

WESTERN PACIFIC
Mileposts

OCTOBER 1970



“Pinto Express” Makes FAST run

— Page 2



With the business car just behind the engines, the "Pinto Express" gets a change of crews and inspection at Winnemucca, Nev.

Galloping Pintos

The "Pinto Express," first of the regularly scheduled Ford Auto Service Train (FAST) shipments for Ford's 1971-model year, rolled into Milpitas ahead of schedule on September 26 after reducing former travel time from the Detroit area by almost 30 percent.

Ford officials who rode the train in a business car, and others who greeted the train's arrival at Milpitas, were highly pleased with the results, re-

On the Cover

Greeting the "Pinto Express" at Milpitas, and highly pleased with the successful run were Ford officials Fred Durrer, traffic manager, Milpitas; Rollin Stevens, manager transportation planning, Dearborn; Samuel W. Walsh, inbound traffic manager, Automotive Assembly Division, Dearborn; and Frank Pipp, plant manager, Milpitas. On the right is Walter C. Brunberg, WP's vice president-marketing, who told the group that WP was most pleased to play an important role with the other connecting railroads to make the FAST run the success it was.

ported Charles K. Faye, WP's assistant vice president-sales. Faye boarded the train at Winnemucca to join WP's Kenneth V. Plummer, Jr., general superintendent of transportation, and Lawrence E. Moe, sales manager-automotive, Detroit. Others aboard the car were Rollin Stevens, manager transportation planning, and Sam Walsh, inbound traffic manager, Automotive Assembly Division, from Ford's Dearborn office; L. E. Peterson, marketing manager, automotive & farm implements, Rock Island Railroad, Detroit; and Jack Key, general traffic manager, D&RGW, Denver.

Ford designated the train the "Pinto Express" because it carried parts for the Pinto, Ford's new subcompact, for assembly at Milpitas. The train also carried assembled 1971-model Ford cars and trucks.

The FAST method entails assembling trains exclusively carrying Ford



In the business car aboard the express were L. E. Peterson, marketing manager automotive & farm implements, Rock Island, Detroit; Rollin Stevens, manager transportation planning, Ford, Dearborn; Jack Key, general traffic manager, D&RGW, Denver; Ken Plummer,

general superintendent transportation, WP, Sacramento; Larry Moe, sales manager-automotive, WP, Detroit; Sam Walsh, inbound traffic manager, Automotive Assembly Division, Ford, Dearborn; and Charles Faye, assistant vice president-sales, WP, San Francisco.

parts and cars. After consolidating the traffic from plants in the Detroit area at the Detroit, Toledo & Ironton yard in Flat Rock, Mich., the trains move virtually non-stop to Ford assembly plants throughout the country.

The "Pinto Express" left Flat Rock yard with 80 cars divided into three sections, consisting of parts for three assembly plants. Routing was over the DT&I and the Norfolk & Western to Kansas City, Mo., where parts were dropped off for Ford's assembly plant there. A block of parts from various U.S. Ford plants were added to the express, with one section then interchanged to the Santa Fe for move-

ment to Los Angeles. The remaining 33 cars were then routed over the Rock Island, Rio Grande, and Western Pacific to Milpitas.

Richard Haupt, Ford's director of transportation and traffic office, said that in addition to reducing delivery time, the system leads to greater economies for Ford and the railroads by using freight cars more efficiently and minimizing damage and pilferage.

The FAST system—first in the auto industry—was extensively tested in June, 1969, and inaugurated a year later. In the spring and summer of 1970, 14 runs of 1970-model products were made.

Christy resigns - Perlman succeeds

It was announced on October 6 that Myron M. Christy tendered his resignation as president of Western Pacific effective December 1, 1970. He will continue with the Company as a consultant and will continue to serve as a director.

At the same time the Company announced that Alfred E. Perlman, former president of the New York Central Railroad Company, would be-

come Western Pacific's tenth president, effective December 1.

Howard A. Newman, board chairman, stated: "We accept with regret Mr. Christy's resignation as president. We are fortunate in having Mr. Perlman as his successor."

A more detailed report on this change will appear in a following issue of MILEPOSTS.

