

WESTERN PACIFIC
Mileposts

January-February 1974





Sales managers, sales representatives, industrial and pricing personnel attend first national marketing conference held in San Francisco.

©TARGET '74 Winning Performance

To present the 1974 Marketing Plan and broaden general sales and marketing skills, a national marketing conference was held at the end of November, 1973. Marketing department personnel from the general office, every sales manager and sales representative attended this meeting which included training and workshop sessions, industrial properties and railroad facility tours.

The four day conference began on Thursday, November 29. The schedule included a bus tour on the first day to visit the Oakland yard, the expanded WP Transport ramp, the new X-Rail facility and new freight and intermodal equipment. The following two days included conferences in the morning and workshops in the afternoon. Subjects covered in the workshops were: "fundamentals of sensible selling," "the market manager's role,"

"equipment planning procedures," "territory analysis program," "pricing capabilities," and "conducting an effective customer conference." The workshops provided a learning experience through the exchange of ideas with others.

On Sunday, December 2, the conference concluded with summary remarks from W. F. McGrath on "sales planning," J. M. Ostrow on "market development," A. P. Victors on "industrial areas," B. J. Cardwell on "WP Transport Company," R. C. Marquis, on "operations" and H. J. Bruce, vice-president-Marketing, on physical distribution.

This marketing conference was the first time in Western Pacific history that all sales managers and sales representatives and selected general office personnel were assembled in one location. The following testimonials taken



Marketing managers Fred Beier, John Sanftner and John Gray conduct workshop on the managers role in marketing Western Pacific.

at random are representative of the thoughts which exemplify the benefits received from conference "Target '74-Winning Performance."

"The conference was well planned and executed, the workshops of great interest to me were on how to approach your customers and achieve the maximum. Where to go and to whom to go to get quick answers for your sales tools.

"One of the big highlights of the conference was meeting all the people on the team in person and getting their views about their territory and shar-

ing your ideas. Learning new approaches that can bring in bigger sales. Summing it all up with the theme 'Winning Performance' lead by Mr. Harry Bruce and his great team." J. A. Malaspina, sales representative, Stockton, Ca.

"Dynamic Strategy are the two words which instantly spring into mind about our marketing conference in November. Saying it was most enjoyable and the most informative sales conference I've ever attended is an understatement. It was an outstand-



H. J. Bruce, vice-president marketing speaks on "Let physical distribution challenge you."



Western Pacific sales personnel from across the nation see first hand the W.P. railroad maintenance program during a tour of industrial properties and railroad facilities.

ing contribution by all—with no barriers of communication.

“Participating in the workshops was something new and enjoyable. It was also great renewing old acquaintances and meeting newer members of the marketing team.”

Fred W. Brandes, senior sales representative, Sacramento, Ca.

“I would make particular note on the session on planning calls. I found it very helpful as were all the meetings and group sessions. It is encouraging to me to know that the WP has such a high caliber sales team.”

Paul E. Gage, sales representative, Stockton, Ca.

“I was surprised at the amount of information we received in a relatively brief time period. The meetings were well planned and executed. Of particular interest to me were the ses-

sions on pricing and marketing managers functions. The pricing session stressed not only the need for complete information concerning specific rate matters, but also the reasons such information is necessary. The mock rate committee hearings gave us some insight into the workings of rate committees.

“The role of the market manager was clearly defined in their session. From the location of the meetings right through to the bus tour conducted by Leo Delventhal I feel this meeting was a huge success.”

Dan R. Taylor, sales representative, St. Louis, Mo.

“The planning which entered into this gathering was very evident in keeping with the activity schedule. A good portion of our free time was spent with other WP personnel bring-

(Continued next page)

They Have Retired

Chester R. Burnett, brakeman, Elko, 31 years 1 month.

Clarence E. Dodds, carman, Sacramento, 37 years 5 months.

Joe A. Dotson, mechanic, Stockton, 37 years 4 months.

Frank L. Garcia, section foreman, Wendover, 24 years 6 months.

Bessie Mae George, laborer, Marysville, 30 years 5 months.

Alex L. Hay, conductor, Portola, 32 years.

Harry J. Jirousky, painter, San Lorenzo, 16 years.

James M. Kilgour, conductor, Stockton, 39 years 2 months.

James P. Marberry, train dispatcher, Sacramento, 9 years 1 month.

William R. Roberts, Central California Traction Co. mechanic, Stockton, 18 years 5 months.

Leon C. Sherwood, editor MILEPOSTS magazine issues No. 1 through 234, San Francisco. 32 years 10 months.

E. E. Shields, hostler helper, Stockton, 17 years 3 months.

Raymond G. Spataro, carman, Sacramento, 28 years 2 months.

Lee A. Tolefree, coach cleaner, Oakland, 26 years 2 months.

William O. Toumi, carman, Oakland, 10 years 1 month.

John M. Webb, conductor, Western division, 33 years 7 months.

Mary E. Wyatt, steno clerk, Oakland, 28 years 5 months.



1974 officers and directors of the Oakland Traffic Club were installed at the January dinner meeting. (Front row-left) Horace Lohmeyer of Western Pacific Railroad, Victor P. Ingram, Albert Westington, N. F. Hanson, Richard Stokes; (second row) Al Contier, Robert Ryan, Holt Parsons, Larry Poelstra, Scott Flegal, Jesse Riley and Jack Macy.

ing together ideas which sometimes are very difficult to get across in correspondence. The workshops proved very interesting as we exchanged ideas.

