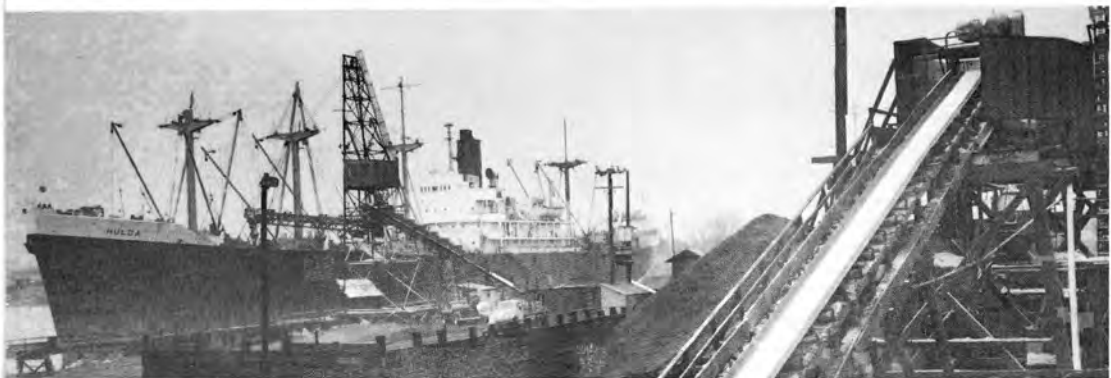


WESTERN PACIFIC
Mileposts

**JANUARY
1969**



POTASH GOES OVERSEAS—Page 14



Setting a trap for LIMNORIA

AS pretty as the word may sound, Limnoria can cause ugly millions of dollars in damage annually according to the U.S. Naval Facilities Engineering Command. The damage is even more staggering to the imagination when considering that Limnoria is comparable in size to that of a large ant. The extent of their damage could not be caused singularly but, rapidly hatched from eggs, they join together to work as a colony in a single community.

Their habitat is in waterfront properties where they destroy wharf and pier structures by entering the wood from the surface, boring along the grain of the wood, tunnel fashion, leaving only a paper-thin ceiling between the top of the tunnel and the outside of the wood. They generally do not destroy to any great depth the inside of the piling, since they require an ample oxygen supply at all times. The exterior filigree which they produce on the surface of the piling is frequently removed by wave action or other erosion, thus exposing fresh surfaces for later attack by the same animals, eventually leading to a critical weakening of the support.

(Continued on Page 4)

Two divers and their assistants swing their work boat around to head out in the early morning for the sugar-shed dock, to work below and above the water line wrapping Pile-Gard around damaged piling to trap Limnoria.





The pile in the foreground looked like the one above before Limnoria did their damage.

About two years ago it became necessary for Western Pacific to make improvements to its "sugar shed" on the Oakland waterfront at the foot of the railroad's yard. The 80' x 320' steel building, used to transfer sugar from boats to rail cars, is supported on a timber deck with depressed tracks and asphalt paving. During the improvement work it was found that a number of piles beneath the deck were sufficiently damaged to require replacement. "To redrive new piling beneath the deck would be difficult and expensive," said Robert D. Nordstrom, engineer of bridges and structures. "So, in order to restore the strength of the piles and prevent further damage by Limnoria, in lieu of driving new piles, we made an experimental installation of concrete jackets on 12 piles. This was done by pumping concrete between each pile and a covering jacket for added strength, and to shut off the oxygen supply which

Impregnated polyurethane foam seal is being stapled across the end of Pile-Gard sheeting.



Limnoria must have to live. While satisfactory, an improved method is now being used," said Bob.

This method was developed about 12 years ago by Marine Barriers of Avalon, Calif., and trademarked Pile-Gard. According to President Orval E. Liddell, the firm has made periodic inspections of thousands of lineal feet of Pile-Gard installations since 1958, and almost all have been found to be 100 percent successful.

