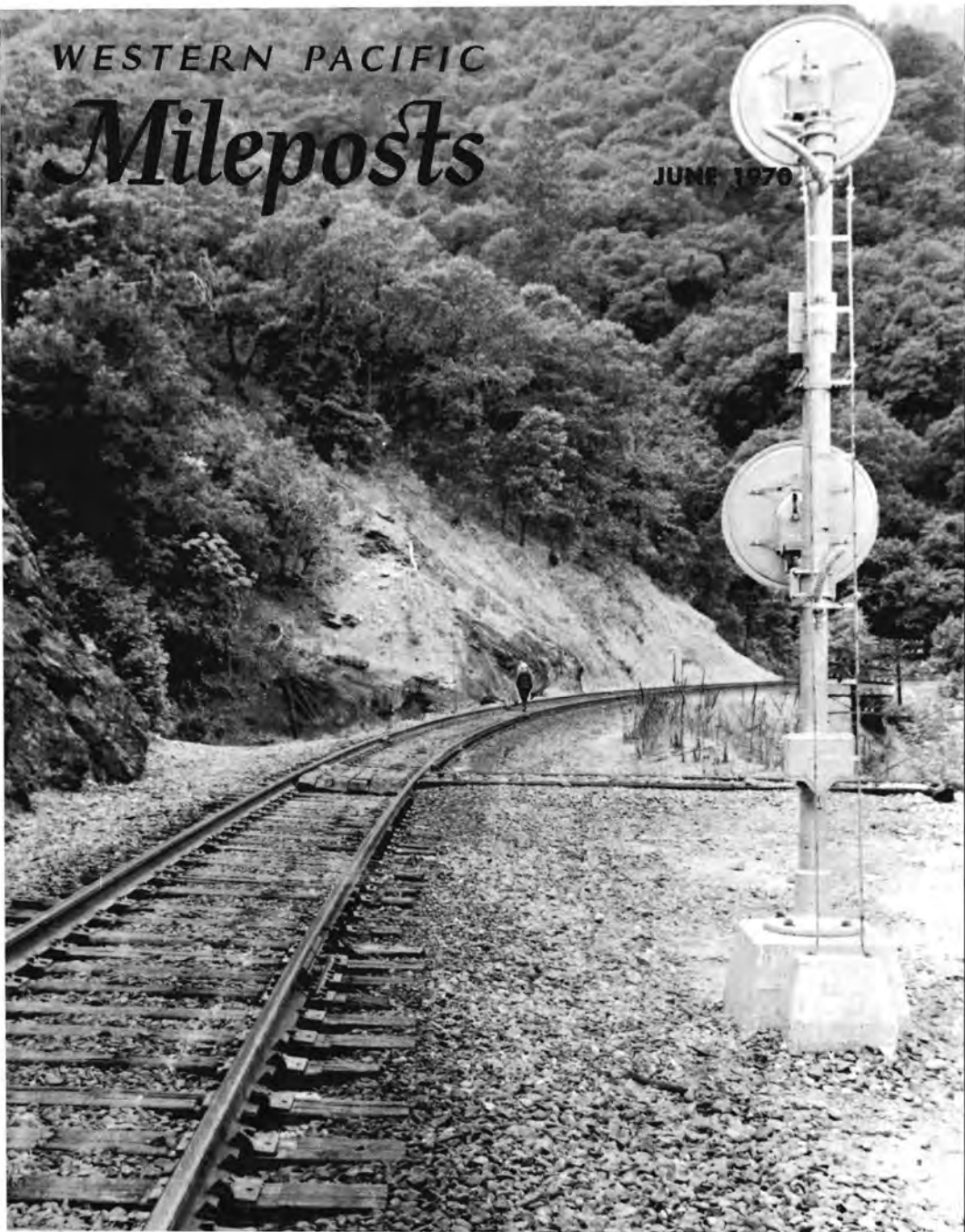


WESTERN PACIFIC

Mileposts

JUNE 1970



It's a long walk

Page 2

They walk the railroad so that trains can run

Two members of WP's engineering staff probably cover on foot more miles of the railroad's main line and branch tracks than any other employee. It's no hobby for them—hiking along ties and rough ballast is no picnic—but there's just no better way to inspect tracks closeup.