“We enjoyed the bus tour, and were impressed with our industrial development. The WP people we met during our tour were very receptive, typical of all we encountered from the time

we arrived in San Francisco.

“Given the opportunity, the only thing I would change would be attendance at the 7 a.m. Mass Sunday morning at St. Peters & Pauls Church. The complete Mass was said in Italian. Need I say more?”

L. N. Kaminsky, sales representative, Buffalo, New York.



Cresta Dam on the Feather River near Western Pacific milepost number 247. P G & E photo.

Energy Committee Formed

197,000 kilowatt hours (thousand watt hours) is the average monthly electrical consumption used by one of Western Pacific's major facilities. We hear the plea of the utility companies to cut back on our home and office consumption of gas and electricity. The energy shortage threatens to reduce our standard of living and, in some cases the reduction of employment in certain industries.

As you are aware, business and industry has been requested to contribute to the savings of energy. If one will think about it for a minute, it will become clear that a corporation's success or failure depends on the individual. Obviously, Western Pacific can only attain its fifteen percent reduction in energy use through the cooperation of its employees. There is an opportunity where the newest employee can contribute as much as the old timer, where the rank and file can accomplish as much as the top corporate officers.

An Energy Conservation Committee for Western Pacific was recently announced by R. C. Marquis, Vice President-Operation. The committee is headed by R. F. (Dick) Carter, electrical engineer and includes Harold Meeker, accounting, R. D. (Bob) Nordstrom, engineering, and Ernie Evans, industrial development and real estate.

The committee is offering several suggestions for energy reduction. First, the most glaring (pun intended) example is the failure to turn off lights that are unnecessary for the job being done. The ordinary incandescent lamp bulb may be turned off and on any number of times, without any measurable decrease in its useful life. On the other hand, a fluorescent lamp should be switched off when the non-use time exceeds fifteen minutes. In other words, when you go to lunch, quit work for the day, or will be gone from your work area for a considerable length of time, turn off the lights consistent

with the safety and convenience of your fellow employee.

Another heated area of concern is the indiscriminate use of electric heaters. The average electric heater will consume as much electricity as fifteen to twenty 100-watt light bulbs.

We should reduce our electrical consumption for two reasons. First, we firmly believe that unless the private citizen and business substantially reduce their usage on a voluntary basis, the day will come when mandatory cuts are made which will be more drastic than can be accomplished on a voluntary basis. Secondly, it is beneficial to each of us to make Western Pacific as efficient an operation as possible.

We feel positive that you as a concerned citizen, both private and corporate, will give us your wholehearted cooperation in this endeavor. Your suggestions about energy reduction are welcome and should be forwarded to R. F. Carter, Western Pacific Railroad, 526 Mission Street, San Francisco, Ca. 94105.

Safety Department Radio Broadcasts

The first radio broadcast was aired last December in an effort to stimulate interest and provide information relating to accidents and personal injuries among the various operating crafts.

The daily broadcasts are transmitted from the chief dispatchers office in Sacramento over the entire railroad at two a.m., ten a.m., and six p.m. The information in the reports covers the accidents that have occurred during the previous 24 hour period.

JANUARY-FEBRUARY 1974

Safety Award Jacket Winners

Month of November

Mechanical/Maintenance of Equipment Stockton Diesel Shop

Electrician K. M. Moreno
Electrician W. C. Kyle
Electrician Helper C. S. Lopez
Electrician Helper W. L. Liley
Electrician Helper R. D. Carlson
Machinist F. Z. Reyes
Machinist R. G. Melvin
Machinist C. W. Gepford
Machinist M. L. Abney
Machinist Helper L. R. Barge
Machinist Helper S. L. Schuetz
Boilermaker J. H. Smith

Engineering/Maintenance of Way Oakland Roadmaster's District

Foreman Sam Gibson
Track Supervisor R. L. Jackson
Laborer R. Anaya

Transportation/Eastern Division Trainmaster's District

Trainman W. A. Hoxoe
Trainman R. V. Sparrow
Trainman J. F. Jones
Trainman V. M. Boner
Clerk R. R. Rios
Clerk M. C. Salaz

Month of December

Mechanical/Maintenance of Equipment Sacramento Shops

Sheet Metal Worker P. L. Schultze
Carman J. A. Parks

Engineering/Maintenance of Way Oakland Roadmaster's District

Foreman L. B. Chapman
Asst. Foreman J. J. Hernandez
B&B Carpenter R. F. Koellman
B&B Carpenter E. G. Schronen
Laborer R. A. Anaya

Transportation/Eastern Division Trainmaster's District

Trainman W. A. Wiley
Trainman A. C. Jones

The Great Contest for Safety

The year 1974 will mark one of the most colorful safety contests on the Western Pacific thanks to the efforts of Ron Ahern, terminal superintendent at Oakland, his wife Carol, and sister-in-law, Mary Shelton. Ron authored the challenge and Carol and Mary made the colorful decorations for the "WP winners seat."