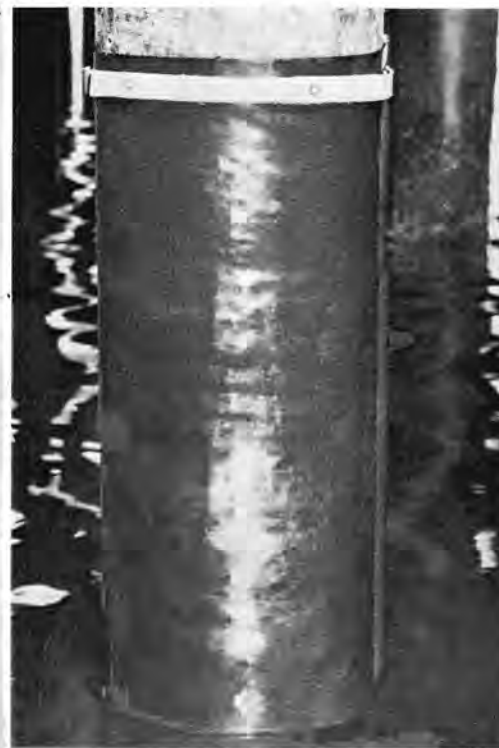
THE method involves the use of a single sheet of polyvinyl chloride plastic sheeting, .030" thick, wrapped around the piling in modular sections. The single vertical seam is so formed to make the entire encasement a practically seamless unit, fastened in place with Monel, aluminum, or nylon nails.

Installation normally is from below the mud line to above the highest marine borer attack level. The wrapping operation is accomplished by divers who encircle the pile with the sheeting and matching half-round pole pieces along the vertical edge of the sheet to form a single pole. By turning the pole assembly with a ratchet, the surplus sheeting is pulled in to make a snug fit around the pile.

Other materials used to complete the installation include asphalt impregnated polyurethane foam seal, rigid polyvinyl chloride seal band, and a plastic top sleeve. For the intertidal areas, the polyurethane foam is stapled to the top and bottom skirt of the Pile Gard. When the sheeting is in place around the pile and wrapping is completed, a bulge appears over the inside polyurethane foam seal. Over this bulge, the rigid PVC band is placed to make a watertight encasement.

The entire installation can be done from a small work boat. A diver handles the operation below the water line with assistance from a surface crew.

About 900 piles under the sugar dock and a portion of fender lines under two WP slips were inspected, resulting in 140 piles totaling 1200 lineal feet being wrapped. The piling varied in age from five to 20 years and only those piles with slight to moderate damage were wrapped with Pile-Gard. This should prevent further deterioration of the piles and postpone or eliminate the necessity for their replacement. It is planned that all piling will be wrapped under a continuing program.



The Pile-Gard sheeting wrapped and sealed around this pile will shut off oxygen supply which Limnoria must have to exist.

INTERMODAL SERVICES

Winton V. Hanson was appointed administrative assistant, intermodal services, effective December 16, 1968.

His new responsibilities include various administrative functions related to the fast-growing field of intermodal trade and containerized import-export traffic.

Wint is a native of the midwest, and a graduate of the School of Business, University of Chicago. He first worked for Western Pacific as a resident traveling freight and passenger agent at Milwaukee, Wisc. on



April 1, 1937. After service as an officer in the Air Technical Service Command of the Air Force in World War II, Wint returned to Western Pacific and was subsequently appointed as a sales representative, later becoming assistant industrial agent, foreign freight agent, and manager of Western Pacific's foreign freight sales.

Wint and his wife, Mary, live in San Francisco's Sunset district. Their son, Edmund, is a chief in the U.S. Navy, and presently is on his fourth tour of duty in the Mekong Delta, South Vietnam.

TRANSPORTATION

With the retirement of Oscar H. Larson as chief clerk for the transportation department, three employees moved into new positions effective December 1, 1968, as announced by K. V. Plummer, Jr., superintendent of transportation.

The title of chief clerk-transportation was assigned to Earl D. Brown, a Western Pacific employee since April 1, 1937.

