

WESTERN PACIFIC

Mileposts

SEPTEMBER-OCTOBER 1973



Changing a station name

A momentous day for the Mounkes family

A most delightful family gathered at milepost 172.85 near Marysville on October 3, 1973 to witness the change of a station name from East Arboga to Mounkes.

East Arboga was a confusing name for dispatchers and operating employees when designating "west East Arboga" or "east East Arboga" as a location on the siding recently extended to 7282 feet. Instead of naming the station after a director or top officer as is commonly done, engineering department personnel recommended Mounkes to hold in remembrance the name of Richard J. Mounkes. Everyone concerned was elated.

Assistant division engineer at the time, Dick Mounkes lost his life during stormy early morning hours on January 21, 1969 while directing clearing operations at a large slide in the Feather River Canyon. The tragedy left a void in the hearts and minds

Mrs. Mounkes listens intently as Supt. Jim Terhorst makes first phone call from the new station. Jim then presented Mrs. Mounkes and each of her children with a portrait of Mr. Mounkes, and later arranged a Hy-Railer ride on the siding for as many of the family as Division Engineer "Andy" Anderson could squeeze inside the dual-wheeled car.



of all who knew and were associated with this patient and kindly man who easily made, and never lost, a friend.

Dick was born in Bushong, Lang County, Kansas on December 21, 1911. He married the former Eleanor Carter of Allen, Kansas in 1930 and they raised four children. He first worked for WP as a track laborer in December 1931, left the railroad in 1935, but returned in 1938 as a student foreman. He soon became assistant foreman, and foreman, and was promoted to assistant roadmaster in April 1945 with maintenance responsibilities in the canyon. Six years later he became roadmaster, working first on the Keddie-Bieber line, and later at Salt Lake City and Sacramento. He became assistant division engineer at Sacramento on April 1, 1967.

Dick was a member of the Masonic Lodge, Oroville, and was active in the affairs of Rancho Cordova Community Church, and Glenbrook Home Owner's Association. He greatly enjoyed gardening and home care, fishing and hunting, and travel. Devoted to the railroad, Dick possessed a thorough knowledge of his profession.

Mounkes—a name worthy of perpetuation.

Front Cover Picture

Grouped around Mrs. Eleanor Mounkes, with their spouses and children are her daughter, Mrs. Wilma Parker, and her three sons, Charles, Joseph and John Mounkes.



Richard J. Mounkes



Louisiana-Pacific President Harry A. Merlo breaks ground with backhoe as Plant Manager Sherman Kirchmeier and guests look on.

Oroville firm adds new plant

A new \$6 million-plus hardboard plant is under construction for Louisiana-Pacific's large operations at Oroville. The plant, which WP will serve by a new 1750-foot spur track, is planned to produce 174 million square feet of hardboard each year after its scheduled opening in February 1974.

"This should add substantially to the number of carloads Western Pacific presently receives from L-P's Oroville mill, which had a yearly capacity of 100 million board feet of lumber," said Sales Representative Don Naylor of Sacramento.

In addition to the 74,000 square foot main building, there will be a 36,000 square foot storage building, and some 230,000 square feet of ground will be blacktopped. The plant will produce high strength panel in a continuous sheet, four or more feet wide, 1/8 to 1/4 inch thick, and surfaced two sides. A German-engineered Mende continuous cylinder press manufacturing process, first on the west coast, will bond mat-formed wood fibres and particles un-

der heat and pressure with special resins. Ray materials will be supplied by the adjacent mill. Fuel for power will be previously discarded bark.

Following groundbreaking ceremonies last June, a tour of the property was given for the several hundred invited guests which included WP's President Flannery, Vice President Bruce, Superintendent Terhorst, and Sales Representative Naylor.

Flash!

Although a full report was not available as this issue went to press, the Western Pacific Employees' Medical Department announced that spouses under age 65, of retired or deceased employees, may be eligible for WP Employees Medical Department coverage. The full report will be released soon. For additional information at this time, contact WP Employees Medical Department, telephone (415) 982-2100, extension 325 or 326.

Appointments

Industrial

Thomas R. Gillett, Jr. has joined Western Pacific as manager-industrial development planning.

Tom, a licensed real estate broker, has an extensive background in commercial and industrial real estate, most recently as industrial branch manager for Grubb & Ellis Co., realtors and developers, San Francisco. Prior to 1968 he was a self employed consultant involving the use of excess land and evaluating mobile home and modular housing development. From 1959 to 1966 he worked in industrial sales, and marketing sales activities for the Plastics Division, Mobil Chemical Company.

He received an A.B. degree at Stanford University in 1955 and his M.B.A. degree from Stanford University Graduate School of Business in 1959.

Management Services

Jon M. Vlasak was appointed manager-programming and will assume technical and managerial responsibilities for the programming staff and all programming accomplished within the department.

Jon's entire career has been with Western Pacific, first with the signal department on the eastern division in 1952. He was a clerk at Elko from 1955 until June 1960 when he entered management services as a programmer. Since that time he has been systems analyst, manager-computer operations, and most recently as senior systems analyst. His experience encompasses nearly every operating system on both the GE and Burroughs computer systems.

Marketing

Richard D. Townsend was promoted to manager intermodal sales at Chicago, effective September 16.

Dick first worked as a clerk at San Francisco in 1968. After working at Fremont as rate and billing clerk for a short time he went to Pittsburgh, Pa. as chief clerk. He was next promoted to chief clerk-supervisor special equipment at Chicago in 1970, and a year later became resident sales representative at Minneapolis. Dick returned to San Francisco in February 1972 as chief-service and development, and he had been manager-sales planning since May of this year.

Born in Waterloo, Iowa, Dick attended Iowa State Teachers College.

Operating

Stuart E. McVean, Sr. was promoted to office manager.

Stu joined WP as call boy at Portola in April 1942 but was soon drafted into military service for two years. He continued his WP service at Oroville, first as yard checker then train desk clerk. In July 1970 he was promoted to chief clerk-transportation, first at Sacramento then San Francisco.

Stu's son, Stuart, Jr. is manager-car utilization; daughter Pattye Marquis is secretary to director purchases & materials. Son Randy, not with WP, works in Sacramento. There are two grandchildren.

Van O. Davison was promoted to manager-operating records.

Van first worked for WP in the superintendent's office at Sacramento in April 1937 with assignments as janitor, timekeeper, accountant and other clerical positions. He came to San Francisco as chief clerk in January 1972, and has been staff analyst since September 1972.

Personnel

Thomas R. Green was appointed director-personnel.

Tom joined Western Pacific as a brakeman at Portola in 1950. He was a conductor when he left the railroad in 1960 to become assistant associate transportation operations supervisor for the California Public Utilities Commission. He had held the title associate transportation operations supervisor for two years, and then returned to Western Pacific in 1966 as assistant manager-labor relations, his most recent title.