* * *

The Challenger

As I sat alone in my office today,
I tried to think of some new way,
to create more interest among the men,
to give them more drive and reason to win.
So here is a challenge I issue to you,
I think we can beat you, what ever you do!
and I'd like a bet between you and I,
based on whose injury ratio is high.
At the end of the year when the totals are in,
we'll find out then, just who is to win.
I think my terminal total will be,
below your division—but we shall see.
Now if by a stroke of luck you should win,
you can pick the time and gather your men,
so they can watch as I wheel you around,
in a wheelbarrow fancy in the center of town.
But if I win, you should be aware,
that I want to ride thru Jack London Square.
We'll get up a crowd of employees too,
but I'll be the rider and the pusher will be
you!
Now if you decide to take up this dare,
and you think the terms and conditions are
fair,
just send us a wire within a short time,
we don't even care if it doesn't rhyme?

R. R. Ahern, term. supt. Oak-SF.

Acceptance of the Challenge

The man who knows not and knows not that
he knows not,
is a fool—shun him!
Unfortunately, these words are charged to
anonymity,
but their brilliance endures on to infinity.
I've lived my life by that cardinal rule,
and shunned the contract of a fool.
For once I'll place this wisdom aside,
to collect the bet of that wheelbarrow ride!

To poet laureate I lay no claim,
now find myself challenged—a dingbat to
blame.

Foremost, I thought, safe line and yard,
But lo, not so, on to labor the verse of a bard.
Be prepared—Omar Khayyam I'm not,
(but neither was yours any Rubaiyat!)

While you were alone in your office that day,
can't help but think of another way,
in which your time could be better invested,
like rules compliance in which you've tested.

The audacity of challenge by you and men
under your supervision,
to question the ability of the eastern division,
shows an act in a moment of rashness,
for which we will now teach the folly of
brashness.

On the entire Western division you stand
alone in this endeavor,
and while your presentation left much to be
clever,
the imagination and intent are of caliber
high,
so be prepared, my boy, to do or die.

Though the contest be beneath our station,
due to superior qualification,
and our rewards for winning can only be
small,
let the contest commence for edification of
all!

A man who knows and knows that he knows,
is a wise man—follow him!

In closing I might add,
you'll become accustomed to the back of my
head,
the wheelbarrow will serve initial
orientation,
to the position you face of gross degradation.

J. C. Luser, Divn. Supt.
Eastern division (Elko)

A Second Acceptance

This is from a yard that is sad,
our injury record has been bad,
we plan a much better year,
in this we are very sincere.

Alone in my office I would like to do,
but as you well know this is not true.
It is true you have much to boast about,
but next year my men will keep you in doubt.

So Stockton would like to challenge your
dare,
but if you accept be aware,

I know that Stockton can be the best,
over the Eastern division and the West.
A wheelbarrow rider I would like to be,
as long as I know you are pushing me,
to anybody that thinks they are best,
come push the wheelbarrow, I need the rest.
The Eastern division has been on top too long,
so come on West let's show them they're
wrong,
everything I've said I hope will come true,
but if it does not I can push too.
A poet I'm not, this is for sure,
by reading this you can see there is no cure,
I tried my best to make it rhyme,
but tell you this had one "blank" of a time.

R. D. Cox, Term. Supt., Stockton

* * *

The winner of the great contest for safety will be announced in January 1975. Good luck and may all the divisions have a safe '74. Is there a wheelbarrow in your future?



"I FEEL I CAN'T PREACH SAFETY TOO MUCH."



Engineer G. R. Poterfield (left) with 26 injury free years of service, receives safety award and congratulations from R. R. Ahern.

Ron Ahern demonstrates the safety contest winners seat with help from R. J. Mead and Lu Wheeler.



Claim inspector B. E. Westman (left) with 37 injury free years of service, receives safety award and congratulations from R. J. Mead.

Vernon W. Geddes, manager-car accounting, receives congratulations and the 45-year service pin from F. A. Tegler, VP-finance.



People on the Move

William D. Brew was elected corporate secretary and director taxes for the Western Pacific Railroad and WP Industries, effective January 9. Bill joined the WP as clerk at Elko in June 1942. He worked as trainmasters clerk at Salt Lake City and Portola until his promotion to traveling accountant in 1950. During the years 1951 through 1959 Bill held various positions in the accounting department including auditor of disbursements.

In 1964 he was appointed assistant to vice president-finance and assistant secretary until this last year when he was appointed manager-taxes.

Bill attended the University of Utah at Salt Lake City, Utah, where he received a B.S. degree in business administration-accounting and finance.

During 1964-1965 he was president of the Institute of Internal Auditors and more recently secretary-treasurer of the treasures division of the Association of American Railroads for 1972-1973 term.

Bill and his wife Alma live in Sunnyvale. They have five children, Caroline, William, Elaine, Debra, and Paul.

Western Division

The following appointments were announced recently by Division Superintendent J. A. Terhorst:

J. L. Wallis to road foreman engines, San Francisco to Tracy, including San Jose Branch. Headquarters

Oakland.

J. H. Belmont to road foreman engines, Tracy to Oroville, including Tracy Branch, Sacramento Northern and Tidewater Southern railways, and second subdivision pool engine crews at Oroville. Headquarters Stockton.

J. W. Kiser to road foreman engines, Oroville to Flanigan, including fourth subdivision, Loyalton and Reno branches. Headquarters Portola.

F. D. Webb promoted to trainmaster-east switching limits Oakland to East Altamont, excluding San Jose Branch. Headquarters Fremont.

M. C. Jacobs to trainmaster-east switching limits Stockton to east Mojinkes. Headquarters Sacramento.

C. T. Mallory promoted to terminal superintendent/agent, entire Sacramento Northern Railway. Headquarters Yuba City.

R. A. McCutcheon to assistant trainmaster, Oakland-San Francisco.

W. M. Giroux to trainmaster Portola, vice M. E. Graham, promoted.

R. J. Bradley to assistant master mechanic, territory San Francisco to Stockton inclusive. Headquarters Oakland. Position of assistant master mechanic, headquarters Stockton, is abolished.