It's all part of their work for Maury Crespo, engineer of maintenance of way & structures (shown on the front cover) and for Dave Charlebois, assistant engineer of MW&S. They do a little hitch-hiking with the aid of one of the railroad's several Hy - Rail

autos, as seen in some of the accompanying pictures, and on Car 101 entrained on the rear of a freight train. Otherwise, Maury and Dave couldn't cover the railroad's total 1122 miles of main, branch, and other tracks on a regular monthly schedule.

"The two of us couldn't possibly do the job alone," Maury is the first to admit. "We get great assistance from the district engineers, roadway department, roadway and maintenance of way work equipment shops, and all their employees, and from other members of our own staff."

But, finding the trouble must precede any work, and that's why walking the railroad is so important. Rails, ties, ballast and other track appurtenances, like anything else, wear out and require repair or replacement. Track alignment must be maintained, and adjacent rights of way must be kept free of improper drainage, soil erosion, and other damaging conditions which could prevent having a solid roadbed. To correct these conditions requires a great deal of knowledge and experience, both of which Maury and Dave have acquired.

Maury came to WP in October 1949 with a B.S. degree in civil engineering from the University of California. He first worked at Elko, then Sacramento, and since 1967 he has been headquartered at San Francisco.

Dave's entire career since October 1926 has been with WP's engineering and roadway departments. He was project engineer during construction of WP's new main line around Oroville dam, on part of which the accompanying pictures were taken.

(More pictures on Pages 4 and 5)



Before making early morning start from Oroville Dave (left) talks with roadway crews as Maury gets track time from dispatcher.



Maury releases track time to dispatcher for freight soon to pass station named for A. A. Kramm, retired assistant engineer, who staked WP's new main line around Oroville Dam.

Right: Notes were taken for correction of drainage and erosion problems found in area near Milepost 224.

* * *

Lower right: Maury kneels to check passing freight for heated journals; Dave did same on other side.

* * *

Below: Checking wear on a frog, railroad term for device permitting wheels to cross intersecting rail.



Told by dispatcher to wait for another passing freight, Maury and Dave check track at James (Milepost 224) named for Arthur Curtiss James, one of the last of the great railroad financial giants who in 1926 added control of WP to his railroad holdings.

MILEPOSTS





Seen through windshield of Hy-Rail auto, Dave and Maury took good look at track after leaving West Branch bridge and approaching west end of Tunnel 5 near Milepost 227.

Below: There's no better drinking water to be found than from one of the fresh water springs coming off the Feather River Canyon walls along the main line.



Below: The track seemed rough when the Hy-Rail auto passed this curve so Maury checks track alignment between Tunnels 5 and 6 and will report condition to roadmaster.



Near Poe Maury met Junior Engineer Art Cooper and Assistant Engineer Don Dali setting alignment and discussed progress.



Above: Approaching Pulga Bob Nordstrom, engineer bridges and structures, was met while checking Bridge 238.51 crossing the Feather River below U.S. Highway 40-A bridge.

Right: District Engineer Ray Hobbs relates progress being made on his Sierra District.



Before hitching a ride on the Hy-Rail auto with Mary and Dave, Bob Nordstrom gets helpful information from Engineer Inspector Eric Thomsen who was waiting for track time so crew could start work at Pulga.



While Dave waited at Jarbo passing track for track time Maury took off on foot for closeup inspection of right of way. West end of Tunnel 10 just ahead.



PEOPLE ON THE MOVE

Finance

Effective May 16, Raymond L. Walter was appointed budget administrator with the responsibility for coordinating and assisting various departments in improving their financial controls. Ray will report to G. R. Green, director, economics and cost analysis, at San Francisco.