Tom, a native of San Francisco, attended St. Ignatius High School, and received a B.A. degree in economics at the University of San Francisco.

Frank J. Villa, Jr. has joined Western Pacific as manager-personnel.

After working for a short time in 1951 as an electrician for the New York Central, New York City, Frank attended the University of Miami for two years while serving four years in the Navy as combat aircrewman 1st Class. He returned to the New York Central in 1955 as personal injury claim agent working at several locations. He was appointed assistant trainmaster for NYC in 1964, and trainmaster for the Penn Central in 1965. He was at Cleveland from 1966 to 1970 as supervisor-personnel, and special legislative representative. Since 1970 until he joined WP he was at New Haven, Conn. as supervisor-personnel, during which time he was vice chairman of speakers' bureau for the AAR's community action services.

Kenneth R. Peifer, who joined Western Pacific in January of this year as labor relations assistant, was promoted to assistant manager-labor relations (operating employees).

Ken attended St. Bonaventure University, Olean, N.Y. From 1965 to 1970 he worked as a stationmaster for the Staten Island Rapid Transit while attending City University of New York, graduating in 1970 with a B.A. degree in English and education. He was a management trainee for the Chessie System (C&O/B&O) at Baltimore, Md. during 1971, and during 1972 he was labor relations officer for the Chicago Rock Island & Pacific at Chicago.

William F. McDonnell joined Western Pacific as assistant manager-labor relations (non-operating employees).

Bill graduated from the University of Minnesota in 1949 after four years in the Navy. He received a Bachelor of Chemical Engineering degree from the University of Santa Clara in 1960 while working from 1951 to 1966 for the FMC Corporation, the last two years as operating superintendent at Pocatello, Ida. He was plant manager for Pearsall Chemical Corp. during the next five years, and in 1971 became vice president & general manager for the Pearsall Corporation at Dallas, Tx. He was president of the Electrofilm Corp., Garland, Tx. during 1972.

Transportation

Bill G. Sinor was promoted to position of transportation supervisor, with headquarters at Stockton. His area includes Tracy west to Oakland and San Francisco, and the San Jose Branch.

Bill first worked for Western Pacific as a clerk at Stockton yard in February 1969, after employment with International Harvester Co.

After completing four years service in the Air Corps in 1962, Bill enrolled at Delta College, Stockton for three years, majoring in business administration.

Conductor Harley Siler focuses camera as Trainmaster Mel Graham tapes the sound of switching operations in Portola yard. Harley assists Mel with safety training for Portola operating personnel. Photo by Claim Agent Lou Hibbs.



Seeing is believing!

Since mid-year hundreds of transportation employees have watched themselves in action on a TV screen to learn just how safely or unsafely they perform their work. It's all done with a video camera and tape recorder, which Conductor Harley Siler and Trainmaster Mel Graham are shown using at Portola in the above picture.

The program started on the San Jose branch and was continued at about a dozen locations on the western and eastern divisions, and on the Tidewater Southern and Sacramento Northern. After a week or ten days use at one location, Superintendent-Safety Lou Fischer, Jr., picked up the portable equipment for delivery and demonstration to an officer at another location, who then took over the filming of his employees in action and playback on the screen.

"This modern approach to safety training has been well received by the men, and we are pleased with the results," said Lou. "After the schedule for our transportation employees ends

at Oakland-San Francisco about mid-October, we plan to schedule filmings for other departments which will be announced in advance."

When did you last check your hard hat?

Probably one of the most popular but one of the most misunderstood items of safety equipment is the hard hat. Many persons think it can endure continued pounding, being stood on, tossed into a tool box, or given other torture tests and still provide protection. No way!

Manufacturers warn that hard hats are designed to protect the head from a heavy blow, and they will do this if not weakened by ill treatment. The shell cannot resist continued abuse as it must yield enough, in association with the suspension, to absorb a heavy blow. If made like armorplate to sat-

isfy some people, it would last indefinitely but would also transmit force and be a potential killer.

A hard hat consists of two equally important parts—the shell and the suspension. The shell will stop a heavy blow, but the suspension, which sits on the head, absorbs the shock when the shell is forced downward by the impact.

The hat must be worn squarely on the head because the crown, the strongest part of the shell, is designed to withstand blows from above. The suspension distributes the weight, and therefore must have optimum contact surface on the head.

There must be 1¼ to 1½ inch clearance between the top of the head and the inside shell for impact protection and ventilation. The only adjustment to the suspension permitted is to choose the head size.

Hats should be examined carefully every day for cracks, dents, and abrasions which reduce impact resistance. Damaged hats should be replaced immediately. Suspensions should be checked and replaced if damaged. A hard hat should be kept clean, both for hygiene and to facilitate inspection. If carried in a car, it should never be stored on the back window ledge. A sudden stop can make the hat an injury-dealing projectile.

Some workmen are reluctant to wear hard hats because of an expressed concern of the weight and discomfort of heat. Considering the protection afforded, the weight is negligible, 14 ounces on the average. A test in 110 degrees temperature revealed the inside temperature of a cloth cap and a felt hat were two degrees cooler than the prevailing outside temperature. The same test revealed the inside temperature of hard hats varied from five to twelve degrees cooler, the governing factors being the material, reflection, and air space.

Safety Award Jacket Winners

Month of July

Engineering/Maintenance of Way Keddie Roadmaster's District

Laborer R. P. Guzman, Section Gang 106
Equipment Operator Chessie Bozeman,
Gradeall 710

Scaler Dan Rutledge, Scaling Gang 705
Foreman R. G. Hobbs, Extra Gang 211
Laborer P. I. Miller, Tie Gang 521
Foreman S. J. Randall, Tie Gang 521
Signal Maintainer L. L. Lawsen
Signal Supervisor G. L. Nielsen
Relief Signal Maintainer Kenny Heindman
TCS Maintainer M. Mooney

Transportation-Eastern Division

Trainmaster's District

Conductor G. E. Fox
Conductor J. C. Parker
Conductor C. Servia
Conductor E. L. Nielson
Conductor R. L. Wirthlin
Conductor L. M. Hays
Conductor W. I. Bump
Conductor W. K. Mulleneaux
Conductor M. R. Smith
Conductor L. A. Brunner
Conductor M. B. Brunner
Conductor J. L. Tognini
Conductor D. L. Acker
Conductor L. N. Peterson
Conductor V. Arzuaga, Jr.
Conductor D. C. Grasteit
Conductor D. E. Dewitt
Conductor G. A. Guldager
Conductor L. S. Neely
Conductor A. G. Elmore
Conductor D. P. Staker
Brakeman C. M. Berg
Brakeman R. A. Craine
Brakeman D. M. Quigley
Brakeman D. B. Terrill
Brakeman R. B. Miller
Brakeman G. T. Eddy
Brakeman J. E. Siler
Engineer C. F. McDonald
Engineer O. W. Perry
Engineer T. E. Redd
Engineer H. J. Beaudrow
Engineer S. J. Worthington
Engineer J. L. Langston
Engineer H. D. Atkinson
Engineer W. E. Meyers, Jr.
Engineer A. J. Heckala
Engineer J. C. McCallan
Engineer R. R. Williams
Engineer R. M. Wakefield
Engineer H. O. Smith

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Jacket Winners . . .

