

WESTERN PACIFIC
Mileposts

MARCH-APRIL
1971



How WP's role in industrial development aids a community



Artist's drawing of the Modesto plant

Not all private citizens, civic officials, school administrators, or other members of a community fully realize the many direct or indirect economic benefits that a new industry locating in the area can have on the individual and the community.

If each of these individuals were asked the question "What does industrial development mean to you?" their answers would be many.

Most would agree, however, that capital invested by a new company in land, building, and equipment contributes greatly to the community's tax base. They know that such additional new tax revenues are required to administer the government—for schools, police and fire protection, streets and utilities, hospitals, recreation and parks. Otherwise, funds for these purposes would have to come from increased tax rates, adversely affecting the entire spectrum of citizens and industry alike.

Some may not realize, though, that the economic chain reaction which takes place when a new payroll with year around employment is like a rock thrown into a still pond. The concentric circles on the water grow larger and larger. New employment and payrolls result in substantially more purchases of today's necessities of food, clothing, homes, automobiles, and luxuries. This benefits those suppliers and, in turn, the entire community through the creation of other services and jobs, all with new sources of income and taxes to stimulate a

healthy economy. In addition, when one new industry becomes successful, others are often attracted to the area as a location for expansion or competition. Those concentric circles then become even larger.

Western Pacific and its subsidiary companies play an important role in industrial development by helping to expand the growth of communities in the areas it serves, and at the same time helping to expand its own economic future.

To accomplish this, the railroad's industrial department has for many years had an aggressive program to seek out and aid industry in finding suitable locations on which to conduct profitable operations. Over a period of years large tracts of land have been purchased in communities where careful analysis indicated future industrial growth will take place. Before the railroad makes its investments, it carefully weighs the community attitude toward industry and the desire to prepare for industry through timely expansion of utilities, such as industrial sewer facilities, or other requirements. The railroad also keeps current with privately owned parcels of land which might be available for industry if land already available, for one reason or another does not meet the criteria of a particular industry.

Continuing contacts are made with industries which are giving, or may in the future give, consideration to establishing a new manufacturing plant or distribution facility on the West

Coast. These contacts may also originate with Chambers of Commerce, banks, utility companies, realtors, contractors or investors. An aggressive advertising and sales contact program is maintained in major industrial cities throughout the country. Periodic tours are made by the industrial department's staff to all eastern cities to call on key industries and make presentations.

One such call in early 1970 is a good example. The contact was the real estate department of Procter & Gamble Company in Cincinnati, where it was learned that the company was looking for a northern California plant site for the manufacturing arm of its paper products division—The Charmin Paper Products Company. Modesto was one of the areas being considered, although they had been unable to find a suitable site meeting their requirements. This problem was discussed and immediately our industrial department began action. With the assistance of Modesto Realtor Peter Barton, it was thought that two or three private land ownerships might be brought together to meet the company's needs. After certain information was obtained from the City of Modesto and developed, arrangements were made for company representatives to fly out and inspect the potential sites. After studying the feasibility of the location, water analysis, soil conditions, and other requisites, the site was found to be satisfactory.

The rest is history. Construction of the new \$20 million plant on a 218 acre site is now under way for the company's subsidiary, Charmin Paper Products Company. The Modesto plant will be a low one-story production with warehouse and office building covering about seven of the 218 acres, about 25 acres of which will be developed initially. According to Charles M. Fullgraf, vice president of P&G's paper products division, the company plans to allow for possible enlargement of the plant at some future date should the need arise. Initially, the 350 work force will receive around \$2.5 million in payrolls, both of which would be increased with any plant expansion.

Production at the plant is expected to begin late this year at which time the only product will be Pampers disposable diapers.

One evening last October, Procter & Gamble hosted about one hundred community leaders at a dinner to explain P&G's operations. "The more I see of Modesto, the more convinced I am that we have made an excellent choice," said Mr. Fullgraf. He also told the audience that the company is concerned about being a good neighbor wherever it locates, and that its executives are encouraged to become involved in the community, contribut-

(Continued on Page 4)

The French word "Queue" denotes a file or line of persons, which makes it an apt word for the title of this report on Safety. "Queue" is also related to the English version "Cue." As you will read, the two fit nicely into a new program—Line Up For Safety—announced by D. H. MacLeod, vice president and general manager.