FAST PONY (PINTO) EXPRESS



"Ace" Drummond Wins PEP Award

The PEP evaluation committee announced on September 18 that Adrian E. Drummond, journeyman machinist-welder at Sacramento, is the 3rd Quarter Award winner. The selection was based on the winner's accomplishments as having best met the program's qualifications, after the committee reviewed one entry from each of the five groups. Ace will receive five shares of WP common stock and he could receive an additional 10 shares if his entry is selected as Annual Winner at the end of this year.

INTEREST IN COMPANY

After beginning his career as a roundhouse laborer, Ace was promoted to machinist helper and then machinist helper apprentice. He received his journeyman certificate in August 1950 and soon became journeyman machinist welder. During force reduction in slack periods Ace worked as a helper and as a journeyman carman, and also worked in the signal department. He has never been late for work during 29 years service. Vitally interested in WP's safety program he served on the Sacramento shop safety committee for several years. Ace has made several outstanding suggestions to the Company on welding techniques, and he has been of great help in training machinist apprentices. Several jig devices developed by Ace have saved WP hundreds of dollars. He's a past president of the WP Amusement Club, was a permanent member of employee social committees, on the Credit Committee for many years, and a director of the WP Employee Federal Credit Union of Sacramento.



Chief Mechanical Officer David Pilkinton hands "Ace" his PEP winner's certificate.

His work is far above average according to his supervisors. His foreman said: "We give Ace a job and forget about it, we know it will be done!"

INTEREST IN SELF

Ace has studied advanced welding techniques and continually studies latest machinist and welding manuals outside of working hours to help himself on the job. He has attended night courses so he can teach gun safety.

INTEREST IN COMMUNITY

During the past 15 years Ace and his wife, Sarah, have taken in 40 foster children, as many as 12 living in their home at one time in addition to their own three boys. Five foster children have become Eagle Scouts as has one of his sons. Ace has been a scoutmaster, chairman of the sustaining Boy Scouts membership drive, has the Silver Bear Award in Scouting, and is presently serving as a committee member, merit badge counselor, and as a BSA neighborhood commissioner. His civic duties include serving on election boards, on committees sponsoring bond issues, and being active in the Sacramento-Yolo County United Crusade campaigns. He is a member of the Na-

(Continued on Page 5)

Switchman Van Fleet Wins Safety Award

A smart, simple little solution won for H. W. Van Fleet, Oakland switchman, a share of WP's common stock and the Safety Award for July.

Van's suggestion was to spot weld metal pimples on the edges of worn steps and platforms on switch engines to provide better safety for his fellow switchmen and others who use them. By roughening up the surfaces, Van's idea will help to avoid slipping and provide better footing when getting on and off engines.



Jim Brennan was in Oakland to witness the presentation of his letter and the WP stock certificate to Switchman Van Fleet by Superintendent Andy Stene. "This is as happy an occasion for me as it is for you," said Andy. "Your splendid idea and your concern for safety will go a long way in helping to make our railroad a safer place to work."

"Ace" Drummond . . .

tional Rifle Association and an authorized instructor in gun safety. During the past six years he has taught many youths proper handling of rifles and shotguns, and he presently teaches one class each week.

In his letter accompanying the award, Manager-Rules & Safety Jim Brennan told Van: "Your idea shows a great deal of originality, reflecting an obvious interest in safety. It's a pleasure to make this award and a copy of this letter will be placed on your personal record by Superintendent A. E. Stene. Thank you for participating in this program and, as you know, your winning this monthly award makes you eligible to compete for the annual award of 10 shares of stock. I hope we will be hearing from you again."

YOU COULD BE A WINNER!

The race for the annual award is wide open, but you first have to win a monthly award. The main idea is —We Want to Hear from You!

As a reminder, the safety suggestions should not be confused with reporting of unsafe conditions, which should be immediately reported to your supervisor. "The safety suggestions eligible for the monthly and annual awards are for NEW IDEAS to promote Safety!," said Jim. "These ideas are a separate matter from reporting conditions, and the best ones adopted by this office during the year will win the awards."

Our plan to place safety suggestion boxes along the property has been postponed. Several suggestions have been received that many employees preferred to send suggestions directly to Jim Brennan's office. This may be done or, if you prefer, you may give your written suggestions to your supervisor who will forward them to Brennan.

Either way, good luck, and keep the thoughts flowing!



Above left and right, George and Larry peer from behind colorful posters expertly created by Alice Angiulo, division engineer's office. Circled on each poster in front of the engine is a collection of currency contributed by employees as retirement gifts for George and Larry. Hy O'Rullian, administrative assistant, mechanical department, took the pictures.