Mechanical

The following promotions were recently announced by Chief Mechanical Officer R. W. Mustard.

R. L. Millhiser to manager AAR car billing and loading rules. Headquarters Sacramento.

P. A. Gallant to mechanical coordinator. Headquarters San Francisco, vice R. L. Millhiser.

Marketing

The following appointments were recently announced by J. M. Ostrow, assistant vice president-market development:

(Continued next page)



Service Pin Anniversaries

George J. Benedict	45-YEAR PIN Master Mechanic	Sacramento
Raymond A. Retallic	40-YEAR PIN Machinist	Sacramento
David D. Davies Eugene L. Nielson Sidney H. Retallic George J. Welch	35-YEAR PINS Blacksmith Conductor Machinist Manager-Revenue Accounting	Sacramento Portola Sacramento San Francisco
E. R. Borg Lido J. Libro Clarence E. Rowe Leslie D. Rowland Herbert H. Singh Elsie M. Stevens Albert B. Townsend	30-YEAR PINS Store Helper Electrician Clerk Locomotive Engineer Clerk Agents Accounts Clerk Conductor	Sacramento Portola Portola Sacramento San Jose San Francisco Portola
Buddy L. Burris Richard A. Groves Robert F. Johnson Owen C. Lewis George W. Vichich	25-YEAR PINS Brakeman Sales Representative Sales Representative Draftsman Clerk	Oroville Seattle Milwaukee, Wisc. Sacramento San Francisco
A. W. Decamp Clarence H. Koester W. M. Lake	20-YEAR PINS Tunnel Miner Carman Communications Maintainer	Western Division Oakland Keddie
George A. Glazier Manuel J. Morris Mary Pisani	15-YEAR PINS Assistant System Wire Chief Sheet Metal Worker Secretary	Elko Stockton San Francisco
Jess M. Glisan John T. Hilgedick Darrell B. Jennings Charles F. King E. Madariaga D. F. Matthews Edwin L. Nay Peter Norgaard	10-YEAR PINS Carman Asst. Manager Pricing Buyer Carman Welder Helper Clerk Division Lineman Chief Sales & Service	Sacramento San Francisco San Francisco Sacramento Gerlach Burmester Portola San Francisco

Walden Valentine appointed market analyst, assisting F. J. Beier, market manager bulk products.

Jeffrey C. Wolff appointed market analyst, assisting J. E. Sanftner, market manager-machinery metals and transportation equipment.

Wolfgang E. Molke appointed market research analyst assisting J. P. Wilmoth, director market information.



FIRST WESTERN PACIFIC PASSENGER TRAIN
 CROSSING WILLOW CREEK BRIDGE
 LENGTH OF BRIDGE 1005 FT.
 BRIDGE HEIGHT 172 FT.



Photo Album

No. 1. First Western Pacific passenger train. On August 21st, 1910 the first passenger train operated between Gerlack and Oroville through the Feather River canyon. The photo was taken on the Willow Creek bridge and the train was headed by engine #94. This engine is a 4-6-0 type and was built by American locomotive works in 1909. #94 is stored in Oakland awaiting permanent display in the new California State Railroad Museum in Sacramento scheduled to open in mid-1975.

(Editor's note: We welcome your comments on the Mileposts photo center fold.)



Caboosing

ELKO

Henry Walloch

During the last week of November, wildlife received a friendly helping hand from WP brakeman L. E. "Ed" THOMAS, of Elko. On their Monday run to Elko, Ed and his engineer DON BAUMGARDNER, on passing a point about twenty two miles west of Wendover, spotted a fine deer trapped in the barbwire fence along side the mainline. A short while later that afternoon their train arrived at Wells where Ed asked the local police department to notify the Department of Fish and Game. He considered going back to investigate if the deer had been freed that evening, but it was already dark when he arrived in Elko.

Five o'clock the next morning, Ed was up and on his way to where he had seen the deer. About two hours later that morning, Ed came upon the four point buck hopelessly entangled in a five strand barbwire fence. Although the animal had some hair pulled off and was bleeding from the nose, it sustained no serious injuries. Whenever Ed would approach, the buck would desperately try to pull loose from the

wire which encircled his horns. The deer had managed to pull out three fence posts and was moving in a twenty five foot radius. Seeing this was a job requiring more help, Ed went back to Wendover and returned with the aid of WP linemen FRANK JORDAN and LOUIE RABARA.

Returning to the site, they noted the deer had become even more entangled in the wire. It took about forty-five minutes to secure a rope around the horns and feet. Fourteen cuts later with the wire clippers the buck's horns were free. The men removed the rope from his feet. Moments later the deer lunged up a fifty foot embankment



Ed Thomas (left) with Louie Rabara and Frank Jordan (right) help free the four point buck from the barb wire fence.



and stopped about 200 yards away to look back at the three men who rescued him.

Days later, Ed recalled, "It was a beautiful sight when the buck reached the skyline. He had a perfect set of horns and must have weighed some 200 pounds. He pulled out some 70 feet of fence in his efforts to get away. It was a heartwarming experience and something I did for myself."