Bill-Yard-Diesel Clerk A. J. Norgaard
Chief Clerk H. J. Wallock
Roadway Clerk M. T. Clarke

Month of August

Engineering/Maintenance of Way

Oakland Roadmaster's District

Backhoe Operator B. G. Hoobler
Laborer P. G. Inguez, Section 101
Laborer G. Inguez, Section 101
Foreman C. C. Cox, Section 101
Laborer R. R. Grajeda, Section 102
Foreman J. A. Esquivel, Section 102
Roadmaster A. H. Overturf
Assistant Roadmaster E. S. Lacey

Mechanical/Maintenance of Equipment

Stockton Diesel Shop

Electrician W. J. Wilkinson
Electrician J. L. Wickman
Machinist N. Cabbito
Machinist F. V. McCorkle
Machinist J. R. Dabbs
Machinist L. I. Seek
Machinist Helper N. W. Potter
Sheet Metal Worker G. L. Housen
Laborer M. V. Salis
Relief Diesel Foreman W. M. Hall

Transportation-Western Division

Trainmaster's District

Conductor O. G. Hall
Brakeman C. Nelson
Brakeman L. W. Sternberg
Brakeman S. P. Yunker
Brakeman A. I. Mark
Brakeman Jay Rumbold
Engineer G. A. Oels
Engineer G. W. Snyder
Engineer R. L. Hussey
Engineer N. W. Holmes
Agent R. M. McCormick
Clerk M. E. French
Clerk H. D. Manit
Clerk W. E. Simmons

Safety Committee Sacramento Shops

Month of July

Electrician S. D. Bettanini
Carman J. N. Caudle
Blacksmith D. D. Davies

Month of August

Electrician J. D. Cabrera
Carman R. M. Morgan
Boilermaker C. P. Rolfe

Month of September

Machinist W. Harris
Carman L. E. Layton
Carman J. R. Fletcher

Letters Received

Thoughtful People

Through MILEPOSTS I would like to relay a warm thank you to many thoughtful people for their kind expressions and actions during my hospital stay and recuperation at home. To the "committee" who on August 8 reached "their first unanimous decision in months," a special thank you! As memories are one of the best investments you can make, I am grateful for the endowments which have been placed in my trust.

Robert L. Runge
2459 Via Camino
Carmichael, CA. 95608

Keeping in Touch

As an ex-Zephyrette on the Zephyr, I am delighted to keep in contact with Western Pacific through MILEPOSTS. On August 28, 1971 I became the wife of James Bauman, supervisor of coal train operations for Burlington Northern. Our daughter, Laura, was born on October 25, 1972.



A Bauman family portrait

Mrs. Marie (Krapf) Salee, an ex-Zephyrette and wife of your Henry Salee, Chicago, was bridesmaid for our wedding and is Laura's godmother.

Mrs. Beulah (Ecklund) Bauman
P.O. Box 29
Kirkland, IL. 60146

Hello from Texas

Hello to our very good friends on the WP and a wish that if ever around our parts they will visit us in this tropical paradise. We're getting settled once more after the two years in Australia with Gardner Rogers and Les Kizer. Stop by and we'll have a Texas size steak! Please change our address for MILEPOSTS and many thanks.

Ray and Deanie Adams
Route 2, Box 1855
McAllen, TX. 78501

Miguel D. Cobian

My husband, retired Section Foreman Miguel D. Cobian passed away on March 7, 1973. He retired from WP in September 1967 with 42 years service. Survivors also include son Frank of Reno and daughter Bernice Walters and three grandchildren in Fremont, Calif. I enjoy MILEPOSTS very much and hope that I will still receive the magazine.

Mrs. M. D. Cobian
Box 95
Fallon, NV. 89406

Peaceful Retirement

We do hope the MILEPOSTS will be sent to our new address. My husband, Charlie J. Hebert was a B&B foreman until his accident in Sep-

tember 1969, and he retired in 1970. He is now 65 years old. Sechelt is a small village on the B.C. coast about two hours from Vancouver via bus and ferry. A peaceful, quiet place to retire. It's a summer resort and logging and fishing are the main industries. We have stores within a block of our home and transportation is good.

Mrs. Charles J. Hebert
P.O. Box 504
Sechelt, B.C., Canada

Little Red Caboose

We have always heard about the little red caboose—the last car on the train—but the only ones we have seen were red-brown color, until last weekend. While driving to Byron to see my folks one of your trains went by while we were in the old Altamont Pass. There on the rear end was a "real RED caboose!" I had to write you to let you know you have warmed our hearts and restored our faith in legends. Thank you so much for doing that. It may mean little to other people—but a lot to us. Best wishes and much success to your railroad company.

Mrs. R. M. Corum
738 Maud Avenue
San Leandro, CA. 94577

Getting Ahead

In August 1969 you wrote about my son Herbert's graduation from high school with honors and a scholarship, and I thought you might like to know how he is doing. He graduated from Yale University on June 3 with a bachelor's degree in chemical engineering. He will enter Stanford University this fall to work for a PhD in chemical engineering on a

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Changes made in Railroad Retirement taxes and benefits

The Railroad Retirement Board issued this summary of the changes incorporated in the new legislation which President Nixon has signed into law:

- Effective October 1973 railroad employees will pay the same in railroad retirement taxes as employees covered under the social security system. The railroads will pay the difference between the former employee-employer rate of 10.60 percent and the new employee rate of 5.85 percent. These rates apply to earnings up to \$900 a month in 1973, and \$1,050 a month in 1974. This will give an employee who earns \$900 a month or more an increase in take home pay of \$42.75 per month.

- Age annuities awarded to male employees retiring July 1, 1974, or later, at ages 60-64 on the basis of 30 years of service will no longer be reduced for early retirement. These will now be full annuities, the same as for females. However, such reductions in annuities will continue for male employees who retire before July 1974. The provision for reductions in the annuities of male or female employees who retire between ages 62-64 with less than 30 years of service is unchanged.

- The 15, 10 and 20 percent temporary annuity increases will be continued until December 31, 1974. These increases were scheduled to expire June 30, 1973. Railroad management and labor are to make mutual recommendations to Congress by April 1, 1974, aimed at making these increases permanent and the railroad retirement system financially secure on a long range basis.