The program began on January 1. Its aim is to help to make a significant reduction in personal injuries, with a goal of 35% fewer month-to-month personal injuries than occurred in 1970.

The "Cue" relation to the program is to motivate an ever increasing performance by supervisors in preventing personal injuries to the employees under their jurisdiction. "Cue" will also provide an added incentive in the form of a display for all to see.

The display consists of a pool rack, one sent recently to each department head, district engineer, transportation and mechanical superintendent to hang in a prominent space in their offices.

Each month they will receive a

Operation **QUEUE**

POOL ball bearing the number of reportable injuries occurring in their departments during the previous month. In addition, they will receive a "Queue" goal for the maximum number of reportables and the maximum total injuries, which will represent the 35% reduction from the corresponding 1970 month.

To indicate if a goal was accomplished, or not, a strip of plastic will be affixed to the back of the POOL ball sent to each supervisor—GREEN indicating that he made his goal—RED indicating that he did not. In the unlikely event that any supervisor would receive more than 15 reportable injuries in any one month, he would be sent a red SNOOKER ball. Those supervisors going an entire month without a reportable injury will receive a QUEUE ball. Only when both the reportable and non-reportable goals are accomplished, will the green plastic strip be attached to the ball for that month.

Those supervisors going three consecutive months with no reportable injuries will receive a QUEUE STICK, also to be mounted on their pool rack.

In the area of goals, some supervisors will probably want to set goals for their subordinates, subdivisions, territories, etc. Jim Brennan, manager rules & safety, will be glad to assist in whatever way he can to provide statistics to help in this effort.

To further help in this area, monthly reports summarizing the actual number of occurred injuries, will be sent on a monthly basis throughout 1971.

Each supervisor will be expected to prominently display his QUEUE rack and explain its significance to visitors. Hopefully, the displays will be a source of pride for all. If not, vigorous action should be taken to improve the display's appearance.

QUEUE up now for Safety in 1971 and get out from behind the 8 ball!

Safety Performance Awards announced

In the midst of a generally mediocre safety performance record on our railroad last year, four individuals stand out for having had remarkably fine supervisory performances in their respective departments.

Signal Supervisor Joe Mize, Elko, and Roadmaster Fred Reith, Keddie, had no injuries, reportable or non-reportable, in their districts during the entire year. Dick Harrison, trainmaster-road foreman of engines, Winnemucca, had just one reportable injury during 1970, and leading the mechanical department was G. J. Benedict, master mechanic-car & locomotives, Sacramento, with 11 reportable injuries to system car forces.

For their fine performances, these four men will each receive a permanent trophy, suitably inscribed, and a perpetual trophy to be held for one year. Employees under their supervision who worked during 1970 without a reportable injury, will be awarded a prize of their own choice from a liberal selection.

Vice President & General Manager Donald H. MacLeod expressed sincere congratulations to the winners and said that these individuals stand out and prove our basic contention that if we all work hard enough at safety, as these men have done, it is quite possible to achieve our goals of excellence.

Van Fleet . . .

who suggests the best NEW IDEA accepted by the Company, hopefully each month, will receive an award of one share of WP common stock. Each winner during the year will also be eligible to compete for the annual award of an additional 10 shares of WP common stock.

Industrial development . . .

ing substantially more than just a new payroll.

The Tidewater Southern Railway, a Western Pacific subsidiary, will play an important role by directly serving the new plant and providing connections with Western Pacific and other railroads.

"This department's role in helping to bring this new industry to Modesto was made possible only by the exceptional cooperation received from Procter & Gamble," said E. P. Jagels, director of industrial development and real estate, "combined with valuable assistance provided by all segments of the community and other departments of our railroad."

Switchman Van Fleet wins annual award

H. W. Van Fleet, Oakland switchman, became a double winner in the 1970 Safety Suggestion program. The announcement was made in February in a letter to the winner from J. K. Brennan, manager-rules & safety.

Van's suggestion, which won him the July award and one share of WP's common stock, was to spot weld metal pimples on the edges of worn switch engine steps and platforms. "As a direct result of your suggestion we now have a standard system of roughing up slick edges on locomotive steps when engines are routinely serviced on major inspection dates," said Jim.

"In addition to enriching the safety of our employees, your personal stock portfolio is also enriched by 10 shares of WP common stock as the annual winner!"