PEOPLE ON THE MOVE

Earl was born in Claremore, Okla., on October 25, 1916, and received his high school education in Elko, Nevada. He first went to work for WP as a crew caller at Elko in April, 1937, and later held various clerical positions on both the eastern and western divisions, the transportation department. He also worked as assistant chief clerk and division accountant for the Western Division, and in 1945 became chief clerk to superintendent for the Sacramento Northern Railway. In July, 1956, Earl was promoted to position of car service inspector at San Francisco, which led to his most recent position of inspector of transportation in June, 1964.

Earl and his wife, the former Lucile Taylor of Elko, were married on June 5, 1935. They have three children, Mrs. C. L. (Carol) Price, 32, of Sacramento; Mrs. David (Joan) Ackley, 29, of Provo, Utah; and Dale E. Brown, 26, now an U.S. Army sergeant in Vietnam who is expected home in February. They have eight grandchildren, ages one to nine.

Earl is a member of the Masonic Lodge, Sacramento, and his home at 1753 Hillside Boulevard, South San Francisco, contains a cupboard filled with bowling trophies.

* * *

Dennis B. Rickman, a 26-year WP veteran, now holds the title of chief car distributor.

Dennis was born December 15, 1925 in Marionville, Mo., and attended high



New titles given transportation department employees Rickman, Brown and Johnson.

school in Alameda. He went to work for Western Pacific in August, 1942 as a sugar checker at the WP mole in Oakland, and all of his prior service has been at Oakland except for three weeks at Stockton about 1960. Since 1948 Dennis has been a crane operator, interchange clerk, train desk clerk, and for the past two years, assistant agent. Between those various assignments, he also worked as yard clerk.

Dennis and the former Dawn Campbell, of Bellingham, Wash., were married on December 16, 1945, and their three children are Daryl, 20, Deborah, 18, and Paul, 14.

A baseball enthusiast, Dennis is looking forward to the 1969 season. His home is at 220 Bunny Court in Hayward.

* * *

Harry E. Johnson was appointed assistant chief car distributor, a newly created position.

He was born on November 27, 1912 at Minneapolis, Minn., where he attended Central High School before majoring in electrical engineering for two years at Dunwoody Industrial Institute.

During the first five years of the 1930's, Harry played professional baseball, pitching in a half dozen mid-western states, North Dakota to Louisiana. He continued playing semi-pro baseball with various teams around Minnesota after beginning his railroad career in 1936 as a section hand for the Milwaukee Road and as a trainman for the Northern Pacific from 1937 until 1940. By now age and family responsibilities forced him to leave baseball and he returned to the Milwaukee Road as a switchman.

Harry first worked for Western Pacific as a trainman at Elko in 1942, but left later that year to spend seven years as a trainman at Ogden for Southern Pacific. He returned to WP in 1953 as a trainman at Stockton and transferred to Oakland that year to work in the agent's office. He later held various clerical positions at Oakland before becoming industry clerk at 25th Street yard, San Francisco, in 1966. Since 1967 he has worked in the manifest department at general office.

Harry and his wife, Gladys, demurrage clerk, freight office, were married on October 10, 1959. Harry has two children by a previous marriage, Mrs. Shirley Hennessy of Auburn, and Dennis W. Johnson of Fresno, and three grandchildren. Harry spends his leisure time with stereo and tape recording and presently is building a taped library of famous bands of the '30's and '40's, which may be heard over speakers he built-in throughout most of their home at 105 Morningside Drive in Daly City.

It should be mentioned here, too, that the 41-stanza poem read at the retirement party for Oscar Larson, describing his life, came from the pen of Harry Johnson.

(Continued on Page 8)

AGENCY

With the promotion of Dennis B. Rickman, two appointments were announced in the Oakland freight agency by Superintendent John C. Lusar.

Grant S. Nilsson became assistant agent-Oakland freight station, who was succeeded by Melvin L. Ward as assistant agent -Oakland passenger station.

Grant, a native of Oakland, was born on August 4, 1938. He attended Castlemont High School and Oakland City College, and just a few days before his 21st birthday Grant entered the U.S. Marine Corps at Camp Pendleton on July 30, 1959. After serving in the Corps' recruit depot at San Diego he went overseas for two years, serving at Okinawa. He received his discharge as a sergeant on August 9, 1965, the day he entered Western Pacific service as a clerk at Oakland. He became assistant agent at the Oakland passenger station on January 1, 1968 which preceded his present appointment.