General Superintendent of Transportation Ken Plummer, with Larry and George, turned in his usual fine performance as master of ceremonies for the joyous occasion.



since 1963 when he retired as trainmaster-road foreman of engines.

Virg has been an active member for many years in the Fraternal Order of Eagles and in several Masonic affiliations, including Ben Ali Temple of the

Shrine, Sacramento. A widower for several years, Virg and Antonette B. White, car distributor at Sacramento, were married in Reno on August 29 and are living in Sacramento. An ardent sportsman, Virg took Tony on a trip to the coast in September to hunt for deer.

* * *

Running a close third in years of

service, Lawrence Contri can look back on 43 years and one-half month with the railroad. It began in Elko on August 16, 1927 when Larry was employed as a call boy to round up crews for the trains. Just one month later he became a telegrapher on the eastern division. Larry then moved to the western division as a telegrapher on August 11, 1937, and was promoted to dispatcher on December 12, 1938. He came to San Francisco in February 1951 as power coordinator and returned to Sacramento on April 1 this year as superintendent of transportation.

Larry and his wife, Betty, are living in a new mobile home at 3610 Magpie Lane, North Highlands. They have a son, Ted; a daughter, Mrs. Mary Sharp; one grandson, 13, and two granddaughters, 12 and 4 years of age.

Three veterans retire sharing 139 years service

August 31 was retirement day for three veteran railroaders, averaging a little over 46 years of service.

George W. Naylor leads the trio with 51 years and 10 months service. He began as a clerk on October 18, 1918 at Burmester, Utah where his father, Harry L. Naylor was agent-telegrapher, and his mother, Mary, was second trick operator. George followed his parents' livelihood and became a telegrapher-operator on April 9, 1924, and a dispatcher about two and one-half years later. He next became chief dispatcher at Elko on October 1, 1947, and has been at Sacramento since August 20, 1966, working both as a chief dispatcher and as a special assistant to general superintendent of transportation.

The Naylor's very likely hold a WP record for one-family employment with the railroad. In addition to George and his parents, seniority rosters have included four brothers,

Harvey, John, Harry, and Woodrow; a sister, Shirley; and Harvey's son, Donald. George's wife, the former Leah Burmester, whose parents founded the town of Burmester and whose father was once mayor of Grantsville, Utah, was employed as relief operator during World War II, as was George's son, Robert.

* * *

Second among the three in years of service is Virgil H. Edwards, who first worked as engine wiper at Oroville on August 10, 1926. During his 44 years and one month with WP Virg was also a blacksmith helper, boilermaker, hostler helper, fireman and engineer, all in the Feather River Canyon area. He became road foreman at Portola on July 1, 1948 and then trainmaster there on November 16, 1950. He later became terminal trainmaster at Stockton and at Oakland, and he had been at Oroville

44 years with Tidewater Southern

August 31 ended a 43-year 9-month service for Nicholas S. Westfall, bridge and building foreman at Modesto. Nick's entire service was with the Tidewater, first as a carpenter's helper on December 3, 1926. To celebrate his retirement some 50 friends and neighbors gathered in the lovely back yard at Nick's home on August 28 for a potluck supper enjoyed by all. Among those present were L. D. Michelson, president; Len Lelevich, engineering; M. C. McManus, chief train dispatcher; and F. G. Lindee, district sales manager.

A highlight of the evening was the presentation from his Tidewater associates of a fishing rod, reel, tackle box; a deck chair; and a framed parchment scroll with the names of Tidewater Southern employees.

Nick and his wife have one son,

Tommy, a retired naval officer who lives in San Diego, and two grandchildren.

The Westfall's plans for the present include spending time at their cabin, fishing and hunting, according to Bill Western, Tidewater Southern marketing clerk.



The Westfalls open Nick's gifts



Servi Anni

As a result of recent legislation regular railroad retirement annuities have been increased up to 15 percent. Also the program for supplemental annuities was refinanced and made permanent. The following questions and answers explain the important features of this legislation to railroad men and women.

Benefit Increases

1. Social security benefits were increased retroactive to January 1. Are the railroad retirement increases also retroactive?

Yes. The increases in regular railroad retirement annuities whether paid under standard formulas or under the "special guaranty" are retroactive to January 1, 1970. The increases under the "special guaranty" were made earlier this year. (See question 4.)