Ray came to WP in 1966 as an economics analyst after having spent four years on the staff of the County Executive, Santa Clara County, where part of his duties were similar to those he will have at WP. Previous to that time, Ray spent 10 years as a brakeman and conductor for the Southern Pacific at Tracy and Lodi, during which time he was a part-time college student.

He holds a BA degree from Sacramento State College and a MBA degree from Northwestern University. He just recently completed his first

semester as a part-time member of the faculty at Golden Gate College's graduate school of business and public administration in San Francisco.

Ray and his wife, Edna, live in San Jose where Edna is a junior high school teacher. They have one son, Karl, age 8.



* * * Engineering

Shown below are new roadway assignments announced by Chief Engineer A. W. Carlson, effective June 1.

In addition, J. M. Jessen is assigned as bridge and building inspector, System, headquarters at Oakland. He will report to J. G. Howard, general supervisor bridge and structures.

Sub-District	Milepost Limits	Employee	Title	Headquarters
1	S.F.-83.6	A. H. Overturf	Roadmaster	Oakland
		E. S. Lacey	Track Supvr.	Oakland
2	83-6-141	W. L. Chapman	Roadmaster	Sacramento
		J. L. Miller	Asst. Rdm.	Sacramento
3	141-234	M. D. Moudy	Roadmaster	Oroville
		J. H. Aughe	Track Supvr.	Oroville
4	SN & TS	H. A. McMahon	Roadmaster	Sacramento
5	234-319	J. H. Jones	Roadmaster	Keddie
		G. C. Beck	Asst. Rdm.	Keddie
6	N.C.E.	F. C. Reith	Roadmaster	Keddie
		J. K. Couch	Track Supvr.	Keddie
7	319-439	A. A. Schuetter	Roadmaster	Portola
		(To be announced)	Track Supvr.	Portola
8	439-591	B. A. Jones	Roadmaster	Winnemucca
		T. W. Magiera	Track Supvr.	Winnemucca
9	591-757	T. A. Merritt	Roadmaster	Elko
		K. T. Rosengarten	Asst. Rdm.	Elko
10	757-S.L.C.	M. C. Higley	Roadmaster	Wendover
		G. A. Barnes	Track Supvr.	Salt Lake City

New approaches to Safety

Let's face it—Safety on the Western Pacific has been anything but good in recent years. The only consolation in that fact is that future performances have only one way to go—improvement!

The first step in planning new approaches took place on May 1 with the appointment of James K. Brennan as a full-time manager-rules and safety. This is a great responsibility, and Jim is the first to admit that he will welcome all the cooperation he can get from every Western Pacific railroader to make Safety successful.

With only one month on the job, Jim hasn't had time to formulate all the approaches to be used. They will be put into practice just as quickly as is possible. To get the ball rolling, this will serve to introduce you to Jim, and to inform you of his basic approach to improved Safety on our railroad.

"My basic approach to improving Safety has two elements," Jim told MILEPOSTS. "One is a continuous adherence to transportation rules and good safety practice. The other is prompt corrections of reported bonafide unsafe conditions. We will begin with the second, but will give equal and consistent regard to both.

"It is recognized that we have a long way to go to get our Safety program where the vast majority of our employees want it. We know this cannot be accomplished over night, but we believe our fresh approach to Safety will bring about a significant improvement for our employees by the end of this year, an accomplishment in which we all can take pride.

"One idea already in effect is the payroll safety message, a very simple



"With a cooperative effort by all employees, our plans can't help but give us the kind of Safety we all want," Jim told MILEPOSTS.

thing, nothing fancy, that will reach every WP-SN-TS employee every two weeks. You may have noticed the first message on the form accompanying the first paycheck you received in June—"Getting there is all the fun when you do it Safely." These messages will vary each payday, so be on the watch for them. Their regularity, and food for thought, will help to keep Safety uppermost in your mind."

Safety requires an individual effort as well as a group effort, and if we all become involved in both, everyone will benefit. Give a lot of thought to "playing it safe" — and, talk it up with your fellow rails!