Grant and his wife, Eleanor, married on July 27, 1960, have three children, Ja Nea, 7, Gary, 6, and Christopher, just two.

Grant is a member of the Northern California Transportation Association, and holds the Brown Belt in judo, won while overseas with the Marine Corps. He enjoys swimming.

* * *

Melvin L. Ward was born in Hale Center, Texas on August 22, 1928. He received his education at Richmond Union High School and Contra Costa College, and earned an AA degree in business administration at San Francisco State College.

From 1951 to 1953 he was with the U.S. Army at Fort Ord and served as a personnel management specialist.

Mel joined Western Pacific as a relief clerk #1 at Oakland in December,



Melvin Ward and Grant Nilsson get new duties.

1961. Two and one-half years later he was transferred to Fremont as rate and bill clerk, which preceded his present appointment.

Mel and a former *California Zephyr* Zepherette, Phyllis Wells of Norfolk, Nebr. were married on June 3, 1963. They have two children, James, 4 years, and Susan, 15 months. Their home is at 2545 Oregon Street in Union City.

They Have Retired

Herbert A. Berg, locomotive engineer, Portola, 43 years 3 months.

James R. Hillam, signal supervisor, Elko, 44 years 4 months.

Alma H. Jensen, train desk clerk, San Jose, 26 years 11 months.

Frank M. Leyva, section foreman, Elko, 36 years 3 months.

Wilfred D. Scott, brakeman, Oroville, 23 years.

George W. Stonestreet, conductor, Winnemucca, 34 years 2 months.

Clifford J. Taylor, locomotive engineer, Galt, 24 years 4 months.

No more alarm clocks for Oscar H. Larson

A well attended retirement party was held on January 10 for a deserving individual, somewhat small in stature but magnanimous in all other respects.

For Oscar H. Larson the evening was a grand finale to a Western Pacific career which ended on December 31, 1968. According to the records his service, all in the transportation department, totals 45 years and, as Oscar is quick to point out, "don't forget the 51 days!"

To forget is a rare occurrence for this individual. As chief clerk in a department where accurate answers must be given quickly, a good memory is essential. Many WP employees, foreign road employees and customers, familiar with his "Larson, here"



Fran likes the seashore, Oscar likes the mountains (or vice versa) so a few days before retirement they planned a U.S. tour instead.

reply to a phone call, long ago learned to depend on Oscar for accurate information on schedules, trains, clearance measurements for high - wide loads, and other operating information. In fact, the title at the top of this page to catch your attention, may be a bit ambiguous for it has been said that without the aid of an alarm clock Oscar never forgot to arise on time!

Born in San Francisco on December 2, 1903, Oscar attended Berkeley High School. He isn't certain that he got up in time to start his first job as an office boy for the Associated Oil Company since he was only 16 at the time. But, after the Larsons moved to Minneapolis in 1919 he became a copy boy for the Minneapolis Journal and he soon learned that everything about a newspaper is done on time, just as it was when he next worked for the Salt Lake Tribune in 1920 and later that year for the Associated Press in San Francisco.

His first railroad service was in SP's car record department in 1922, but thinking there were more opportunities on a smaller road, he entered WP's car record department on November 10, 1923. He soon was in charge of the mail room and, for an interesting sidelight, following are two stanzas from a poem by Harry E. Johnson, assistant chief car distributor, read at Oscar's party:

"It wasn't long, Oscar was seen
Guiding a wagon and horse on
cobblestoned Brannan Street
delivering mail as part of the
working force.

"It's often wondered, in making
those trips, if did the harness fail
how Oscar would, with his five
feet six hang on the equine's tail!"

According to his brother, L. Byron Larson, general freight pricing manager, he may have had some assist-

(Continued on Page 10)

Governor John Volpe Secretary of Transportation

President-elect Nixon's announcement that Governor John Volpe of Massachusetts is to be Secretary of Transportation brought favorable comment from President M. M. Christy and President Thomas M. Goodfellow, Association of American Railroads.

