, and to Carman ARCHIE D. GIBSON, with over 20 years service.

General Chairman BRAC and Mrs. EARL MILLER, and Local Chairman BRAC and Mrs. WILLARD LEBEOUF, JR., attended the BRAC Quadrangle Convention in Florida in May. The LeBeoufs visited the island of Jamaica, New York City, and stopped in Chicago to visit with Mr. and Mrs. H. E. SALLEE. Hank is in our Chicago sales department and had previously worked in Stockton.

Deepest sympathy to the family of retired Hostler Helper ALEJANDRO Q. ANCHETA who passed away on April 22 as a result of a fall from the roof of a house he was helping to build. A native of the Philippine Islands, his survivors include his widow, Patricia, and three children, all of Stockton, a sister in the Philippine Islands and six grandchildren.

How about our WP Amusement Club baseball team! They were champions in their division and at press time are in the play-offs. They have our best wishes for becoming finalist champions!

Marge Clement, the wife of Carman ROBERT CLEMENT, is calling it quits after 17 years of hard work at the San Joaquin County Fair. As assistant special events director, Marge was widely recognized from cruising the fairgrounds in a golf cart checking on everything from the horse races to the clown shows, all the while under one of her many wild hats wider than those of Hedda Hopper. Marge now plans to devote her time to auto racing as a spectator and spending more time with their grandchildren. Unless, of course, the call of the trumpet next August beckons Marge back to the Fair.

## SACRAMENTO SHOPS

Herman F. Schultze

At the recent WP Bowling Tournament in Reno, the "Four Rights and A Left" team won first place in the team event. Team members were Electrician E. W. STEUBEN, Boilermaker Foreman T. N. FASSETT, C. REID, store department, and B. RUSSELL and C. CAGEL. This makes two wins in four annual tournament tries.

Along with reconstruction being done in Sacramento, employees who are members of the Free and Accepted Masons of the Grand Lodge of California presented an American flag to Chief Mechanical Officer D. F. Pilkinton and Shop Superintendent A. J. Stout to fly over the memorial to employees who gave their lives in World War II. Present for the flag raising were: W. Wolverton, T. N. Fassett, C. Allee, E. Hood, H. F. Schultze, W. Friend, C. Lynch, E. Ryder, D. Davis. Absent were L. Clapham, V. Spomer.



Also, Car Foreman C. ALLEE and STEUBEN won third place in the doubles event. Congratulations all!

Welcome back to Machinist H. G. RHODE, who has returned from the Stockton Shop.

Our condolences to the DALE ROBINSON (store department) family on his sudden death; Upholsterer D. L. GONSALES on the violent death of his son; Electrician S. BETTANINI on the loss of his mother, wife of retired Boilermaker J. BETTANINI; the Mendes family on the passing of Carman M. MENDES after a lengthy illness; Carman D. M. SWARINGER on the death of his mother; Electrician J. CABRERA on the loss of his son-in-law; and A. JACOBO on the death from drowning of his 14-year-old brother.

Good luck and a happy retirement to Machine Shop Foreman BILL FO-SHA, who retired just one week short of 48 years of railroading, and to Carmen ROBERT B. LAMBERT, 45 years, and WALLACE "BUCK" CRAIG, 35 years!

Hawaii Calls . . . your Correspondent and wife, Marcella, former shop clerk and MILEPOSTS' Correspondent, enjoyed a pleasant trip to the Islands with youngest son, Peter. Being the swimmer he is, Peter had a ball surfing. Diesel Foreman M. T. PANTALONE and wife, Lila, also enjoyed a memorable visit to the Aloha State; Sheet Metal Worker R. C. HOSKINS says he and his wife are seriously thinking of a trip to the Tropical Isle in the near future; while Machinist R. J. WARD says OK—when they build a bridge!