Jim Brennan first worked for WP in 1953 as a fireman working out of Salt Lake City and Elko. He entered a two-year management training program in 1957, and went to Milpitas-San Jose in 1959 as assistant trainmaster. After being appointed trainmaster, he took that title with him to Oakland in 1963. Since 1966, Jim has been transportation analyst in the management services department.

Letters Received

Thomas, John and Randy

I am sending you pictures of the three brave Cabreras who all are in the United States Army. Our youngest son, Randy, 17, enlisted on April 24 because he wanted to help his two older brothers. We are very proud of our boys. We wish to thank you for your time and trouble if you can put their pictures in MILEPOSTS. The boys wish to thank you, too, for they are proud of their jobs. They are fine boys and doing a good job out there for us, as Mom and Dad bear the burdens of their absence from home. SP/5 Thomas Cabrera is serving as helicopter instructor in Vietnam and Cambodia and will be returning home on July 24, 1970. S/SGT John Cabrera is with the Rangers as weapon instructor in Fort Polk, La. and will return to his job as FBI investigator in Sacramento on September 22, 1970. PVT Randy Cabrera is completing basic training at Fort Ord, Ca. June 24, 1970 and will then go to Georgia for teletype repairman

school, and serve three years with the Army.

Their father, Jess D. Cabrera, has been an electrician at Sacramento shops since March 11, 1948.

Mrs. Jess Cabrera
4411 Greentree Drive
Sacramento, CA. 95823

* * *

Under an Apple Tree

Thanks so much for the MILEPOSTS. I first checked the In Memoriam column and found too many names of close friends I did not know had died and it leaves one with a sad feeling. In checking the retirement list I found several old friends mentioned and hope they are taking life as easy as am I. Then read of the promotions, such worthy men as Ken Tinker and Frank Bedient. They have my best wishes for continued advancement. After checking those departments I find by a few old acquaintances left who have not either retired or passed on to the happy hunting ground.

As for Ruth and me, we are comfortably located with a nice home, healthy lawn, shrubs, flowers and a big apple tree in the back yard with large garden beyond. I sit in a rocking chair in the old tree's shade and instruct Ruth how to grow a garden,

but she pays no attention to a word I say and always has the best garden in Tooele.

The next time you're over this way "paying your tithing" we would be so happy if you would drop by and see us.

W. H. "Bill" Graham
421 North First West
Tooele, UTah 84074

* * *

Greetings from Tom Fox

I was talking with Tom Fox, retired WP conductor and he asked me to write to you to change his address for MILEPOSTS from 1596 South 13th East, to 167 First Avenue, Apartment 40, Salt Lake City, Utah. Tom had a stroke and it left both his eyes badly damaged and he can see very little and is now unable to write. Tom is still in good spirits and wishes you to remind his friends along the Western Pacific that he thinks of them often as well as the many exciting years he worked for WP.

Irving L. Kilgore
273 East 21st South Street
Salt Lake City, UT. 84115

* * *

Clarence L. Jenkins

This is to advise that Clarence L. Jenkins, retired Sacramento Northern engineer, Citrus Heights, Calif., died on January 1, 1970.

Edna O. Jenkins, widow
7440 Morningside Way
Citrus Heights, CA. 95610

* * *

Thank You!

There were so many friends from Winnemucca to Oakland who wished me happiness in my retirement. I have chosen MILEPOSTS to convey my thanks to all of you for the good wishes and wonderful gift. I have many happy memories from working with all of you. My one sadness at this

Invest-In-America Schools Awards

Far too few headlines in today's news reports commend the many students who are in school to learn and are eager to become good citizens.

Deserving of mention for its contributions to our youth is the 15th Annual Economic Discussion and 8th Annual Journalism Invest-In-America competition for San Francisco County public and parochial high school students. The annual program is sponsored by the Invest-In-America Northern California Council in cooperation with the Kiwanis Club of San Francisco and the San Francisco Industry-Education Council.

As winners, 22 students received shares of stock, savings account deposits, or life insurance for entries on the subject "If I Had \$5,000 How Would I Invest It To Benefit Myself and My Community?" in the economic category, and for essays of their choice in the journalism competition. Another 47 students received Honorary Certificates of Appreciation.