"The problems of the transportation industry are complex and compelling and reasonable solutions are very important to the well-being of the railroad industry—and with it the future growth of Western Pacific," said President Christy. "There is great promise that Mr. Volpe will prove to be a man able to find and achieve the needed solutions."

President Goodfellow stated that he was delighted with the choice which he termed excellent. "Here is a man of courage and ability, and the job requires both. Enormous challenges face this nation in its efforts to meet the transportation needs of today and tomorrow."

Oscar H. Larson . . .

ance, for By often hitched a ride with Oscar during school vacation.

During the years Oscar held title to most transportation department jobs which led to his title of chief clerk.

In mid-1935 Oscar met Frances Andrews of Tyler, Texas, and they were married on August 31 that year. From their home in Lafayette Oscar and Fran plan to travel around the United States. "We'll be out of contact," said Oscar, "except to receive my monthly pension check — which had better be on time!"

"We of the railroad industry pledge our fullest cooperation to Governor Volpe and the new Administration in coping with our mutual problems and achieving our mutual goals," said President Goodfellow.

ICC appoints first woman

Mrs. Virginia Mae Brown is the first woman ever appointed to the Interstate Commerce Commission, and the first to ever head a major regulatory agency.

Commenting on her selection as Chairman of the ICC, Thomas W. Goodfellow, president of the Association of American Railroads, said:

"We of the railroad industry look forward to the opportunity the new year will give us to work with the Interstate Commerce Commission under the chairmanship of Mrs. Virginia Mae Brown.

"She will be a gracious chairman, indeed. But not to be overlooked is her tremendous competence and dedication, her efficiency and fairness.

"For all of these reasons, we anticipate a year of meaningful progress in resolving matters of vital concern to the public, the Commission, the railroads and the entire transportation industry. One such matter is the current study to develop realistic cost information on passenger train operations—a study which the railroads are lending their complete support.

"We not only congratulate Mrs. Brown but also offer her our pledge of full cooperation."



Caboosing

OROVILLE

Helen R. Small

W. L. HERSCH, section foreman at James, about 20 miles north of Oroville, is celebrating 31 years of employment in WP's maintenance department.

Mrs. Dorothea Edwards, wife of Trainmaster-Road Foreman of Engines VIRGIL H. EDWARDS, died in a Chico hospital on October 31. She is survived by her husband, and a stepson, Franklin Edwards, of Stockton. Private funeral services were held, with members of the Portola Order of Eastern Star officiating. Interment in Memorial Park Cemetery, Oroville.

Mrs. Alta Hall, widow of Brakeman HOMER HALL, and mother of Carman STANLEY KISTER, died suddenly at her home on November 2. She is survived by two sons, Stanley, and Harry Kister, of Oroville; a daughter, Mrs. Cecil Sinclair of Woodland; and a brother, Charles Welch of Bangon. Burial in Memorial Park Cemetery, Oroville.

Seaman Apprentice Larry Day, age 19, son of Crew Clerk and Mrs. GILLIS B. DAY, completed Navy boot camp and was home on a short leave. Upon his return to San Diego he will attend commissary school.

Retired Conductor and Mrs. E. W. "MIKE" JAYNE returned from a trip to Eureka, Kans. where they helped Mike's father celebrate his 102nd birthday! The father and his late wife

had 11 children, seven of whom are still living and all children attended the birthday celebration on October 10.

The large water supply tank that has stood at the south end of the yard office for many years has been dismantled and moved to La Porte, Calif. We miss this old land mark.

Mrs. C. G. Hall, wife of Conductor C. G. HALL, is recuperating from surgery at the Medical Center Hospital. Our best wishes for an early recovery.

STOCKTON

Elaine B. Obenshain

Cadet STEPHEN R. STALLINGS, clerk, completed the Army's primary helicopter pilot course at Ft. Wolters, Texas, and was assigned to Hunter Army Airfield, Ga., for advanced flight training.