2. My regular railroad retirement annuity is figured under a standard formula. How much of an increase can I expect?

It depends on the amount you are now receiving plus other factors. If you are not also receiving a social security benefit, the increase in your railroad retirement annuity would be just about 15 percent.

3. I already received an increase in my social security benefit. Does that mean I won't get an increase in my regular railroad retirement annuity?

If your annuity is figured under a standard formula, you will get an increase, but not the full 15 percent because the increase in your social security benefit will not be duplicated. However, you are guaranteed a minimum increase of \$10 unless the full 15 percent is less than that amount. Similarly, the minimum increase for wives and survivors is \$5.

4. Why did some railroad retirement beneficiaries receive increases from the Board earlier this year?

Many annuitants, mostly widows and children, received increases automatically when social security benefits were increased effective January 1, 1970, because their benefits are computed under

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the "special guaranty" provision of the Railroad Retirement Act. Under this provision, railroad retirement beneficiaries receive annuities at least 10 percent more than social security benefits would be if based on the same earnings. Under another provision, the maximum annuity payable to the wife of a retired railroader increased from \$115.50 to \$138 (10 percent more than the highest wife's benefit that could be paid under social security law). As a result, some wives received increases in their annuities, also effective January 1, 1970.

5. I've heard that the new railroad retirement increases are not permanent. Is this true?

Yes. The increases granted in annuities under standard formulas are temporary. Unless extended by new legislation, they will expire after June 30, 1972. However, the increases already granted under the "special guaranty" and the wife's maximum provisions are permanent.

6. What is going to be done to make the temporary increases permanent?

The law provides for a special study commission which will be required to recommend further legislation to Congress by July 1, 1971. The commission will consist of representatives of labor, management, and the public. It is charged by law to study the railroad retirement system and its financing in view of the necessity for providing adequate benefit levels on an actuarially sound basis. This includes the need for raising annuity rates periodically in order to meet increases in the cost of living.

Supplemental Annuities

7. What are the principal provisions of the new law affecting supplemental annuities?

The supplemental annuity program which previously was due to end October 31, 1971, was made permanent; provision was made to finance it adequately, and eligibility was restricted to employees who cease railroad service by certain dates.

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8. How does the law now insure against a shortage of funds for supplemental annuities in the future?

It provides for the Railroad Retirement Board to determine the rate of tax for each 3-month period necessary to provide sufficient funds to pay these annuities. Employers are required by the law to pay the rate determined by the Board.

9. Do employees also pay taxes for supplemental annuities?

No. This benefit, like railroad unemployment and sickness benefits, is financed by taxes on employees only.

10. How is eligibility restricted?

Employees attaining age 65 after 1973 will permanently lose their rights to a supplemental annuity if they continue in covered railroad employment after the last day of the month following the month in which they become 65. (See answer to question 11.)

11. How does the new law apply before 1974?

A special schedule of "closing dates" applies to the years 1971 through 1973 as shown below. The closing date is the last day an employee may work for a railroad and still retain his eligibility for a supplemental annuity.

For employees aged:	The closing date is:
68 or over in 1970	January 31, 1971.
68 in 1971	Last day of month following month age 68 is reached.
67 in 1971	January 31, 1972.
67 in 1972	Last day of month following month age 67 is reached.
66 in 1972	January 31, 1973.
66 in 1973	Last day of month following month age 66 is reached.
65 in 1973	January 31, 1974.
65 in 1974 and later years	Last day of month following month age 65 is reached.

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- Taylor
- Miller
- RS
- Addis
- Lancroft
- Poster
- McConnell
- Richardson
- L. Sullivan
- Burke
- Moro
- Dubois
- isher
- Green
- Handerson
- LeBeouf, Sr.
- McCann
- Armenza
- Small
- Lasich
- Young
- Field
- Gamble
- Heitkamp
- Huff
- Hurst
- McNally
- Rechi
- V. Quill
- ed
- Saxton
- Impson
- ait
- own
- asey
- ervetti
- arles
- abbs
- Houd
- Hawk
- Humphreys
- Kennedy

- Brakeman
- Machinist Helper
- Diesel Foreman
- Relief Diesel Foreman
- Division
- Stockton
- Stockton
- Stockton

10-YEAR PIN

John W. Graham Relief Clerk Stockton



Servi Anni

Arthur W. Taylor

William Miller
F. E. Peters

Gordon J. Addis
John R. Bancroft
Vernon A. Foster
Byron C. McConnell
Edward C. Richardson
Timothy N. Sullivan