A short while later the men from the Department of Fish & Game arrived, but the deer had already been freed. "Mission accomplished" as the big buck was given back his freedom thanks to Ed Thomas, Frank Jordan and Louie Rabara.

Best wishes went to A. B. WHEAT who retired on September 30 as engineer with over thirty years in engine service. Al is an ardent gardener and has raised some of the juiciest tomatoes you would want to eat (this editor knows). He is a great outdoorsman, top notch fisherman, and hunts moose, elk and deer. Hunting in the moose and elk season in Idaho is his specialty.

Al has moved to Blanchard, Idaho



A. L. Wheat (center) receives congratulations from C. D. Perry (right) and John Luzar on his last run before retirement.

with his lovely wife Marty and we wish them the best of everything.

His home address is A. B. Wheat, Box 402, Blanchard, Idaho 83804.

Best wishes to HAROLD M. BARRY, carman welder at Elko, on his retirement on Sept. 28. Harold was born in Columbus, Ohio on May 1, 1911. He married Ruby Hewitt September 19, 1942 and they moved to Elko in September of 1945.



"Happy retirement Harold" (center) and best wishes from your co-workers including (left) J. C. Hastings and (right) R. C. Furtney.

Harold went to work for the WP as an oiler on the midnight shift in the Elko yards on November 5, 1945.

Harold and Ruby have four children. Two sons and a daughter live in Elko and their other daughter lives in California. The Barrys have nine grandchildren.

The car department and diesel shop men had a little get together at the shops for Harold and presented him with a token of their appreciation and wished him and his lovely wife a happy and long retirement. Harold is a great outdoors man and loves to trap. Come around and see us when you can Harold.

OROVILLE

Art Reichenback, Jr.

Welcome to our new editor, PAUL GORDENEV. . . With deep sadness we

start by reporting the deaths of the following retired Western Pacific employees:

LOU WINTERS, retired telegrapher, age 99; EDWARD PAGE, retired telegrapher, age 85; ARTHUR W. DRYDEN, conductor, age 80; PAUL DESCOMBES, track foreman, age 72; CORA HETTINGER, roundhouse employee. We offer our deepest and sincerest sympathies to the families of these departed.

New to the area is T. C. "TED" HAMMOND who is assigned to our new messenger service between Oroville and Stockton. We welcome Ted to our group...

Terminal Trainmaster R. E. "BOB" SHERWOOD became a grandfather for the second time. A boy was born to his son and daughter-in-law Mr. and Mrs. Duke Sherwood.

Retired Clerk GILLIS B. DAY dropped in the office the other day and chatted a few minutes.

Fishing has been pretty good for some of our nimrods, namely JOE REED, FRANK MOHATT, and BOB MORTENSEN. The salmon run was fairly good and we still have the trout and bass in the lake.

Pheasant hunting produced some pretty good bags for JERRY MILLER, yardmaster and CHARLIE LEAR, train desk clerk.

BILLIE WOODS, telegrapher, has been off sick for some time but is presently doing well at home. Billie's sister, MIDGE ARRUDA, also a telegrapher, keeps us posted.

The new year has started so we wish everyone the very best during the coming year.

KEDDIE-QUINCY AREA

Jimmy and Betty Boynton

November found us shivering in our thermals, but lucky Engineer and Mrs. HOWARD SNYDER flew to Mexico for a

dream vacation in the sun at Rancho Bueno Vista near La Paz and in Baja. Howard is an avid fisherman. He therefore went to work on the famous deep sea fishing and brought in a 211-pound Blue Marlin and an 80-pound sailfish. The "one that got away" after a two-hour battle was estimated by the boat skipper to be nearly five hundred pounds. Mrs. Snyder said it was tough coming back to face a diet after all the fabulous food, but Howard took it in stride by going fishing... steelhead this time.



Howard Snyder next to the Blue Marlin that didn't get away; near La Paz, Baja California.

Engineer and Mrs. WILLIAM HECKALA have welcomed their first granddaughter. Karlee Diane, weighing 7 pounds 8 ounces, was born on November 12 in San Lorenzo to Mr. and Mrs. Charles Schimmels. Mrs. Schimmels is the former Judy Heckala.

Retired Operator-Agent and Mrs. PETE HANLEY are now settled in their new home at 1404 Bille Road in Paradise. Mrs. Hanley says they miss their

friends of many years in this area. She was very pleased with the Sept.-Oct. issue of MILEPOSTS that honored the Mounkes family, remembering that when she was a school teacher in Spring Garden in 1933, it was Eleanor and Rich Mounkes who helped her courting along with the dashing Pete.

Retired Conductor and Mrs. JACK KRAUSE also expressed pleasure that the memory of Mr. Mounkes was honored in such a nice way. They first knew the family in Keddie in 1945. Jack had serious surgery this year that was followed by a long complicated recovery, but we are happy to report he is making progress now. Jack and Frances manage the Harbor Village Mobile Home Park at Newport, Oregon. It consists of 42 permanent mobile home spaces and adjacent 75 spaces for travel trailers.

John Holt, son of engineer ROBERT HOLT and train desk clerk MARGARET HOLT, is now on a B & B gang. Brake-man MIKE HOLT is John's brother, so the Holts are now a 100% WP family.

The familiar voice of Mrs. Sarah Blaauw is heard on our local radio station at 8 a.m. each weekday giving accident reports and road conditions in our area from the Quincy, California Highway Patrol office. She is the daughter of Engineer and Mrs. CHARLES MATHEWS of Stockton. She

has just been promoted to Senior Clerk Typist, additionally handling some of the dispatching duties. Sarah was born and raised in Keddie where she was postmistress before joining the CHP in Sacramento. She was transferred to Quincy in 1971.