Army Pvt. DAVID I. FINLEY, brakeman, the son of retired Engineer and Mrs. I. V. FINLEY, was one of ten top recruits of his company following completion of basic training at Ft. Ord. After a furlough he will report to the Aviation Ordnance Technicians School in Jacksonville, Fla. He qualified as a marksman with pistol and rifle.

Our deepest sympathy to the family of Clerk HATTIE VIRGINIA "HOPPY" WILLIAMS, who died at De Funiak Springs, Fla. on December 12. "Hoppy" recently retired on physical disability.

A Christmas party was held on December 20 by the Car Department employees in their new facilities for their families and friends. A delicious luncheon was served buffet style by the wives of the employees.

Work has been progressing steadily on the new diesel facilities. The roundhouse foreman's office has been relocated and they have moved into their new office.

David Bright, son of Engineer and Mrs. D. R. BRIGHT, will graduate from the University of Pacific at Stockton in January, and has been accepted for admittance to the University of the Americans at Mexico City where he will study for his master's degree. David is majoring in history.

JOHN STERNER, special agent and claim agent, passed along a clipping from the Stockton Record edition of December 12 concerning MILDRED "MOTHER" COYLE. The reason for the article was to announce Mildred's retirement as assistant director of nursing services at San Joaquin General Hospital after 32 years on the job. The article tells that she was born in Boca (near Truckee), was placed in an orphanage at age 5, was educated in a Marysville convent and received her training in the Mt. Zion Nursing School in San Francisco. She first worked in the Stanislaus County Hospital in Modesto and later as a nurse with Western Pacific at Portola, after which she quit to raise a family. She returned to nursing in the mid-30's after she and her family moved to Stockton.

SAN JOSE

Lee Marshall

We were all saddened by the death of PHILLIP B. HAZLETT, clerk at San Jose freight station, on November 28. Phil was born in Winnamucca on February 20, 1924, the son of the late BERT HAZLETT who worked as cashier

there and later as general agent at Reno. Phil first worked for WP at Reno in October, 1950, and later at Portola. He first worked at San Jose in April, 1955, went to San Francisco for a short time but returned to San Jose. In September 1959 he transferred to marketing as chief clerk at San Jose, and later became sales representative at St. Louis. He again returned to San Jose bidding in the position of bill, claim and demurrage clerk at Milpitas, and became assistant agent at San Jose in April 1965. Phil served as MILEPOSTS' correspondent while at Milpitas. He is survived by his wife, Polly, and several children.

Best wishes to HOWARD JENSEN, who retired on December 12 as train desk clerk at San Jose yard. He had been with the railroad for 26 years and 11 months. His new address is Somerset, Calif.

JOHN DULLEA, our district sales manager, was elected president of the Santa Clara County Traffic Club on December 13, and your correspondent was elected to the board of directors. It was hardly necessary, but just to make it official, our retired CHARLEY MEYERS was again reelected secretary!

MECHANICAL DEPARTMENT

Clara R. Nichols

HERMAN SCHULTZE, sheet metal worker, Sacramento shops, brought in a large engraved invitation to attend the President of the United States' Inaugural Ball. The invitation was received from President Nixon by Herman's wife, MARCELLA SCHULTZE, former employee and MILEPOSTS' correspondent at the shops. The invitation was sent to Marcella because of her work as secretary to the Chairman of the North East California Steering Committee, of which Mr. Norman Morrison, vice president, Crocker-Citizen's Bank, Sacramento, was a

member. Marcella also worked as secretary to Sacramento County Steering Committee for Nixon, during which time she personally met Julia Nixon, the President's daughter, and Governor and Mrs. Romney. Marcella presently is secretary to the manager of Crocker-Citizen's Bank.

During their trip, Herman and Marcella will be accompanied by their 15-year-old son, Pete, and they will travel on to New York. They will stay at the California Delegation Headquarters in Washington, and their schedule will include the Inaugural Ball on January 20, the reception for Vice President and Mrs. Spiro Agnew at the Smithsonian Institute on January 19, the inaugural concert and parade. Marcella's gown is Oriental style—slim line, slit sides, sleeveless, in aqua with gold leaf brocade, gold accessories, long white gloves and long crystal earrings. They should have quite a story to tell following their return home.