The basic purpose of the program is to bring about a better understanding on the part of the student of how their and their family's savings plus business profits invested in homes, savings, life insurance, jobs, securities, community, etc., effect their own and the nation's economic growth and freedom.

(Continued on Page 11)

Letters Received . . .

time is that I will miss seeing and hearing from you.

N. H. "Nate" Garrett
3438 Pine Street
Castro Valley, CA. 94546



Thomas



John



Randy



Service Pin Anniversaries

May-June 1970

45-YEAR PIN

Daniel J. Laughlin General Supervisor of Track Oakland

40-Year PINS

Miguel D. Cobian Section Foreman Elko
 Joe A. Dotson Blacksmith Stockton
 Glenn E. Fox Conductor Division
 James M. Kilgour Conductor Division
 Willard H. Lerner Carman Oroville

35-YEAR PINS

Joseph F. Hamer District Sales Manager San Francisco
 Raleigh M. Judd Locomotive Engineer Division
 H. C. Parrish Yardmaster Portola

30-YEAR PINS

Miro W. Jiral Carman Sacramento
 Bernard Osborne Tavern Car Attendant Oakland
 Edward C. Rider Carman Sacramento

25-YEAR PINS

John H. Haeberle Locomotive Engineer Division
 Juanita Jenson Secretary to Sales Manager Stockton
 Acie L. Johnson Chef Oakland
 John D. Krause Conductor Division
 Julius Pruitt Waiter Oakland
 Betty Tonelli Interline Ticket Clerk San Francisco
 Dewey E. Troupe Switchman Division
 Leon Wells Chef Oakland
 James A. Wherland Dispatcher Sacramento
 Mary E. Wyatt Steno-Bill Clerk Sacramento

20-YEAR PINS

Charles L. Allee Car Foreman Sacramento
 Carl E. Cook Carman Sacramento
 Frank B. Dignon Switchman Division
 Lanny R. Glascock Sales Representative Denver
 Donald E. Hart Section Laborer Roadway Department
 William A. Highsmith Switchman Division
 Marshall L. Ingram Carman Stockton
 Sam J. Latino Carman Sacramento
 Abraham Lymas Mechanical Department Laborer Sacramento
 Scott J. Putnam Locomotive Engineer Division
 Robert B. Redus Superintendent of Transportation Sacramento
 Floyd E. Robinson Welder Roadway Department
 Raymond E. Swets Switchman Division

(Continued on next page)

15-YEAR PINS

W. E. Barker, Sr. Switchman Division
 W. Bryson Switchman Division
 R. J. Camarillo Section Laborer Roadway Department
 G. F. Campbell Yard Checker Oroville
 Louis J. Fischer, Jr. Assistant Trainmaster Portola
 D. L. Gregson Yard Checker Stockton
 Jack G. Hastings Carman Elko
 J. D. Henderson Switchman Division
 James L. Jenista Conductor Division
 F. E. Lindhe Conductor Division
 M. McCullough Section Laborer Roadway Department
 J. W. Mendenhall Conductor Division
 Glenn E. Morton Locomotive Engineer Division
 H. E. Palmer Switchman Division
 W. A. Sherrill Chief Clerk-Marketing Sacramento
 W. M. Thompson Conductor Division
 John Y. Todecheene Extra Gang Foreman Roadway Department

10-YEAR PINS

E. T. Bills Conductor Division
 J. M. Burns Relief Clerk Division
 K. E. Bunker Brakeman Division
 J. M. Butcher Switchman Division
 R. D. Cox Switchman Division
 M. G. Diaz Track Laborer Roadway Department
 P. C. Diaz Track Laborer Roadway Department
 J. W. Edgar Conductor Division
 H. E. Johnson Locomotive Engineer Division
 J. E. Kaufman Conductor Division
 A. A. Kessel Switchman Division
 Ivan E. McAtee Sales Representative San Francisco
 J. R. McCaul Carman Foreman Stockton
 R. H. McNinch Conductor Division
 L. J. Pitcher Carman Elko
 P. G. Quinn Claim-Industry Clerk Oakland
 D. Allan Tatomer Conductor Division

Invest-In-America . . .