Dispatcher JOHN MCCALL was a December visitor at Keddie. John is often seen in the field appraising local operating conditions. He enjoys meeting the people behind the voices he hears on the radio and telephone.

In mid-December two AMTRACK passenger trains were rerouted on WP's N.C.E., providing a surge of local excitement. Passenger trains have never been scheduled over the 4th Sub-Division and rarely seen except for an occasional excursion.

We wish to express our deepest gratitude to LEE "FLASH" SHERWOOD for an excellent job as editor of MILEPOSTS for the past 24 years. His great talent has won him many accolades for the magazine which is regarded as one of the finest in the industry. A long and happy retirement, "Flash!"

SACRAMENTO SHOPS

Herman F. Schultze

Good luck and a long retirement to Carman C. E. DODDS who leaves with 35 years of service.

Extra passenger (AMTRAK NO. 14) at Greenville on Dec. 16. Photo by Engineer Robert Larson and sent in by Chris Skow.





Carman C. E. Dodds (left) receives best wishes from C. Lynch and J. Fletcher.

Congratulations to Machinist and Mrs. R. R. ESPINOSA on the birth of twins, a girl seven pounds ten ounces, and a boy seven pounds fourteen ounces. What an exciting Christmas package!

Carman W. K. MATSUDA and Nardine Sinay of Ocenana, California were wed in Reno on December 8. They plan a delayed honeymoon. Our best wishes to the newlyweds.

Good to see Carmen J. J. WEBER and ERNEST MAES back at work after their recent operations.

Laborer I. MORENO spent the Holidays visiting his 74-year-old mother in a little town just out of Guadalajara, Mexico.

The following article (from the Sact. Bee) is about retired blacksmith foreman J. E. ASBURY: "A romance which budded in Sacramento between teenagers has blossomed into marriage more than 50 years later, providing a touching and unusual love story. Ruth Blankenship Yocum, when she was 16, and J. Ellis Asbury, when he was 17, dated steadily. But they drifted separate ways and each married somebody else. It was not until after Mrs. Yocum's husband died several years ago that they were in touch

with each other again. Asbury's wife also had died.

Now, Mrs. Yocum at the age of 70 and Asbury at 72, a retired 40 year veteran of the Western Pacific Railroad, have been married and they will live in their Loomis home. "They make the sweetest couple you ever saw," reports the bride's daughter, Betty Jean Bradley, who plans a big reception for them after the holidays.

SACRAMENTO

M. J. Gosnell

Best wishes went to JAMES P. MARBERRY, who retired on December 15, from the WP dispatchers office at Sacramento. Jim was born on Nov. 7, 1908 in Vienna, Illinois where, as a young boy attending school, began a 41-year railroad career as a Western Union messenger boy.

In 1926 Jim hired out on the Illinois Central Railroad where he worked for nine years as agent-telegraph operator on the Illinois division and Chicago terminal. In 1935 the warm California climate enticed him to San Diego, and a job on the San Diego and Arizona



Wishes for happy retirement went to dispatcher Jim Marberry who ended a 41 year railroad career.

Eastern as agent Operator. Then in 1938 he hired out to the Santa Fe Railroad as a telegrapher and was promoted to train dispatcher in 1941. Jim stayed on the Santa Fe for 19 years as operator, trick train dispatcher, assistant chief dispatcher and boat dispatcher. In 1954 Jim went to Venezuela as chief train dispatcher for the Orinoco Mining Co., an iron ore project railroad owned by U.S. Steel. After a six-year stint in the jungles he returned to California and a job on the Western Pacific as train dispatcher.

In 1967 Jim was selected as a member of a group making a survey of operations on the National Railways in Bolivia, South America for the World Bank. He returned to the Western Pacific in 1968 until his retirement. Jim will live in Fresno, California and hopes to do some fishing and traveling in between bouts with the Bermuda grass invading his garden.

Congratulations to K. J. TINKER, superintendent of stations on his new appointment to General Manager, Central California Traction.

MANUEL SILVA, Head bill clerk is also our only apiarist.

R. L. RUNGE, DSM, and his wife are vacationing in Dallas, Texas.

The credit union office has been redecorated with new paint, new carpet and new furniture. It is now a brighter place for LINELL SIGOUIN and

MARY NELSON to dispense loans.

ELIZABETH HELMICK, clerk at the General Office was spotted vacationing in Sacramento, which is also her home.

Marlene and J. D. SWITZER's daughter, Colleen, was married to Larry Sickles October 6 at St. Philomenes Church. Reception was held at the Palomino Room. "J. D." a switchman at South Sacramento yard, is in Sutter Hospital at this time for tests and observation.

Congratulations to RALPH TISHER, Industry Clerk, on his recent promotion to yardmaster at South Sacramento.

The Sacramento Northern held their annual Christmas Party December 9th at the Tuesday Club, and as usual it was a big success. BOB BLACK, JERRY JENNINGS and MACK VANCE were the entertainment committee for this UTU sponsored event. Fifty-eight employees and families were in attendance. Also UTU officials VP GEORGE LECHNER, field Supervisor R. L. WORKENTIN, and Asst. Field Supervisor SCRAPPY REED. Prime rib dinner and an abundance of refreshments made this a jovial and brotherly gathering. This prompted retired yardmaster CLARENCE BISSON to reminisce about the new radio-equipped van purchased for the SN yardmasters shortly before his retirement, and which he had so little time to use.