SAN FRANCISCO

Larry Gerring, Marge Brown, Ruth Stone

There are now three children in the family of HUGH FERGUSON, manager batch systems, systems information section, and his wife, Rose Marie. Their first son, Robert Michael, arrived on December 14. The two daughters are Kathleen, 7, and Karen, 4 years.

An *In Memoriam* card was received by MILEPOSTS from Marjorie Jenkins, daughter of Mrs. GRACE C. PHILLIPS who passed away in Sacramento on November 16 after a short illness. Grace had worked for WP for just less than 30 years when she retired as secretary to General Agent JOHN H. COUPIN a number of years ago.

Our condolences to ROBERT B. JENNINGS, secretary marketing division, in the death of his father in Stockton on December 28.

Sincere sympathy to Correspondent RUTH STONE, accounting's statistical department, in the death of her mother on December 22.

Our best wishes for an early recovery to HERBERT W. SPENCER, sales representative, who suffered a serious heart attack on November 21. At press time, Herb had been released from the hospital and is recovering at home.

The "flu" in recent weeks claimed victims in practically every department at general office. Among the more seriously ill were Dr. M. E. CHILDRESS, WP's chief surgeon, who on doctor's orders remained in bed for nearly two weeks. Another patient in December was JACK STRECK, chief of passenger reservations, 44 Fourth Street, whose illness developed into pneumonia. Gradually regaining his strength, Jack hopes to return to work in January.

For a picture of good health we have WELLESLEY T. RICHARDS, who will be 80 years old next April 18. "Rich" looks every bit as young as he did when he retired on December 31, 1954 as engineer of maintenance of way and structures. Standing as erect as an Army general, "Rich" attributes his good health to keeping busy as a manufacturer's representative for rail supplies sold under the name of the W. T. Richards Company, San Francisco.

It was good to see FERD DORIUS, business manager-employees' medical department, back on the job in January if for only part time. He is presently trying to regain a little weight lost during his two months' illness.

BEATRICE M. PINKIERT, a secretary for 30 years when she retired in 1943, died at the age of 90 in San Francisco, January 18. "Pinkie's" father, Harry, founded Pinkiert's Grand Bazaar in 1884, then the second largest merchandise store in San Francisco.

Income Tax Tips for retired railroaders

The Railroad Retirement Board reminds persons who received REGULAR railroad retirement or railroad unemployment and sickness benefits in 1968, that these payments are exempt from *Federal* and *State* income taxes in the United States. Such payments, therefore, should not be reported as income on an individual's 1968 tax forms.

The Board points out, however, that SUPPLEMENTAL employee annuity payments are considered taxable income under *Federal* income tax laws. Each person who received supplemental annuity payments in 1968 will be sent a statement by the Board showing the total amount of these payments to him during the year. The statements, which are intended to assist supplemental annuity beneficiaries in filing their *Federal* income tax returns, will be mailed sometime in January, 1969.

In the opinion of the Board's legal

counsel, SUPPLEMENTAL annuity payments are exempt from *State* income taxes in the same manner as regular annuity payments.

Tax rate hike on railroad retirement

The Railroad Retirement Board announces that the railroad retirement tax rate for employees and employers alike will go up from 8.90 percent to 9.55 percent in January 1969. As before, the rate will apply to the first \$650 of each month's earnings so that the maximum monthly tax rate will increase by \$4.23.

The new rate, which includes 0.60 percent for financing hospital insurance benefits under the Medicare program, is scheduled to remain in effect through December, 1970.

There will be no change in either the railroad unemployment contribution rate, or the special railroad retirement supplemental tax rate, both of which are paid exclusively by railroad employers.

Potash Goes Overseas

Kaiser Chemicals, Division of Kaiser Aluminum & Chemical Corp., made its largest single shipment of potash from Wendover, Utah, in January. The shipment, totaling 11,500 tons, left Wendover in 129 gondola cars over a three-day period, for delivery to the Port of Stockton. Final overseas destination was Taiwan, where potash (potassium muriate) is used as a fertilizing agent. It helps to quickly and efficiently revitalize worn-out soils so that crops can again be grown, and grown better. The demand for the product has increased rapidly in recent years.