- Additional increases will be provided railroad retirement annuitants as a result of the estimated 5.6 percent increase in social security benefits which becomes effective June 1, 1974. Such railroad retirement increases for most employee annuitants will be equal to the dollar amount payable to social security beneficiaries with equivalent earnings. There will be no reduction in their increases if they are also entitled to social security benefits.

* * *

In a separate bill which the President also signed into law, benefits were extended to railroad employees and their families similar to those recently provided under the social security system. Major provisions are as follows:

- Full Medicare coverage before age 65 is now available for qualified railroad employees, their spouses and dependent children who suffer from chronic kidney disease.

- Survivor annuities are now payable for a child on the basis of disability which began before age 22, rather than age 18. Monthly benefits payable to young mothers on the basis of caring for disabled children are consequently being provided some wives and widows previously not eligible.

- Survivor benefits for students age 18 to 22 may be extended through the end of the quarter or school semester in which the student attains age 22.

- Children's survivor benefits will not be terminated by adoption. Previously, their adoption by someone other than a close relative terminated benefits.

The survivor changes are generally retroactive to January of 1973. Individuals who were denied benefits earlier, and who believe they might be eligible under the new law, should contact the nearest office of the Railroad Retirement Board.

They Have Retired

John J. Carbrey, laborer, Stockton, 30 years 9 months.

George W. Daniell, locomotive engineer, Eastern Division, 36 years.

Jose J. DelValle, laborer, Sacramento, 22 years 1 month.

Garrett A. Galbraith, conductor, Portola, 37 years.

Stanley J. Goodnight, car welder, Sacramento, 26 years 4 months.

William A. Gray, brakeman, Portola, 31 years 5 months.

Elmer K. Jones, boilermaker, Stockton, 37 years 3 months.

Stanley O. Kister, carman, Oroville, 36 years 5 months.

Frederick D. Messinger, Sr., switchman, Portola, 29 years 11 months.

Horace W. Miller, conductor, Oroville, 45 years.

Tracy I. Monks, machinist, Stockton, 26 years 10 months.

Joseph P. Moudy, gang foreman, Wells, Nev., 37 years 1 month.

Preston A. Nuffer, cashier, Wendover, Utah, 25 years 9 months.

John D. O'Neill, painter, Sacramento, 44 years 11 months.

William F. Parker, engine watchman, Sacramento, 36 years 10 months.

Getting Ahead . . .

Ford Foundation Fellowship. Herbert worked this summer for the Atomic Energy Commission at Los Alamos, N.M. and plans a career in teaching and research. I'm proud that Herbert is taking advantage of the opportunities that this country offers to anyone that really wants to get ahead.

Rafael C. Ayala
39 Midway Drive
Oroville, CA. 95965

Austin G. Sanders, machine operator, Sacramento, 25 years 7 months.

Gerald S. Scott, machinist, Elko, 46 years 4 months.

Don F. Segur, conductor, Stockton, 45 years 11 months.

Edith V. Sutter, clerk, Oakland, 27 years 11 months.

Russell M. Thorpe, conductor, Elko, 34 years 10 months.

Marvin Weaver, hostler helper, Portola, 21 years 2 months.

Martin C. Wood, gang foreman, Portola, 42 years 6 months.

John W. Gavey

Very nearly a hundred co-workers and friends were present at a retirement party on September 28 for John W. Gavey, project engineer-assistant valuation engineer. It was a most deserving occasion for John who had served Western Pacific with devotion and distinction for just one month less than 47 years.

It was on November 5, 1926, just two months after his eighteenth birthday, that John was hired as a clerk in the auditor of freight & passenger accounts department. He transferred to the signal department as a helper in June 1927. After receiving several promotions in the department he was appointed office engineer - signals in March 1948, and project engineer-signals in March 1955. John entered the engineering department as project engineer in 1968 in which position he continued work on grade crossing and signal protection.

In recognition of his many contributions to grade crossing matters, John was appointed chairman in 1967 and 1968 of the A.A.R. Communication & Signal Section's Committee 8. He also

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Service Pin Anniversaries

Sept.-Oct. 1973

Ralph E. Gibson

45-YEAR PIN

Machinist Stockton

Gerald T. Clark
Maurice W. Hammond

40-YEAR PINS

Conductor Stockton
Transportation Superintendent Elko

Wilson W. Rockwell
Melvin H. Swasey
Theodore C. Wood

35-YEAR PINS

Conductor Portola
Marine Fireman-Oiler Oakland
Locomotive Engineer Stockton

Harold E. Aul
Eva J. Bogisch
Richard A. Dore
Ines M. Guadagnini
Carl L. Nuzman
Floyd W. Paddock
Norman L. Pilatti

30-YEAR PINS

Signal Maintenance Foreman Winnemucca
Interline Clerk San Francisco
Agent Herlong
Abstract & Code Clerk San Francisco
Conductor Salt Lake City
Locomotive Engineer Stockton
Locomotive Engineer Stockton

25-YEAR PINS

Alice T. Angjulo
Frank H. Cirincioni
Reginald W. Dunkley, Jr.
Daniel D. Farley
Clifford A. Gerstner
Robert W. Helriegel
John W. Hendricks
John L. Hicks
Douglas L. Hickson
Cecil V. Huggins
Humphrey A. Jones
E. Mumphy
Charles R. Pfenning
Jean M. Smith
Lee A. Tolefree

Roadway Clerk Sacramento
Car Inspector Portola
Rate Analyst San Francisco
Laborer San Jose
Engineer-Maintenance of Way San Francisco
Docket Clerk San Francisco
Signalman Sacramento
Head AAR Clerk Sacramento
Hostler Helper Stockton
Sheet Metal Worker Oakland
Locomotive Engineer Stockton
Laborer Oakland
Dispatcher (On leave to ATDA) Sacramento
Shop Clerk Sacramento
Laborer Oakland

20-YEAR PINS

Eugene N. Anderson
Dennis R. Bright
James A. Forst
Herman J. Frelow
Robert C. Gallmeister
George E. Gerald, Jr.
O. L. Hamilton
Hugh C. Hughes
James L. Larsen
Robert L. Pruitt

Brakeman Elko
Locomotive Engineer Stockton
Agent Wendover
Laborer Oakland
Carman Portola
Clerk Oroville
Machinist Sacramento
Brakeman Portola
Assistant Division Engineer Sacramento
Conductor Portola

15-YEAR PINS

Gerald C. Atkinson
Tommy B. Bridges
Robert J. Haney
Gilbert T. Hayhurst
William M. Houdyshell

Brakeman Stockton
Brakeman Sacramento
Brakeman Sacramento
Superintendent-Freight Claims San Francisco
Machine Operator Herlong

(Continued on next page)



"This Certificate of Appreciation means a great deal to me," said John, "and I know it will often remind me to look back to the many wonderful years I enjoyed with WP." Enjoying John's remarks as he receives the award from Chief Engineer Arthur Carlson are his wife, Emily, and Assistant Chief Engineer John Miller.

participated in graduate courses in traffic engineering at the University of California - Berkeley, and presented papers on grade crossing safety before California Street and Highway Conference annual seminars. His work demanded an extensive study and knowledge of I.C.C. accounting procedures, as well as practical knowledge of signal systems construction, maintenance and design.