Spreading the good cheer at the SN Christmas party were (left) Chris Grimshaw, Bob Nelson, T. P. McCarthy, Harold Miller, Jim Gilwee, Jerry Jennings and Ray Seguoin with back to camera.

STOCKTON

Elaine Obenshain, Bill Lane

Conductor JAMES M. KILGOUR retired November 30, 1973 with 39 years two months service. Jim entered Western Pacific service September 25, 1934. We wish the Kilgours a long and happy retirement.

Switchman and Mrs. B. E. SIMMONS chose Damon Cai for the name of their second son, born November 2nd. Big brother is Brian, age two-and-one-half years.

Our deepest sympathy to the family of retired switchman JAMES J. MONAHAN who passed away November 21st, also to the family of machinist CHARLES "JOE" CARLENZOLI, who passed away December 10th.

Congratulations to retired roundhouse clerk MRS. MAE ELLIOTT on her election as president of the Stockton Branch, California Grandmothers Club. The installation ceremony was held at Pythian Castle in Stockton the first week of November.

Congratulations to Gracelyn Claire Travel, daughter of retired machinist and Mrs. ROBERT E. TRAVEL, who was married on October 27 to Allan Leroy Preston, of Stockton. The newlyweds are employees at the San Joaquin County Department of Public Assistance and are residing in Lodi.

FREMONT

Betty Smalley

(Editor's note: We would like to welcome Betty Smalley to our family of correspondents along the WP. Our thanks to Betty on her first report.)

The employees of the Fremont station bade "farewell" to Mr. and Mrs. M. C. JACOBS (Jake and DeeDee) as they prepare to leave for Jake's new assignment at Sacramento. Clerks and crews joined together in giving Jake a nice desk set and a beautiful cake for the occasion.



Farewell and good luck to Jake and Dee Dee Jacobus with a new desk set for a going away gift from the clerks and crews at Fremont.

Mr. FRANK WEBB is now heading up the Fremont station as the new trainmaster. We hope he likes it here; we're happy to have him with us.

SAN FRANCISCO

Tina Phillips, Dora Prophet, Ruth Stone

Congratulations to assistant chief car service clerk JOHN GIOVANNONI and his wife, Judy, on the birth of their second child, a bouncing seven pound nine ounce boy, Richard L. His little sister Gina is three years old.

The American Bowling Congress



Members of the nations No. 1 bowling team are (front-left) Wendell Kawaguchi, Paul Otagurr, (in rear) Jeff Louie, Manford Lee and Terry Leong.

office in Milwaukee announced that on November 23rd, a San Francisco team "Crown Bowling Supplies" won the Bowling Proprietors Association Handicap Tournament and scored a total of 3616 which included no handicap. Our assistant chief clerk-transportation WENDELL KAWAGUCHI is a member of the winning team. Wendell and his four mates' score of 3616 is the highest three-game series in the United States for the 1973-1974 season.

(letter forwarded by Ruth Stone)

I noted in a recent article in the Napa Register about our old buddy JESS DOUD, former auditor, payroll accounts. He is very much in evidence around town. Jess is owner of Jess Doud Realty and president of the Napa Valley Historical Society.

It has been eight months since my heart surgery and I am getting along just fine, although I still have some pain in the heart area where they connected up. As you probably know I have taken a Railroad Retirement Disability Pension and probably will not return to work.

Say Merry Christmas and a Happy New Year to my friends there for me.

Sincerely, FRANK W. AHLERT, 1043 Ross Cir., Napa, Ca. 94558. (retired Supervisor - general books & insurance).



Among the many well wishers who attended Lee Sherwood's surprise party were Frances Courtney, "Lee," Barbara Redman, Joy Hou, "By" Larson and Linda Tofaneli.

Letters Received

Golden Anniversary

Congratulations and best wishes to retired brakeman and Mrs. Jack Latham who celebrated their 50th wedding anniversary on December 29,



Ethel and Jack Latham celebrate their golden wedding anniversary.

1973. (Editor's note: Jack visited this office recently and had the following to say about coming to the WP.)

I was born in 1900 and started my railroad career in 1918 with the Missouri Pacific Railroad. During those first nine years I also worked for the Rock Island before we decided to move West. I first hired out on the Western Pacific in 1926 as a section hand at Reynard. Within a year a job opened up for a brakeman out of Portola, and I stayed until my retirement in 1965. Ethel and I make our home now at 1273 Lombardi Ave., Petaluma, Ca. 94952. Please give my regards to Lee Sherwood and all my friends at Western Pacific.

Letters received . . .

"Blackie" Hersch

I'm writing for Blackie, re Warren L. Hersch who was foreman at James and retired March 7, 1969. He is paralyzed but can talk and feed himself, but that's all. He loves television. He's in bed most of the time. No one ever wrote or told "Blackie" that "you did a swell job." Where can he get his thirty-five year pin. He was in his 33rd year when he took sick. Also, he would like to get the MILEPOSTS every time it comes out. Thank you.

Mrs. W. L. Hersch
632 Florida Street
Vallejo, Calif. 94590

(Editor's note: We regret hearing about Warren Hersch's illness. The MILEPOSTS will be mailed directly to your Vallejo address. Since receiving your letter, Warren has been awarded a 35-year pin and Certificate of Appreciation.)