One of the winners, Pat Gogas, a St. Paul High School student, received a share of Western Pacific common stock purchased on the open market by the Invest-In-America Council.

Miss Gogas is shown at the left receiving her Western Pacific stock certificate from Peter H. Van Gorp, executive assistant, office of the president.

**Take Stock in America
Buy United States Savings
Bonds through Western Pacific's
payroll deduction plan**



KEDDIE

Elsie Hagen

CYRUS A. OELS, retired agent, and his wife, Viola, were honored at a buffet dinner in Reno, celebrating their 50th Wedding Anniversary. Tables were appropriately done in gold and white with a lovely cake as centerpiece. Friends came from Sacramento, Arcata, Reno, and Penn Valley to join with the family for the occasion.

Cy and Vi were married on March 21, 1920 in St. Louis, Mo., and Cy first worked for Western Pacific at Sacramento in July, 1923. He retired as agent at Greenville, Calif. in 1958 after nearly 35 years of continuous service.

Cy and Vi and their family lived in Keddie for many years while working at Keddie before he went to Greenville. Their children, who attended school in Quincy, are Engineer GEORGE OELS, working out of Portola; PHILLIP, train desk clerk at Keddie; and Mrs. Melvin (Louise) Collins of San Lorenzo, Calif. They are the proud grandparents of ten.

For several years after his retirement, Cy and Vi lived in Westwood, but presently live in Reno.

Our best wishes to ROBERT SMALL, who retired as locomotive engineer at Oroville, after more than 34 years of service. We do hope he will have

very happy and interesting times for many years.

Retired Engineer and Mrs. R. E. LUZZADDER returned home recently from an extended trip by camper to Bishop, Calif. to visit with her sister and then to enjoy areas in Death Valley where they visited Scotty's Castle and other desert scenic spots.

Our deepest sympathy to the families of Engineer GUY HARDY and Road Foreman HAROLD PARKS who lost their lives in the accident at Floka, Nevada.

SACRAMENTO STORE

Evelyn Richardson

We are all happy to have with us again Store Helper DALE MADISON, who recently returned to work from a military leave, during which he was fortunately stationed in the States.

ELKO

Henry Walloch

There was an error in the April issue listing the crews bringing the last eastbound Zephyr into Elko on March 21. This portion of the final run was made by Engineer G. W. MORTON and Fireman W. J. TATOMER instead of Engineer R. A. MOORE and Fireman G. AGUIRRE.

This brings up a point of interest, as Engineer G. M. MORTON, father of G. W. MORTON, brought the first scheduled passenger train into Elko

They Have Retired

William B. Cook, manager intermodal services, Chicago, 41 years 10 months.

Harvey Gantt, waiter, Oakland, 32 years 9 months.

James S. Goodwin, cook, Oakland, 24 years 1 month.

Eleanor R. Harrigan, train desk clerk, Oakland, 26 years 10 months.

Ray W. Huffman, dispatcher, Sacramento, 44 years 1 month.

Burton T. Miller, locomotive engineer, Division, 28 years.

George M. Nall, car inspector, Oroville, 24 years 11 months.

Fred Pena, track laborer, San Francisco, 21 years 8 months.

James R. Quick, personal record clerk-Mechanical Department, Sacramento, 27 years 4 months.

Philip L. Ryan, Sacramento Northern brakeman, Sacramento, 19 years 7 months.

Boyd C. Sells, general secretary-Marketing Department, San Francisco, 39 years 9 months.

Mary Sohodolsky, steno-clerk Treasury Department, San Francisco, 21 years 3 months.

Albert Wadkins, chef, Oakland, 39 years 10 months.

Charles D. Woods, waiter, Oakland, 34 years 8 months.

Hugh V. Wright, switchman, Stockton, 20 years 7 months.