John was born in Newburgh, New York on September 8, 1908. He obtained his education at Mt. Diablo High School in Concord, Calif., the University of California Extension Division, and International Correspondence School, majoring in electrical and traffic engineering.

John and his wife, Emily, were married in 1934, and they have three mar-

ried daughters and seven grandchildren. Mrs. Gavey is Worthy High Priestess of Bethany Shrine, White Shrine of Jerusalem in Berkeley, and John is serving as her Watchman of Shepherds.

The Marriott Inn on the Berkeley Marina was an appropriate setting for John's party in view of his long association with the U.S. Coast Guard Auxiliary. He has for many years taught boating safety and participated in safety patrol and search and rescue operations.

"My future plans are indefinite, but I will continue to have an interest in various phases of Grade Crossing Safety and Marine Safety," John told the audience, which included a number of Auxiliary members present to wish him well.

James C. Looney	Brakeman	Stockton
Joseph C. Nicholas	Carman	Oakland
Billie J. Patterson	Brakeman	Stockton
Walter G. Treanor	Vice President-Law	San Francisco

10-YEAR PINS

D. E. Atkinson	Brakeman	Stockton
R. J. Dahl	Brakeman (SN)	Sacramento
J. H. Folkner	Train Desk Clerk	Oroville
Allen R. Lang	Carman	Oakland
Kathy Marlas	Secretary to General Sales Manager-East	Chicago
G. L. Pfenning	Clerk	Sacramento
W. L. Seward	Clerk	Stockton



Caboosing

SALT LAKE CITY
Carol Suchan

Congratulations to **DICK GROVES** on his appointment as sales representative at our Seattle office. Dick served as sales representative at Salt Lake City from April 1961 to January 1971 at which time he was appointed service representative.

Congratulations also to Sales Representative **JOHN HARKNESS** who, we learned from Sales Manager **CHARLES FISCHER**, was recently elected president of the Transportation Club of Salt Lake. John is the second WP employee to hold this honor (Charley Fischer in 1947), and he has done an outstanding job in keeping WP in print in a creditable manner.

Recent family additions were announced by Assistant Foreman **M. J. ROTH**, Laborer **M. P. SPROUSE**, Foreman **J. F. HARDING**, and Terminal Superintendent **A. R. SCOTT**. Our congratulations are extended to these men and their wives.

Our best wishes went with **PRESTON A. NUFFER** when he retired as cashier at Wendover on June 30 after 36 $\frac{1}{2}$ years of railroading of which 25 $\frac{2}{3}$ years were with WP. Preston began his career in February 1937 as clerk for the Utah Idaho Central Railroad Co., Preston, Idaho. He later worked as cashier and then advanced to agent at Richmond, Utah in November 1943, where he remained until the railroad was abandoned in February 1947. The following October Preston became WP's cashier at Wendover. Due to a reduction in forces he later worked a

few years as yard clerk, but returned to position as cashier in February 1966.

Preston served as Wendover Town Clerk for 13 years. He is also Clerk of the Wendover LDC Church and served as Bishop for 5 $\frac{1}{2}$ years during which time a new Chapel was constructed.

Preston and his wife, Ella May, have two daughters and nine grandchildren — five boys, four girls. Mrs. Nuffer is recovering from heart surgery, and their retirement plans include establishing a home in Preston, Idaho where they own property and later travel to places of interest they haven't had time to see while working.

SAN JOSE-MILPITAS

Deepest sympathy is expressed for Mrs. Gladys Ashland, whose husband **CLAYTON ASHLAND** died unexpectedly on August 7. Just six days earlier, Clayton had retired from Western Pacific as demurrage clerk at Milpitas, following a 36 year and 6 month career which began on December 14, 1936. No report was received that he had been ill prior to his death.

Senior Sales Representative and Mrs. **PAUL FORKGEN** announced the engagement of their lovely daughter, Diane, at a party held at the Forkgen home on September 15. Paul is bracing himself for his role as father of the bride and awaiting the important day not as yet announced.

A retirement party was held at the home of Mechanical Foreman and Mrs. **DEL WILLIAMSON** in San Jose on July 7, honoring Mr. and Mrs. P. D.

Relaxing in the yard at the home of Del Williamson, Mrs. Oscamou has other interests as Pete Oscamou, retired Mechanical Foreman George Heintz and retired Engine Watchman Chester Clevenger discuss old times.



"PETE" OSCAMOU. Pete started working for Western Pacific as a machinist helper in the Oakland roundhouse in November 1928. He retired on May 31, 1973 at San Jose where he had transferred in 1946 after serving in World War II. He was an outstanding employee with a fine record, and he had never had a personal injury during his 44 years 7 months service.

After a wonderful pot luck was enjoyed by all, Pete was presented with a money tree. Joining the Williamsons at the party were **JIM MILLER**, **JIM WADDELL**, **STAN GERMAIN**, **W. L. SPILLMAN** and their wives; and retirees **GEORGE HEINTZ**, **LES SEYFERTH**, **CHESTER CLEVINGER**, **GEORGE SAXTON**, **CLYDE WHITMAN** and **MYRON McDONALD** and their wives.

STOCKTON

Elaine Obenshain, Velma Prentiss

Congratulations and best wishes to Melanie Marie Cue and Brakeman **WILLIAM A. BUTCHER** who were married in St. Bernard's Catholic Church in Tracy on June 16. Among the attendants were her sister Mrs. T. R. Langston and Brakeman **T. R. LANGSTON**, bridesmaid and usher; and Kristina and Tommy Langston, flowergirl and ringbearer for their aunt. Brakeman **M. F. FEIST** was also an usher. Following a honeymoon in

Carmel, Los Angeles and Malibu Beach, the young couple are making their home in Stockton.

Our deepest sympathy to the families of Engineer **C. D. HEIN, SR.**, who passed away on July 12; retired Carman **ROBERT FENDER**, who passed away on July 24; and Helen Colberg, widow of retired Engineer **J. M. COLBERG**, who died on August 18.

Our best wishes for long and happy retirements for Conductors **DON F. SEGUR** and **H. W. "HOD" MILLER**, who were No. 1 and No. 1 $\frac{1}{2}$ on the trainmen's seniority roster in January. Don entered WP service August 11, 1927 and retired July 3, 1973 with 45 years 11 months service. "Hod" first worked for WP on June 22, 1928 and retired on July 5, 1973 with 45 years service.