Ralph E. Burke
Louis DeMoro
William R. Dubois
Clyde E. Fisher
James R. Green
Robert A. Henderson
Willard L. LeBeouf, Sr.
Elwin L. McCann
Frank P. Semenza
Robert L. Small
Marion Velasich
Harold E. Young

Edward H. Field
James T. Gamble
Robert C. Heitkamp
Marvin E. Huff
Harry E. Hurst
Milton L. McNally
Reno C. Picchi
Anthony W. Quill
Jack A. Reed
Harvey E. Saxton
Virgil H. Simpson

Frank Augait
Bert C. Brown
Frank J. Casey
Ricco J. Cervetti
John W. Charles
Alton E. Dabbs
Galen A. Cloud
William P. Hawk
Charles E. Humphreys
Charles S. Kennedy

No. You only have to stop railroad work. But, if you work regularly outside of the rail industry afterwards, you may lose your "current connection" (and therefore your eligibility to a supplemental annuity) when you do retire.

16. Are there any exceptions to the closing date schedule? I will not be able to complete the 25 years of service required for a supplemental annuity unless I work for a few months after the regular closing date for employees my age, but I will meet all the other requirements.

Yes, in cases like yours. Employees who have at least 23 years (270 months) but less than 25 years (294 months) of railroad service on their regular closing date can continue working until they acquire 294 months. These employees will retain their eligibility for a supplemental annuity unless they are already qualified or, in the meantime, become qualified for a social security benefit based on their own earnings covered by that system. In that case this exception would not be applicable.

17. I am not sure of my exact age. How can I be sure of my closing date?

The best thing for you to do is to call or visit the nearest office of the Railroad Retirement Board for help in establishing your legally correct closing date. This will protect your eligibility for a supplemental annuity.



This leaflet is issued for the purpose of general information. Certain limitations, exceptions, and special cases are not covered.

T-1

August 1970

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Brakeman
Machinist Helper
Diesel Foreman
Relief Diesel Foreman

Division
Stockton
Stockton
Stockton

George A. Marshall	Carman	Portola
Earl Perkins	Carman	Portola
M. M. Richards	Train Desk Clerk	Sacramento
Warren D. Scott	Roundhouse Foreman	Keddie
Edward L. Seeger	Sheet Metal Worker	Stockton
Raymond G. Spataro	Carman Helper	Sacramento
Noland I. Stanton	Machinist	Portola
Carman M. Vannucci	Brakeman	Division
Sidney W. Williams	Conductor	Division

20-YEAR PINS

Guy Aguirre	Locomotive Engineer	Division
Walter Anderson	Conductor	Division
Martin Anzaldo	Laborer-Mechanical Dept.	Oakland
Joseph E. Arruti	Brakeman	Division
Frank W. Brower	Conductor	Division
Robert J. Clement	Carman	Stockton
Clyde H. Collins	Brakeman	Division
Kenneth C. Dougherty	Brakeman	Division
Frank L. Duncan, Jr.	Conductor	Division
Paul E. Forkgen	Senior Sales Representative	San Jose
Archie D. Gibson	Carman	Stockton
Calvin L. Hawkins	Locomotive Engineer	Division
Charles T. Heckers	Locomotive Engineer	Division
Robert G. Jordan	Switchman	Division
Arthur I. Langlois	Brakeman	Division
Roy O. Langston	Switchman	Division
Buddy McGairty	Store Helper	Sacramento
Mario J. Ragusa, Jr.	Locomotive Engineer	Division
Robert C. Roush	Electrician	Oakland
Richard O. Sellers	Carman	Oakland
Andy P. Springer	Machinist	Sacramento
Vincent J. Vallarino, Jr.	Locomotive Engineer	Division
Antonette B. White	Telegrapher	Stockton
Lewis W. Wilcox	Carman	Stockton