Michel J. Zellin, dining car steward, Oakland, 26 years 10 months.

Cabooosing . . .

from Winnemucca in September 1910. Fireman on that run was FRANK "PISTOL PETE" GORMAN.

The youth of Elko had a different thing going for them on May 23 instead of causing disturbances as some other youths are doing around the country. About 200 high school students organized what they named "Development Walk" and covered a 20-mile course within the City and surrounding area to gather three dump truck and four pickup truck loads of litter. About 135 completed the entire walk. They also obtained pledges from sponsors and individuals, the proceeds from which will be used to purchase new litter barrels and teaching aids to assist in teaching and combating pollution problems. We commend these young people for their thinking and consideration of their City and for their thoughts of the future!

CHICAGO

Kathy Marlas

Our long-time import-export expert BILL COOK retired on May 1, one year short of his 65th birthday and with 42 years of WP service. The Chicago office staff and his many friends and associates gave him the proper and gala farewells before he left to become associated with the Port of Oakland in the San Francisco Bay Area.

In his stead, we welcomed ERV HUELSKOETTER, formerly with our St. Louis office and we all feel Erv is on his way toward filling Bill's former duties.

In our intermodal department we'd also like to welcome JOE RACANELLI as our new rate clerk. Joe is a long-time Chicago area transportation man, and his wife is a secretary for the North Western Railroad.

GEORGE WENIG, sales manager, recently celebrated his 41st year of service with our Company and he

(Continued on Page 14)

commented that he now appears as only No. 3 on the seniority roster, recalling the days when his name was last on the same roster.

Our other good news is about HANK SALLEE, originally from Stockton and newly promoted within our Chicago office as sales representative. Hank married a former Zephyrette, MARIE KRAPP, on June 6 and had moral support of Sales Representative RODGER LAND and District Sales Manager DON LANDGRAF. Rodger was one of the groomsmen and Don acted as usher along with HAROLD RAMSEY, former California Zephyr steward and long-time friend of the bride and groom. Hank and Marie honeymooned in Nassau and Florida and are living in Peotone.

WENDOVER-SALT LAKE CITY

Carol Suchan

Congratulations are in order and extended to M. W. HAMMOND on his recent promotion from trainmaster to assistant district superintendent, and to F. M. RANKIN on his recent promotion from conductor to assistant trainmaster with headquarters at Wendover.

A hearty welcome is extended to Road Foreman of Engines R. K. HARRISON and his family. Dick was recently transferred from Keddie to Winnemucca.

There have been several new April arrivals in our railroad family. A son was born to Fireman and Mrs. W. R. KNIGHT; a daughter born to Brakeman and Mrs. J. L. LARSEN; and a son born to Brakeman and Mrs. K. F. RANKIN. Our congratulations to all!

Congratulations are also extended to Sales Representative and Mrs. R. A. GROVES, who announced the arrival of their first grandchild. Charie Marie Ellis arrived on April 16

weighing 7 lbs. 11 oz. much to the delight of their daughter, Virginia, and her husband Randy Ellis.

Deepest sympathy is extended to the family of retired Engineer GEORGE A. LORENZ who died on April 11 at the age of 90 in a Salt Lake City hospital. He was a veteran of the Spanish American War, 13th Regiment Cavalry, and past State Commander John F. Critchlow Camp No. 3. He is survived by his wife, Helen; daughter Mrs. Harry F. (Louise) Kemp, Salt Lake City; sons John F. of Arlington, Virginia and GEORGE M., Central California Traction Co. general manager, Stockton; six grandchildren; and four great grandchildren. Other survivors are stepsons Don Schaffer, Fullerton, Calif., and John Schaffer, Perris, Calif; and stepdaughters Mrs. Kathryn Wells, Alhambra, Calif; Mrs. Wanda Mac-cubbin, Hacienda, Calif; and Mrs. Barbara Stowell, South Pasadena, Calif. Funeral services were held at noon on April 15 at Deseret Mortuary, Salt Lake City. Burial was in the Mt. Olifet Cemetery with military rites by V.F.W. Memorial Team No. 3586.