Clerk and Co-Correspondent **VELMA PRENTISS** and her son, Steven, enjoyed a two-week vacation cruising the inland passage to Alaska on the Princess Italia. Their northern-most port was Skagway; southern-most Los Angeles. They also rode the narrow gauge White Pass & Yukon Railroad from Skagway to Lake Bennet.

Conductor and Mrs. **M. E. MCCANN** enjoyed a ten-day vacation in the Hawaiian Islands.

Conductor **J. M.**, and Clerk **MIRIAM WEBB** spent their vacation loafing and fishing at the Campbell River in Brit-

ish Columbia, and returned home with canned salmon and fresh oysters.

Chief Clerk and Mrs. B. N. GAGE, and Trainmaster's Clerk and Co-Correspondent ELAINE OBENSHAIN and husband, Willis, attended the 22nd Grand National Square Dance Convention at the Salt Palace in Salt Lake City the last week of June. There were nearly 17,000 people enjoying the dancing, representing every state (Californians predominated) and many foreign countries.

Our congratulations to Clerk BILL G. SINOR, who was promoted to the position of Transportation Supervisor beginning August 20 with headquarters in Stockton.

NEW YORK CITY

Bill Gurgurich

On September 4 the third and biggest auction of antique railroad passenger cars was held at Turntable Junction, Flemington, N.J. Of the nine cars auctioned, the cheapest had a minimum bid of \$2,800; the most expensive car had an opening bid of \$28,500, something railroad buffs Jackie Gleason and Johnny Cash find of interest. The auction was private with advance registration required, plus a \$6 fee for a kit of photos, floor plans, and details. One of the cars to be auctioned, No. 1158, made two famed runs at speeds up to 100 miles per hour. One run was when Arthur Brisbane, the journalist, who was rich in real estate and word peddling, decided he had to get from Philadelphia to New York City immediately to cover a Dempsey-Tunney fight in the 1920's. The other run was when Enrico Caruso got an emergency call to sing at the Metropolitan Opera one night.

Summer is the time when all are expected to take it easy by painting the house, helping with Little League,

controlling weeds, keeping the lawn cut to three inches so you can't lose golf balls while practicing chip shots in the back yard, etc. However, summer wasn't that easy for two of our fellow workers. Sales Manager DON SCHROEN, New York, suffered a severe burn on his left hand, and Sales Manager CLARENCE BEADLING, Philadelphia, fell off a ladder spraining both ankles. However, both men are now 100% okay again.

SACRAMENTO SHOPS

Herman F. Schultze

Diesel Shop Foreman MICKEY PANTALONE and wife, Lila, had a great visit with their son, Ronnie, especially enjoying fishing for Tyee salmon on the Campbell River in British Columbia. Mickey said he got plenty of action, but they all got away!

After winning the City Championships at Woodland, Gridley, Elk



Grove, San Francisco, and Santa Rosa, Painter MONTE LATINO entered the World's Championship Horseshoe Games in Eureka. Monte had the "flu bug" during the entire tournament, but still ended up in the world's top 28. Looks as though we may have the World's Champ next year!



Carman J. R. Fletcher and Car Foreman Chuck Lynch give sendoff to Painter Jack O'Neill (center) as he completes his long service.

Congratulations and best wishes to Painter JACK D. O'NEILL who retired on July 31 with 44 years 11 months service. And, during all this time, Jack never had a reportable injury!

Best wishes for a long, happy retirement also to Carman S. J. D. GOODNIGHT who retired on July 23 with 26 years four months service.

Sheet Metal Worker PAUL L. SCHULTZE and wife, Esther, have many pictures and lasting memories of their fascinating trip to Europe. Highlights for them were Norway and The Holy Land.

Machinist FORREST DRAKE and wife are enjoying their retirement by traveling extensively. They have already toured Europe and are now planning another trip to the Hawaiian Islands.

Everyone reported a great time at the Carmen's Union annual picnic. Members of the committee making the affair a success were J. PARKS, W. MATSUDA, W. STAPLIN, D. SWARINGEN, J. CAUDLE, and R. PULLIAM.

Retired Carman R. B. LAMBERT recently visited the Shops to show an edition of a 1910 Sacramento Union with pictures and article reporting the construction of the old mill which



Lambert checks the 1910 newspaper

was recently torn down to make room for the piggyback ramps.

KEDDIE-QUINCY AREA

Jimmy and Betty Boynton

A reception was held in the Plumas County Department of Social Services on July 2 honoring Social Service Supervisor Mrs. Ilah Hanley, who retired after 19 years with the department. Ilah, wife of retired Operator-Agent PETE HANLEY, did important work in the agency as well as our community. Deeply interested in education, she is a member of the American Association of University Women, has been active in the P.T.A., on the Plumas County Unified School District Advisory Board, and aided in organizing the Well Baby Clinic in Greenville. The Hanleys have sold their beautiful home on the hill that Pete designed and built and planned to move to Paradise, Calif. on September 5.

Memorial services were held at the Quincy High School Ballpark on August 2 for Michael Littlefield, son of Engineer and Mrs. JIM LITTLEFIELD. Mike, 16, was killed in a tragic motorcycle accident in Quincy on July 30. Active in all sports, Mike had been a

member of three All-Star baseball teams as well as winner of many awards for being the most valuable player at Quincy High School in freshman and junior varsity football, baseball, basketball, swimming and bowling. Our sincerest sympathy to all the Littlefield family on the loss of this fine young man.

We are sorry to report the passing of retired Division Lineman ROBERT CHAPMAN on August 5 in Los Angeles at the age of 82. Bob spent many years in Keddie and, even after his retirement, was a familiar figure on the Keddie Hotel's veranda with old friends the late Yardmaster JOE CLINTON and the late retired Train-Desk Clerk BILL FOSDICK. Often seen walking near the right of way, Bob was easily recognized for his fine physique and splendid tan acquired each summer.

La Fiesta, a new restaurant featuring excellent Mexican and American food, has opened in Quincy on Main Street across from the courthouse by Mr. and Mrs. George Ronan. George is the son of the late Roundhouse Foreman RAY T. RONAN, who had 47 years service when he retired in 1964.

The Plumas County Historical Society held their meeting on August 26 under the pines of historical Johnsville Museum in the Plumas-Eureka State Park. Guest speakers were retired Engineer CALVIN DORITHY and Engineer JIMMY BOYNTON who presented an informative session about the Sierra Valley and Mohawk Railroad and other short lines that were a vital part of this area and its development in the early days. Present in the interested audience were Mrs. Calvin Dorithy and Engineer and Mrs. NORMAN HOLMES of Portola.

While vacationing along the Washington coast, Greenville Agent and Mrs. J. E. BRENNAN were surprised



John Wayne, Marilyn and the jacket

to discover John Wayne filming a new picture, "McQ," in which he plays a Seattle detective. The Brennans spent three unforgettable days on the set watching the filming of an exciting chase scene and crash on the beach in the Hoquiam area. Marilyn has been offered up to \$20 for the windbreaker jacket she has on in the photo... John Wayne's fingerprints are still on it!