Western Pacific Amusement Club held its annual "Old Timers" night with great success. Honored retirees enjoying good fellowship, food and refreshments were: (standing) G. Napoli, W. Spann, J. Roderick, K. Grimes, C. Bennett, M. Cacic, R. Kelleher, D. Sarbach, J. Quick, F. Grimes, W. Nicholson, H. Madison, A. Stadler, E. Ensele, H. Brinson. (Seated) T. Fiscus, A. Santos, J. Stratton, F. Rohrer, L. Morrise.



Over 7,000 school children visited the Sacramento shops in the past five years, and each one received a candy or ice cream bar from the WP Amusement Club, composed of Sacramento employees.

Sheet Metal Worker FRANK JONES has just cause to be a proud father. His son, Kent, has been chosen to play in the Little League majors, and his daughter, Moureen, was chosen Queen for the recent Luther Burbank High School homecoming.

Congratulations to another proud father, Carman C. LEGGART, on the arrival of an 8 lb. 10 oz. daughter.

### ELKO

Henry Walloch

We learned from THEDA L. MUELLER, superintendent-train master's clerk, that Trainmaster-Road Foreman of Engines R. K. HARRISON (Winnemucca) won the 1970 Transportation Performance Safety Award. To Richard goes our heartiest Congratulations for his fine accomplishment. For having just one reportable



John Lusar holds Safety Award plaque he presented to winner Richard K. Harrison.

injury over the year among those under his jurisdiction, he received a trophy from Division Superintendent JOHN C. LUSAR. The inscription read:

"Transportation Department, Western Pacific, First Place Annual Safety Award, 1970. This Annual Award is presented to R. K. Harrison, Transportation, Salt Lake District, Winnemucca. In recognition of the lowest reportable personal injury rate for employees among the various Transportation Districts on the Western Pacific Railroad."

### SAN FRANCISCO

Marge Brown, Ruth Stone

KATHLEEN MURPHY, secretary to WP's chief surgeon, returned in August from a four week's trip to Scotland and Ireland in a party of 12. Kathleen learned upon her return that while riding across Scotland aboard the Flying Scot, retired Superintendent of Transportation GRANT ALLEN and his wife were in the same car, but different compartments, and they never met! To tour Ireland, Kathy's group rented a minibus. The two countries and their scenery were beautiful said Kathy, and she used up three weeks supply of film in one week.

With deep sorrow we report the death of DORA MEYER on June 22, just slightly over two years from the day she retired as file and mail clerk, purchasing department, on May 29, 1969. Dora entered the hospital with leukemia shortly before her death, and her husband, Fred, was unable to attend her funeral because of serious illness. Dora's son, Robert Buckingham, lives in Concord.

We regret to report the death of JOHN C. NOLAN on June 30. John retired from WP as manager of freight sales promotion on July 31, 1962 after more than 34 years of service. He joined the railroad at Chicago in 1928 as city passenger agent. After serving with the U. S. Army Transportation Corps in WW II he returned to the railroad as assistant



The WP Highballers made "one big hit" (?) in the Alameda Recreation League. With good umpiring their won-loss record might have been better, but attendance was up 100% over last year! Back row: Lou Fischer, Dick McElheney, John Friedman, Jim Brennan, Chuck McNeal, John Hilgedick, Pete Blaskowsky, Frank Brogdon, Jim Tham, Frank Perez. In front: Ron Tofanelli, Bill "Big Red Ralph" Schmidt (manager), Duey Kerper.

bureau. We all wish Ernie and Bob well and hope that each day finds them in better health.

Best wishes went with JOHN GRASER when he retired from

Western Pacific after nearly 25 years service. He last worked in the interline accounts bureau, revenue ac-



counting. John and his wife will now have ample time to proceed with the building of their home in Pine Grove, Calif., an ideal location for an ardent fisherman and outdoorsman.

August 13 was Secretary MARGIE BROWN'S last day in revenue accounting, prior to a leave of absence to await the arrival of her baby. She was treated to lunch at Henry's Fashion, and cake and coffee were served

(Continued on Page 19)

general passenger agent at New York, became general eastern freight agent there in 1950, and on May 1, 1952 he was appointed assistant to vice president-traffic.