We are sorry to report that retired Conductor TOM FOX suffered a recent stroke which badly affected his eyesight. Tom was born on January 16, 1883. He entered service with Western Pacific on November 20, 1911 and retired on January 11, 1948. Since retirement he was for some time very active in calling on and aiding those who were sick or in need. We know Tom would enjoy hearing from his old railroad friends.

SAFETY

Is a Thinking Man's Habit

Don't Push Your Luck!



In Memoriam

Pearl R. Brown, retired vault clerk, San Francisco, April 1970.

Leo Pope, retired chief-divisions bureau, Marketing, Jackson Hole, Wyo., May 27.

John C. Gray, conductor, Stockton, May 21.

Robert Huff, retired switchman, Stockton, March 1970.

Dorothy L. Kyle, retired information reservation clerk, Oakland, April 1970.

Joseph P. Lapinas, maintenance of way helper, Sacramento, May 17.

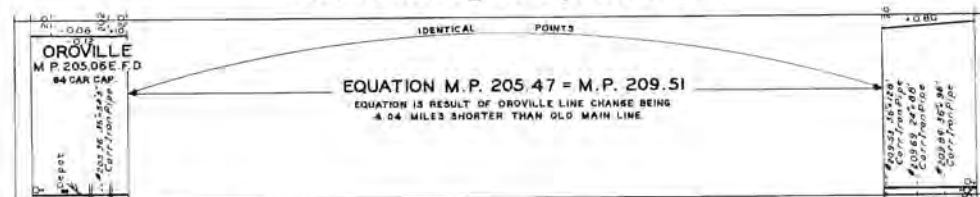
Einar W. Lubeck, retired assistant accountant, Modesto, April 1970.

Leslie L. Morris, retired cashier, Elko, May 9.

William E. Thomson, retired head export clerk, San Francisco, April 1970.

George T. Whitlock, retired locomotive engineer, Dinuba, May 22.

Those Missing Mileposts Signs



If you've been keeping track of the Milepost sign pictures in each issue of MILEPOSTS, you'll note that we skipped from No. 205 in the May 1970 issue to No. 210 shown below. The above chart explains why.

VOLUME 22, NO. 6

JUNE 1970



Milepost 210: After passing Thermalito diversion dam behind sign, main line first crosses Feather River over Feather River Bridge.

When the State of California completed relocation of WP's main line in 1962 during construction of Oroville dam it was four miles shorter than the old line between Oroville and Intake. To avoid renumbering signs all the way to Salt Lake City, signs 206 to 209 inclusive were eliminated.

WESTERN PACIFIC MILEPOSTS

526 Mission Street
San Francisco, CA 94105

Lee Sherwood, Editor

Member Assn. of Railroad Editors



WESTERN PACIFIC MILEPOSTS

526 Mission Street
San Francisco, CA 94105

Return Requested

Bulk Rate
U.S. POSTAGE
PAID
San Francisco, Calif.
Permit No. 5371

RAILROAD
LINES



A million gallons of Florida citrus juices per trip in a mile-long unit train of white refrigerator cars will start moving to Kearny, N.J., for Tropicana Products operated by Seaboard Coast Line; Richmond, Fredericksburg & Potomac; and Penn Central.

* * *

With both rates and traffic up, first quarter operating revenues showed 3.1% increase over 1969 period, but expenses rose 7.7%, so net operating income dropped by 57.6% and net income industry-wide deficit was \$2 million; 17 Eastern roads operated in the red.

* * *

With 85 modifications Canadian National schedules restoration of Turbo-train service over its 335-mile Montreal-Toronto line with a seven-car Monday-Saturday departure from each of the two cities.

* * *

The House gears up for June action on Senate-passed bill to block state taxing practices that rails claim cost industry more than \$900 million in nine-year period.

* * *

Police forces of the Belt Railway, Burlington Northern, Chicago and North Western, Illinois Central and Santa Fe recently took to the air via helicopter to expand effectiveness in patrolling Chicago metropolitan facilities.