August visitors in Keddie were retired Yardmaster and Mrs. WILLIAM "CURLY" KINNEAR, who now live in San Jose. They parked their little trailer on their property in Keddie and enjoyed visits to the many lakes around us and checking up on old friends.

Also an August visitor at the home of Engineer JIMMY BOYNTON, was famed railroad writer and historian Guy Dunscomb of Modesto, who is deeply involved in writing the most accurate and complete book ever assembled about the Western Pacific.

Brakeman and Mrs. AL HILL attended the wedding of her daughter, Miss Nancy Lynne Newcomb, and Donald L. Davis of Sunnyvale on July

22, at the home of the bride's sister in Milpitas. Nancy was given in marriage by her stepfather Al. The newlyweds are now living in Sunnyvale.

OAKLAND

Lu Wheeler

Our best wishes went with Clerk EDITH SUTTER when she retired on July 16 after 26 years and nine months with WP. Edith was taken to lunch and presented with a certificate.

Clerk ART ROBINSON and his wife are parents of a 6 lb. 10 oz. baby boy born on February 15, which they have adopted and named Steven Michael Robinson.



Road Foreman of Engines Jack Wallis (left) congratulates and presents a 30-year service pin to Engineer R. C. Lemon. Bob received an accident free award last year.

Engineer VAL CATANHO has been in St. Joseph's Hospital, San Francisco, for some time, and we know he would appreciate hearing from friends.

It's good to have Clerk LARRY WELLS back at work after three months absence because of an injury.

SACRAMENTO

M. J. "Goz" Gosnell

Terry Frost, son of Marketing Clerk EILEEN FROST, was graduated in June from the University of California at

Davis, and worked for the summer at Hotel Greiserhof, Gries am Brenner, Austria. Upon completion of his contract, Terry and a fellow student working with him plan to travel by train through Austria, Germany, Italy, Greece and Switzerland before returning home this Fall.

Sales Manager ROBERT L. RUNGE was in visiting recently and looks good after his recent illness. He expects to return to work in October.

DENNIS RICKMAN, assistant agent, and his wife, DARYL, demurrage clerk, are back at work after a three-week vacation to the Midwest.

EVELYN WYATT, steno-bill clerk, returned from an Oregon vacation where she visited her son and family.

The billing center welcomes JACK DORITHY to its fine group.

GLENN FROST, industry clerk, recently took part in the local "Bowling for Dollars" show on television.

Dispatcher EVAN NIELSON has been ill for two months and we hope that good health will bring you back in a hurry Evan.



Happy Anniversary

Dispatcher IKE JORDAN and his wife, Josephine, were honored with a surprise Silver Anniversary Party recently given by their daughters, Phyllis and Debi. DEBI is a steno-clerk at Sacramento.

Chief Dispatcher JACK GEIST returned to work after suffering a heart attack. You're looking good, Jack, take it easy.

Wire Chief JOE TOGNET and his family vacationed this year in Europe.

MELVIN RICHARDS, retired train desk clerk, called and said he has been ill for about a year and would appreciate hearing from old friends. His address is 1914 - 24th Street, Sacramento, CA. 95816.

Brakeman J. D. SWITZER and his family enjoyed a very nice vacation which included a trip to the Hearst Castle.

BUD WOODRUFF, who has been away from the freight office for over a year because of illness, dropped by recently and is looking as fit as a fiddle.

OROVILLE

A. I. Reichenbach, Jr.

Retired Conductor E. W. "MIKE" JAYNE and his wife, Araminta "Minnie," recently celebrated their 50th Wedding Anniversary at a reception attended by about 100 guests and four generations of the Jayne family. Mike and Minnie were married in 1923 in Kansas and as Mike sez: "We're like beavers, mated for life." Our fondest regards and the best of everything to this wonderful couple.

An old friend, retired Switchman MAC MCCARTHY, dropped in recently to say hello. He looks fit and is enjoying life.

There were also about 100 guests present at a retirement party for I. T. "SLIM" ESLINGER, signal supervisor, and his wife Maureen. Master of ceremonies BRUCE MCNEILL, JR., engineer-signals & communications, did a bangup job extolling Slim's past history and his obvious and well-known ability for assisting his fellow men without hesitation. Everyone enjoyed the party where Slim received mone-



Maureen Eslinger expresses delight as husband "Slim" exhibits his bankroll.

tary and other gifts. He will be missed, and we wish Slim the very best for the years ahead.

Another retirement party was held at the carmen's office for S. O. "STAN" KISTER who retired as carman on July 16 with 36½ years service. Present to wish Stan well were BOB MUSTARD,



Willard Lerner, Stan Kister and Al Slade in front of car on which Stan last worked.

chief mechanical officer, and DICK SHIDELER, assistant superintendent-car department and others from our area. All Stan's friends in Oroville wish him the very best for many years.

Train Desk Clerk W. S. "WALT" KUSZYK recently returned from vacation and from all appearances had a great time.

Agent A. I. REICHENBACH, JR. and

wife, Martha, spent some vacation time at Disneyland with their two grandsons, Jon and Jason. "Much fun, believe me," said Art.

New in the clerical department at Oroville are HOWARD L. BELEW and KENT I. MCDUGALL, and we welcome their being with us.

We were all very much saddened by the news that Mrs. Alma Burns and two daughters were killed in an auto accident. They were the mother and two sisters of Train Desk Clerk J. M. "JACK" BURNS. Our deepest sympathy to Jack and family.

Trainmaster R. E. "BOB" SHERWOOD, and Roadmaster J. H. "JACK" JONES were called on in July by the Butte County Sheriff's Department Search & Rescue Team. Ten tired and bruised boy scouts and their leaders were stranded in the deep, rugged Feather River Canyon a mile below the Pulga bridge after a five-day canoe trip down river from Belden. They were pulled up about 250 feet by safety harnesses to WP's roadway where Bob and Jack were waiting with a pickup truck equipped with Hy-Railer wheels, on which the rescued members and equipment rode the rails to Pulga, nearest accessible point by road, for pickup.

PORTOLA

C. E. "Gene" Rowe

Mr. and Mrs. Rick Santamaria and daughter, Maya, left in mid-June for a seven month stay in South America. Mrs. Santamaria, the former Lana Parrish, is the daughter of Yardmaster and Mrs. HANK PARRISH. While touring South America the couple will do research work for their Ph.D. degrees at University of New Mexico in Albuquerque. They will return there next January where they both have assistant teaching positions.

Mary Ellen Howard, granddaughter of the late FLOYD MILLER who was a trainmaster here, and Signal Maintainer DEWAYNE WEAVER were married in the Community Methodist Church on July 14. DeWayne is the son of Hostler Helper M. WEAVER, and his bride is a niece of Grace Luce of Portola. The couple are both Portola High School graduates and will make their home in Portola.