To protect the powdery substance, shipped in open gondola cars, polyure-

thane covers were placed over the tops of the open cars. Heavy rain fell on the cars while en route and after the cars arrived in Stockton yard, but the covers kept the loads dry with only slight dampening effect. However, as shown in the top picture on the front cover, water had to be pumped from the sagging polyurethane covers before the loads could be weighed. This done, the cars were delivered to the Port of Stockton where the contents of each gondola were dumped by a revolving car dumper into a steel-lined bin from where the potash was carried by conveyor for bulk loading into the holds of the vessel Hulda, for shipment to Taiwan.



In Memoriam

Nels G. Anderson, retired section foreman, Sacramento, December 10.

William Benz, retired machinist, Sacramento, December 16.

Edd R. Byrd, track laborer, Sacramento, December 11.

Phillip B. Hazlett, clerk, San Jose, November 28.

Robert H. Herbaugh, retired brakeman, Stockton, November 1968.

John C. Hickey, retired train desk clerk, Oakland, November 1968.

Charles B. Hollister, retired brakeman, Stockton, November 1968.

Ovid H. Hook, retired Sacramento Northern telephone foreman, Sacramento, December 8.

Harry Kilcrease, retired chair car porter, San Francisco, December 6.

Joseph Marty, retired paint gang foreman, Sacramento, December 21.

Martin W. Mikkelsen, retired general clerk, San Francisco, date unknown.

John M. Miller, retired brakeman, Portola, November 1968.

Floyd W. Mitchell, car repairman, Portola, December 21.

Jesse A. Patton, retired assistant stationmaster, Oakland, November 1968.

Grace C. Phillips, retired secretary, Carmichael, November 1968.

Edward Quinn, retired telegrapher, Oakland, November 1968.

H. W. Sprague, conductor-brakeman, Salt Lake City, December 13.

Joe Vialpando, retired laborer, Idaho Falls, November 1968.

Hattie V. Williams, retired train desk clerk, Defuniak Springs, Fla., December 12.

VOLUME 21, NO. 1 JANUARY 1969



Milepost No. 189: Midway between Tambo and Craig as it looks from a Hy-Railer car.

WESTERN PACIFIC MILEPOSTS

526 Mission Street
San Francisco, CA 94105

Lee Sherwood, Editor

Member Assn. of Railroad Editors



JANUARY 1969

WATCH FOR THESE ADS

You can see and hear more of the lively TV and Radio spots advertising the American railroads on the following February dates:

Television

2nd, Meet the Press (NBC); 9th, Face the Nation (CBS); 11th, Huntley-Brinkley (NBC); 16th, Meet the Press (NBC); Golf Classic (CBS); 24th, Huntley-Brinkley (NBC).

Radio

CBS—days vary from week to week. Morning Report twice weekly; Harry Reasoner once weekly; Douglas Edwards twice weekly.

NBC—11 spots each week; various hours between 7 a.m. and 11 p.m., Monday-Friday.

WESTERN PACIFIC MILEPOSTS

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EMP
John W. Henderson
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RAILROAD
LINES



The AAR reports that in 1968 U.S. railroads reached all-time highs of nearly \$745 billion in revenue ton-miles; an estimated \$10.8 billion in operating revenues; record high expense of \$8.5 billion; and an estimated return on net investment of about 2.8 percent compared to 1967's 2.46 percent.

* * *

A high-speed Metroliner 6-car passenger train began limited service in January making a round trip each day on a 2-hour 59-minute schedule between Washington and New York City with stops at Baltimore, Wilmington, Philadelphia, Trenton and Newark, leading to expanded service of 22 trains a day.

* * *

The State Public Utilities Commission on December 17 authorized the standard octagonal stop sign to be installed at private railroad grade crossings throughout California.

* * *

Track removal agreements to clear way for construction of a \$34 million civic center in Birmingham, Ala. were signed by representatives of Frisco, Seaboard Coast Line, Illinois Central, Louisville and Nashville, Southern, and Birmingham Southern railroads.