ERNE SWANSON, revising bureau, is confined to St. Joseph's Hospital with a broken arm and hip, resulting from a recent fall. He would enjoy hearing from his friends as he expects to be out of service for some time. Also ill at St. Joseph's is BOB SALKELD of the interline division

Knowing the gals, only one will be unhappy if Paul Wilmoth switches the Service Pins during presentation to Helen Sells at his right, and Mary Doll at his left. Nancy Aiello (left) and Shirley Lyons (right), all of Paul's staff, are dubious about it all.



## In Memoriam

*Perry O. Abraham*, retired Sacramento Northern locomotive engineer, West Sacramento, June 19.

*Mauro A. Aguilar*, retired round-house clerk, Portola, June 1971.

*Otto L. Becker*, retired telegrapher, Sacramento, July 16.

*R. A. Bohannon*, Sacramento Northern electrician, West Sacramento, July 4.

*Roberto G. Cruz*, retired Central California Traction Co., track laborer, Sacramento, May 1971.

*Walter K. Downard*, clerk, Stockton, June 29.

*Martin W. Friske*, retired fireman, Elko, June 1971.

*Jimmie Grayson*, retired janitor, San Francisco, June 8.

*Esiquio Huizar*, retired Sacramento Northern laborer, Sacramento, June 1971.

*Charles H. Marchand*, retired clerk, Sacramento, May 1971.

*Manuel L. Mendes*, carman, Sacramento, June 23.

*William B. McKnight*, retired physician, Portola, May 1971.

*John C. Nolan*, retired manager-freight sales promotion, Oakland, July 1.

*Robert B. Reese*, retired brakeman, Stockton, May 1971.

*Emil L. Slaughter*, retired brakeman, Oroville, July 20.

*Lawrence J. Smith*, retired carman, San Leandro, June 17.

*Lester L. Smith*, retired Sacramento Northern janitor-watchman, Chico, May 1971.

*William P. Stith*, retired track laborer, Reno, June 1971.

*James R. Stitt*, retired traffic representative, Denver, June 1971.

*Harold E. Waylan*, retired brakeman, Stockton, May 1971.

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Milepost 221: A four degree curve, 2,158 feet long, one mile beyond Elsey station.

WESTERN PACIFIC MILEPOSTS  
526 Mission Street  
San Francisco, CA 94105  
Lee Sherwood, Editor

Member Assn. of Railroad Editors



### Caboosing . . .

in the afternoon, after which she left for home with gifts for the baby, including a piggy bank full of coins.

Also expecting to take maternity leaves during the next five or six months, though not necessarily in this order, are: BETTY HUPMAN, payroll; FLORABELLE D'SOUZA, law; BARBARA ADAMS, personnel; JILL ADRIAN, freight claims; and CHRIS MORALES, revenue accounting.

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The Federal government is reportedly planning to rebuild rail lines between Boston and Miami in time to offer high speed passenger service for the nation's 200th birthday in 1976, and plans also call for high speed container freight trains.

\* \* \*

Illinois Central in process of renumbering its 50,000 freight car fleet using six digit figures which are computer compatible, will take about 15 years to complete.

\* \* \*

First AMTRAK charter movement took 300 bicycle enthusiasts, and their bikes, from Chicago to Springfield to lobby for the Illinois Bikeway Act.

\* \* \*

The 227 - mile Madeira - Marmora Railroad in Brazil, built 60 years ago at a cost of thousands of lives, is being ripped out of the Amazon jungle and sold for scrap.

\* \* \*

Urban Development Company, New York, reportedly proposes new town be built over Long Island City railroad yards to include homes for 60,000 people and office-industrial space for 35,000 employees.

\* \* \*

Peking confirmed reported \$30 million purchase of 50 electric locomotives from Material Traction Electrique Groups, France, designed to pull heavy long distance loads over steep mountains in sub-zero 40 to plus 40 degree Centigrade at maximum 60 mph speeds.