15-YEAR-PINS

Joseph L. Berry	Traveling Carpenter	Roadway
A. J. Bochatey	Secretary to Chief Engineer	San Francisco
Mildred R. Cox	Chief Clerk-Disbursements	San Francisco
Marge Delury	TOFC Clerk	San Francisco
Rito Diaz	Welder Helper	Roadway
D. D. Ewoldt	Switchman	Roadway
W. F. Flammang	Welder	Roadway
L. R. Hamlin	Switchman	Division
W. D. Hawkins	Sales Representative	Cincinnati
H. J. Hilton	Switchman	Division
George Holferty	Brakeman	Division
W. R. Ihler	Brakeman	Division
H. O. Ingebretsen	Marine Deckhand	Oakland
T. S. Maxwell	Locomotive Engineer	Division
J. A. Nielsen	Switchman	Division
L. H. Parker	Brakeman	Division
J. J. Pitts, Jr.	Brakeman	Division
George A. Schroeder	District Sales Manager	St. Louis, Mo.
Karl B. Schulthies	Road Foreman of Engines	Salt Lake City
Vaun A. Shelton	Switchman	Division
Ronald G. Slack	Krane Kar Operator	Sacramento
Edward R. South	Brakeman	Division
Robert L. Spencer	Brakeman	Division
Ronald M. Tofanelli	Asst. Freight Pricing Mgr.	San Francisco
Peter H. Van Gorp	Executive Assistant	San Francisco
B. C. Wheaton	Brakeman	Division

10-YEAR PIN

John W. Graham	Relief Clerk	Stockton
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General Office

Front row L-R: James A. Smith, revenue accounting; Robert Edwards, freight claims; Schirley Smith, revenue accounting; Howard Huffman, marketing; George Fields, freight claims; William J. Powell, assistant manager-personnel; M. L. Norman, labor relations.

Up the stairs, L-R: Julius Pruitt, treasury de-

partment; Mason Gordon, payroll accounting; Wilson Welsh, revenue accounting; Irving Donnelly, marketing department.

Top row, L-R: Harold Hancock, office services; John Charles, Business Car 101 (effective October 1); and Acie Johnson, revenue accounting department.



Oakland

Left-Right: Edwin Wickliffe, car department; Early Johnson, automotive shop; Tom Roberson, agent's office; and Elbert Payne, car department.

Former dining car men working in new occupations

It's not easy to begin a new line of work after one has spent the greater part of his life in a specialized occupation. Such is the case for many of Western Pacific's former dining car department employees.

"New opportunities were offered to these men because Western Pacific was interested in their welfare and in what they could do for the railroad away from their chosen occupations," said Walter Brunberg, vice president-marketing, their former boss. "From what I've been told by the various heads of departments in which these men are now working, they are doing a fine job in learning their new endeavors."

"It's like being in a new world, but I like the challenge I've been given," said one of the men. "I'm working out of doors, getting more exercise, like my work, and I can be at home with my family every night."

Yes, they miss the trains on which they once worked and the people they met and served so well in the diners. But theirs is now a new way of life and a new challenge.

Pictures of other former dining car department employees now doing other work will appear in a coming issue.



Ernest Pontiflet, bridge & building department. Photo by E. P. Broderson, special agent and claim agent.

Business Car 101

Left-Right: Leon Wells, Walter Gay, Frank Allain, Spencer Carmouche (retired October 1), and Louis Hill (retired October 1). Crew includes Barney Osborne who was unavailable for the picture.



They Have Retired

Adele Battle, car cleaner, Oakland, 25 years 2 months.

Ursul F. Bohne, district sales manager, Kansas City, Mo., 19 years 8 months.

Bernardo Cornejo, clerk - janitor, Elko, 33 years 2 months.

Willard Cox, locomotive engineer, Oakland, 25 years 10 months.

Jose A. Gallegos, hostler helper, Portola, 27 years 8 months.

Marie M. Kistle, steno-clerk, Sacramento, 27 years 10 months.

Elton R. McPherson, blacksmith foreman, Sacramento, 43 years 11 months.

Raymond N. Moore, locomotive engineer, Elko, 46 years.

Barlolo Najera, section foreman, Stockton, 34 years 9 months.

Walter H. Parks, dining car steward, Oakland, 23 years 10 months.

R. S. Pattison, carman, Oroville, 29 years 1 month.

Joseph W. Slocumb, electrician inspector, Chico, 40 years 8 months.

Robert E. Travel, machinist, Stockton, 47 years 1 month.

Off and running!

This year's United Bay Area Crusade campaign got off to a fine start. As this issue went to press, contributions have reached more than 50 percent of the goal established for Western Pacific employees to Invest in People.

The early results are due not only to generous donations by many people, but also because our volunteer solicitors went right to work as the campaign opened.