Clerk JAN FINTCHER reported that nearly 60 employees and friends enjoyed cocktails and dinner, at Mohawk Inn on August 15 where they bid bon voyage to MARTIN C. WOOD. Martin retired as foreman for Spotting Gang #420 at Chilcoot on August 3, ending a career which began on February 3, 1931. Martin was presented with a



After 42 years Martin C. Wood returns keys to Roadmaster Schuetter who extends appreciation for Martin's outstanding service.

money tree artistically created by Jane McCormick, wife of Agent R. M. MCCORMICK, from donations collected through the efforts of Roadmaster A. A. SCHUETTER. We all wish Martin the very best in retirement, and express to him our thanks and appreciation to a loyal and devoted employee and long time friend.

Trainmaster MELVIN E. GRAHAM'S son, MELVIN JR., will become assistant professor of sociology at the Juneau college branch of the University of

Alaska on September 1. He worked for a while as a WP section laborer and attended American River College, Utah State University, and Texas A&M. He spent seven months with the Navajo Indians, and is considered an authority on Indians and Eskimos.

Mel Sr's oldest son, DR. EDWARD GRAHAM, will be associated with Ohio State University beginning September 24. His field is human stresses about which he has authored two articles for professional magazines and contributed to a forthcoming book written by several doctors. Edward once worked as a clerk at Portola, and attended the University of California, Oregon Medical School, Oklahoma University, and University of Utah graduate school.

SAN FRANCISCO

Tina Phillips, Dora Prophet, Ruth Stone

Chief Special Agent BOB STENOVICH's father, Nick, was recently given a plaque in appreciation for the many years of dedication in behalf of the Fair just concluded. During the Fair just concluded Nick worked 12 hours a day for two weeks registering all horses and assigning them to stalls.



Nick Stenovich, his grandson Peter Harper, and Dean Rhoads of the Fair's Stock Horse Committee who presented Nick his plaque.

When Bob phoned his dad in Elko to invite him to come for a visit and rest after his work, Nick said: "Can't come

now — goin' deer hunting!" NICK STENOVICH retired from WP in 1955 as car inspector after 38 years service. He's only 83 now!

MARY H. MASTERS, retired freight claim department employee, called MILEPOSTS in August to change her address and to announce that she is now Mrs. Carl R. Dunn, having been married to Dr. Dunn at the county court house in Carson City on August 4.

Our condolences to Manager-Car Planning and Mrs. JAMES E. BAKER, whose son James R. Baker unexpectedly died on July 29 at the age of 31.

Sympathy is extended to the family of retired Engineer of Industrial Projects ALBERT D. QUACKENBUSH who died on July 8 at the age of 72. He retired in March 1966 with 37 years service.

Deepest sympathy is extended to RICHARD J. BENISH, retired assistant engineer, and his two sons, whose wife and mother, Elizabeth, died recently within only about two years of "Ben's" retirement on September 1, 1971.

On August 25 the *San Jose Mercury* reported that the old South Pacific Coast Railroad depot in Santa Cruz, built in 1892 near the foot of Pacific Avenue, has been rebuilt and converted into a restaurant, and refurbished in a Victorian style. Added to the front of the depot serving as an entrance way is an old Western Pacific caboose.

ARTHUR M. ALLEN, assistant to vice president-marketing, is expected to return to his desk some time in October following a bone operation at the back of his neck on August 15.



In Memoriam

Clayton R. Ashland, retired train desk clerk, Mountain View, August 7.

Hobart R. Baker, retired switchman, Stockton, September 3.

Douglas Binion, retired carman, Sacramento, May 1973.

Thomas Celli, retired laborer, San Leandro, August 1.

Robert A. Chapman, retired division lineman, Los Angeles, August 1973.

William Chess, retired engine foreman, Oakland, August 4.

John D. Colton, retired clerk, San Jose, date unknown.

Randolph M. Corrigan, retired Oakland Terminal switchman, Bandon, Ore., May 1973.

Harvey Gantt, retired waiter, Berkeley, May 23.

Sisto Garcia, retired laborer, Hayward, date unknown.

Alphonse Green, retired business car porter, Oakland, May 1973.

Charles D. Hein, retired locomotive engineer, Sacramento, July 12.

Earl Hurst, retired locomotive engineer, Manteca, September 5.

Stacy S. Long, retired Sacramento Northern conductor, Jackson, Calif., May 1973.

Marie A. Matthias, retired clerk, Alameda, May 1973.

James McBride, Jr., retired porter, Oakland, June 1973.

Paul C. Paulson, retired telegrapher, Sacramento, June 1973.

William A. Pennington, locomotive engineer, Portola, July 29.

Charley D. Perry, retired locomotive engineer, Elko, July 6.

Melvin L. Pierner, electrician, Oakland, June 23.

Thomas F. Reed, retired locomotive engineer, Covelo, Calif., August 6.

Herman C. Rohdenburg, retired water service foreman, Stockton, September 3.

Herbert E. Rushing, retired switchman, Sparks, Nev., August 23.

Grover S. Sadler, retired car inspector, San Jose, May 1973.

Leroy W. Sperry, retired section foreman, Sandpoint, Ida., June 1973.

George E. Sylva, retired Sacramento Northern chief clerk, Yuba City, July 26.

Edward S. Walshey, retired machinist, Sacramento, date unknown.

William Wood, retired clerk, Ft. Lauderdale, Fla., May 1973.

William H. Yeaw, retired clerk, Carmichael, May 1973.

VOLUME 25, NO. 5 SEPT.-OCT. 1973



Milepost 233: First milepost sign one mile east after leaving new main line.

WESTERN PACIFIC MILEPOSTS

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

Member Assn. of Railroad Editors



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RAILROAD LINES



Employee-owned Chicago & North Western is asking ICC approval for plan designed to broaden employee ownership and to facilitate buying and selling stock between employees.

* * *

Southern Railway road testing new three-unit freight car "Autoguard" designed to carry 18 full-size automobiles completely enclosed for weather, vandalism and theft protection.

* * *

Chessie System studies plan for system of train control by radio that can handle up to 14 trains at one time on a single track.

* * *

Seaboard Coast Line broke ground for new 3000 car-per-day classification yard at Waycross, Ga. which will have 56 classification tracks with space for eight more.

* * *

Two new French turbine trains developed for French National Railway began AMTRAK service between Chicago and St. Louis on October 1.

* * *

Grand Trunk Western has begun two-year \$7.5 million program to provide most advanced and comprehensive computer network in the North American railroad industry.

* * *

FRA Administrator John Ingram drove golden spike July 15, 1973 commemorating golden spike ceremony 50 years ago when President Warren G. Harding drove spike marking completion of Alaska Railroad.