* * *

Locomotive Photos Requested

The authors of a new book on the history of the Western Pacific are requesting the help of anyone who may have a picture of three WP steam engines No. 123, 126 and 127. The engines were acquired by the WP in 1917 and retired in 1924 except #126 which operated until 1946. If you can help with any of these pictures please drop a note to Mileposts, 526 Mission St., San Francisco, Ca. 94105. Thank you.

Railroad retirement benefits to increase in 1974

Recent legislation provided for a total increase of 11 percent in benefits for social security beneficiaries in 1974, seven percent of which will be effective this March. The balance of the 11 percent increase, four percent, will be effective in June. As a result, railroad retirement annuitants will also receive increases as described below:

- All annuitants will receive increases effective from the above months. Most annuitants will receive their increases with their April 1, and July 1 checks, the first checks in which these increases are payable. Retroactive payment will be made to those whose increases are delayed as soon as the U.S. Railroad Retirement Board can complete the work of processing their increases.

- Under the law, the total increase of 11 percent will be "passed through" to railroad retirement annuitants. This means that their increase will be for the same dollar amount it would have been if they had been covered under the social security system. For many, the increase will amount to less than 11 percent because railroad retirement annuities are generally much higher than social security benefits.

- There will be no reduction in the "pass-through" increases for annuitants who also receive social security benefits.

The social security tax base for 1974 was raised to \$13,200 a year from the previously scheduled \$12,600. This means that the amount of railroad earnings subject to retirement taxes will increase from \$900 per month in 1973 to \$1,100 in 1974, instead of \$1,050. However, the general railroad retirement tax rates remain unchanged at 15.35 percent for employers and 5.85 percent for employees.

In Memoriam

Fred C. Bagge, retired freight traffic representative, Oakland, September, 1973.

Charles J. Carlenzoli, machinist, Stockton, December 10.

Chester C. Clevenger, retired watchman, San Jose, October, 1973.

Salvatore Colletti, retired section foreman, Winnemucca, October, 1973.

Arthur W. Dryden, retired conductor, Oroville, December 14.

Frank L. Duncan, retired brakeman, Stockton, November, 1973.

Edward W. Field, retired lineman, Orland, Ca., December, 1973.

John G. Forsman, retired carman, Oakland, October, 1973.

Thomas Fox, retired conductor, Salt Lake City, October, 1973.

Reginald C. Hoskin, retired sheet metal worker, Sacramento, October, 1973.

Antonio S. Lavejeno, retired carman, Sacramento, October, 1973.

Albert T. Mackey, Sr., retired towerman, Lodi, Ca., October, 1973.

John J. Monahan, retired switchman, Stockton, November, 1973.

Paul I. Moran, retired car inspector, San Francisco, October, 1973.

James F. Murray, retired conductor, San Leandro, December 27.

Cyrus A. Oels, retired agent-telegrapher, San Lorenzo, January 13.

Shelby J. Perry, retired locomotive engineer, Springdale, Arkansas, November 29.

Clivia R. Phelps, retired carman, Oakland, November, 1973.

Wellesley T. Richards, retired engineer, Walnut Creek, January, 1974.

Herman G. Smith, retired brakeman, Sun City, Ca., November, 1973.

Arthur G. Stout, retired janitor, Sacramento, October, 1973.

Enos T. Westrich, retired chief clerk at St. Louis, Mo., Westfield, N.J., October, 1973.

Edwin L. Wickliffe, patrolman, Oakland, November 27.

Louis L. Winters, retired agent-telegrapher, Oroville, November 1973.

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Milepost 235: near east end of the Poe siding.

Are You Moving?

When you notify MILEPOSTS of a change in address be sure to give both your old and new addresses, including both Zip Codes.

Front Cover Picture

The first "TOF" (extra 3523) crosses the Clio bridge west of Portola in the Feather River Canyon in July, 1973. The Western Pacific all container train "TOF" operates between Oakland and Salt Lake City making direct connections with the UP and D&RGW. Tom Brown photo.

WESTERN PACIFIC MILEPOSTS

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Attn: Paul Gordeney

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RAILROAD LINES

Santa Fe has announced plans for a \$38 million automated classification yard to be built at Barstow, Ca. The new yard will be capable of handling over 2700 cars per day to and from points in northern and southern California.

* * *

With the opening of the Daly City-San Francisco BART line the daily ridership has climbed from 35,000 to 70,000. BART's complete system is expected to be in operation in the Fall of 1974 when the Trans-Bay line opens.

* * *

Major American railroads added 1,366 new and rebuilt diesel electric locomotives to their fleet during 1973, an overall increase of 454 units. As of January 1, 504 new locomotives are on order in the U.S. for 1974.

* * *

U.S. railroads and private car lines placed orders for 106,077 new and rebuilt freight cars in 1973, the highest yearly total since 1955. As of January 1, the backlog of cars on order and undelivered totaled 67,965.

* * *

The old WP Oroville passenger station will be used during the filming of a new Paramount picture called "The Klansman." Richard Burton and Lee Marvin are headlining the list of stars when production starts the last week of February.

* * *

On Wednesday, March 6, a new AMTRAK train called the "San Joaquin DAYLIGHT" will begin daily service between San Francisco-Oakland and Bakersfield. The new stations include Martinez, Stockton, Riverbank, Merced, Fresno, Hanford and Bakersfield.