For non-evaluated employees who have not yet had an opportunity to Invest in People, there is still time to do so. Assistance in making arrange-

ments will gladly be given by the solicitor in their respective departments.

Evaluated employees may turn in their Fair Share investment to either Dan Irwin, freight claim department, or to Barney Pedersen, public relations, WP's UBAC chairman for this year.

Letters Received

Card of Thanks

My sincere appreciation to our many friends for their words of encouragement and their sympathy extended to me in the loss of my beloved husband, Ernest L. Peninger. Also, for the beautiful floral tributes, and for the many cards and letters. I am indeed grateful. My husband, who retired as a conductor after 35 years of service, passed away on July 31 in Oroville. I hope you can continue to send me MILEPOSTS as I enjoy reading it very much.

Mrs. Ernest L. Peninger
P. O. Box 702
Oroville, CA. 95965

* * *

Thank You!

Since it is impossible to thank everyone personally, I wish through MILEPOSTS to express my appreciation and many thanks to all who participated in making my retirement party such a pleasant one. I wish to express my gratitude to all with whom I have been associated these many years, for their cooperation, thoughtfulness, and consideration. I also thought that you might like to know that with the wonderful gift I received I have purchased a Trail 90 Honda.

Virgil H. Edwards
429 - 40th Street
Sacramento, CA. 95819



Caboosing

CHICAGO

Kathy Marlas

Our Chicago office would like to wish Ellen Landgraf the best of good luck in her first semester at Rockhurst College in Kansas City. Ellen, eldest daughter of District Sales manager and Mrs. DON LANDGRAF, entered college on a four-year scholarship. She will major in mathematics and has been placed in the Honors Program. There's no doubt Ellen will continue her good work at Rockhurst.

Our best wishes, also, to Mr. and Mrs. Kenneth Rank, Jr., on the birth of their daughter, Mary Margaret. On the 4th of July this year our General Sales Manager KEN RANK received word that he was a grandpa and his wife, Vi, flew to the coast a few days later to help young Ken and Margaret get settled with their new arrival. Vi, of course, captured on film all those important moments. Ken, Jr. recently joined Boise Cascade's sales department in Spokane, Wash. where they now live.

It's back to school for the gals of the Chicago office, four of them having elected to join local high school evening classes. The courses selected include French, knitting, anthropology and astrology. Their conversations should be interesting

WENDOVER-SALT LAKE CITY

Carol Suchan

Our deepest sympathy to MRS. LEO WATERS in the recent loss of her daughter-in-law Mrs. Zila Waters, and grandson James Leo Waters, who were fatally injured in an automobile accident.

It was a great pleasure to see retired Conductor H. E. BAKER visiting with his many friends during a recent visit to Roper Yard.

Another recent visitor we were happy to see at Roper was retired Master Mechanic WILLIAM BARRY who was accompanied by his wife.

Congratulations to Engineer and Mrs. H. E. SAXTON who welcomed a granddaughter born to Mr. and Mrs. L. W. Dyet.

We also congratulate proud parents, Mr. and Mrs. Richard Hammond, who announced the arrival of an 8 lb. 1 oz. daughter, Renee, on September 13 at Salt Lake City. Renee is the granddaughter of Assistant District Superintendent and Mrs. MAURICE W. HAMMOND.

We apologize to our readers for this brief roundup of news this month, but because of some added duties there just wasn't sufficient time to gather and report more news at this time.

KEDDIE

Elsie Hagen

We regret to report the death of retired Clerk WILLIAM FOSDICK at Plumas District Hospital, Quincy, on September 1 at the age of 73. Born in Illinois, Bill had lived in California for 50 years, 15 years in Keddie where he retired. He is survived by a daughter, Lavina Oelachlaegel of Grass Valley and a son, Craig, of Ventura. Burial was in Oroville.

Our new Feather River College will be opened on October 1 and already the students have filled Paxton Lodge and housing in Keddie. Leonard Robinson, Los Altos, has purchased 13 acres near the college and plans to build a 30-unit apartment to the students' housing problems.

Our radio station, closed for nearly two years, was purchased by Bill Stamps, Crescent City. He plans to reopen the station as soon as he obtains F.C.C. approval. The station will be most welcome to all of us.

Quincy had a serious forest fire recently. It started in the Pioneer Tract subdivision near several new houses under construction, traveled over the hill, crossed a large meadow, and jumped to Mt. Hough mountain. It burned over 1,000 acres before it was under control and caused thousands of dollars in damage.

OAKLAND

John V. Leland

We're indebted to Clerk MARY HOGSHEAD, Oakland yard, for reporting that Switching Desk Clerk BEVERLY PRUNEAU was honored at a surprise party on September 15. The occasion was to celebrate Bev's forthcoming marriage to William Owens of San Leandro, an employee of Ralph Bishop Company, marble manufacturers. Bev and Bill set September 26 as their wedding date,



Betty opens her gifts

which was kept, although the minister had to attend his son's football game that day and there was a possibility the wedding would have been postponed one day! Just to add to the confusion, the wedding date depended upon completion of a new home they bought in Pleasanton last May and, as you might guess, the contractors were behind schedule! We're happy to report, however, that love won out over football and home building, and we wish Bev and Bill a great future.

We regret to report the death of ROLLAND W. CANTELOW, who retired on June 28, 1963 as stationery storekeeper. "Bud" had 41 years and 9 months service at the time of his retirement. His home was at 4449 Pleasant Valley Court in Oakland.

Our best wishes for a happy retirement to WALTER H. PARKS who retired as a dining car steward on April 11. Walter had 23 years 10 months service at that time. At last report he is living in Fresno, Calif.

Best wishes to LOUIS HILL and SPENCER CARMOUCHE who retired from dining car service September 30 with 32 years 2 months and 25½ years service respectively.



George C. Antonopoulos, retired section foreman, Kranidion Argolidos, Greece, July 31.

James E. Bowen, retired timekeeper-mechanical department, Santa Cruz, Ca. July 1970.

Rolland W. Cantelow, retired stationery storekeeper, Oakland, September 3.

Keith K. Clark, retired timekeeper, Elko, July 1970.

George A. Duchardt, retired switchman, Stockton, September 10.

William Fosdich, retired clerk,

Quincy, September 2.

William E. Franks, retired clerk, Sacramento, July 1970.

Tiburcio Gonzales, retired track laborer, Stockton, May 1970.

Merritt W. Hartel, retired manager service bureau, Hemet, Calif., August 1970.

Frank Harton, retired locomotive engineer, Reno, August 1.

David C. Jones, former sleeping car porter, Oakland, May 26.

Melvin W. Keele, retired switchman, Stockton, September 13.

Manuel F. Luevano, retired section laborer, Stockton, July 1970.

Vick Lyons, retired Alameda Belt Line yardmaster, Alta, Calif., August 1970.

Joseph C. Marchand, retired general purchasing agent, San Mateo, August 24.

Phillip M. McLeroy, retired carman, San Jose, date unknown.

Ernest L. Peninger, retired conductor, Oroville, July 31.

Oren K. Prentiss, conductor, Stockton, June 27.

M. L. Schmidt, signalman, Sacramento, August 1970.

James B. Tennant, retired Sacramento Northern freight agent, Pittsburgh, August 9.

Allen G. Thurmond, retired telegrapher, Sacramento, July 1970.

T. V. Vandalsem, retired Oakland Terminal yardmaster, Oakland, August 1970.

Hugh V. Wright, retired switchman, Stockton, September 19.

VOLUME 22, NO. 5

OCTOBER 1970



Milepost 214: About the center of Kramm siding with capacity for 127 cars.

WESTERN PACIFIC MILEPOSTS

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

Member Assn. of Railroad Editors



OCTOBER 1970

WESTERN PACIFIC MILEPOSTS

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New freight car deliveries to nation's railroads continue to outpace orders with backlog on August 1 this year down to 29,040 cars from 51,233 last year.

* * *

General Electric and Seaboard Coast Line have developed a new locomotive concept, the MATE, a four-motor unit without prime mover for high-horsepower locomotives in heavy-tonnage, low-speed service.

* * *

The locomotive side of Illinois Central's new \$19 million Woodcrest equipment-maintenance facility at Chicago operating with upwards of 100 units a day for servicing and repair; when in full operation one locomotive every 15 minutes can be fueled, sanded and cleaned.

* * *

Over 90% of freight cars in interchange service now equipped with ACI multi-colored labels bringing program near completion by January 1971 deadline.

* * *

Nation's railroads experienced rock-bottom 1.88% rate of return on net investment for 12 months ended June 30, lower than for any year since 1938 reports the A.A.R.