In speaking in behalf of Donald H. MacLeod, vice president and general manager, Jim also informed Van that he had reflected credit on his supervisors and officials of the transportation department, as well as himself, for his interest in safety. "This is an accomplishment in which you can take justifiable pride."

It is planned to continue the program through 1971. The employee

WP invests for future

Despite the impact of soft economic conditions which have affected WP along with other common carriers, our railroad continues to invest in the future. Recent examples include—

- Firm orders for 20 locomotive units at a cost of over \$5 million. Two are to be delivered by GE in May. The other 18 are to come from General Motors' Electro-Motive Division in the late summer and fall. The combined order for 20 units represents the biggest motive power acquisition by WP in 20 years.

- A firm order of almost \$700,000 for new rail. This will allow for a substantial increase over 1970 in our rail replacement program.

- An order for 200 re-built 50-foot box cars having a value of \$3 million.

Deliveries are to commence in the fall.

D. H. MacLeod, vice president and general manager, told MILEPOSTS: "There are a lot of positive aspects to our situation today. Our safety program seems to have taken hold, although we still have too many minor injuries. Our service is better than it has been in the past. We are right in the midst of several changes which will make further service improvement."

"Right here we're looking at an investment of almost \$9 million in railroad plant and equipment. With investments like this, we are in a position to provide good service and handle big traffic increases in months and years to come."

MILEPOSTS returns to six issues a year

Along with other necessary economies being taken by the railroad at this time in order to assist in accomplishing important objectives such as the one in the above report, MILEPOSTS returns to an every-other-month publication. This March-April issue replaces the one planned for February, which was cancelled.

The format, number of pages, and contents will remain essentially the same. Every attempt will be made to keep the magazine informative, instructive, and of general interest to the readers.

Some columns in the Caboozing section have been rescheduled so that all may be included as space permits. Your Correspondent can furnish the new schedule for your area. Reports on employees' personal activities are most welcome and desired. Especially, any noteworthy activity in which an

employee takes part that is an asset to himself, to his community, and to our railroad.



A girl who needs a hand—gets one when you give to the March of Dimes

THIS SPACE CONTAINS AN AD & PHOTO BY SPENCER...

Letters Received

Says "Hello"

With the beginning of a New Year I would like to extend greetings and thank you for keeping my name on MILEPOSTS' mailing list. Your excellent publication is my only contact now with the Western Pacific and my old friends there, and it is very much appreciated.

Basil Cole
P.O. Box 142
Evanston, Wyo. 82930

* * *

Still Going Strong

You printed an article in the April 1969 MILEPOSTS about me as being on the first passenger train arriving in Oakland on August 22, 1910 as flagman, working with Conductor Stevens, Brakeman Estrader, and Engineer Mike Boyle. There are not many of us old timers left now, although I hear from one or two occasionally. I am now 84 years old and last September left with my family for a 6,000-mile 30-day auto trip across country Minnesota, Iowa, Illinois and return through New Mexico. Met many old friends and school chums and saw my old home on Farley Street in Mona, Iowa and the little town of Farley. With best wishes.

F. E. Farley
1931 Happy Valley Road
Anderson, CA. 96007

* * *

Appreciation

Please include a big thank you for me in your next issue of MILEPOSTS. It is difficult to find words to express my appreciation and thanks to all for the most wonderful retirement party. I especially wish to thank Ray Hobbs and Alice Anguilo. Alice, the decora-

tions were beautiful and the work involved is appreciated. A thank you to all my good friends for attending, and for all the greenback ties under that little railroad that was presented to me at that fine dinner.

David C. Charlebois
Oroville, Calif.

* * *

Season's Greetings!

Just sending along best wishes for the holidays to all Western Pacific employees, from a former WP fireman who retired as engineer for the Missouri Pacific. Hope all the old timers feel as well as I do in retirement.

Floyd Wiley
60 Lurline Avenue
Victoria, B.C., Canada

* * *

Good Eating

I retired from WP as a conductor at Keddie on July 17, 1969, and now live in farming country on the eastern shore of North Carolina. I've seen only one engine in the past six months as the Norfolk Southern, about 20 miles from here, is the nearest railroad. We have both fresh and salt water fishing nearby and good deer hunting. I have a good recipe everyone likes. Drop me a card and I'll pass it along to my old WP friends.

Nelson G. Jones
Route 3, Box 17-A
Columbia, N.C. 27925

Front Cover Picture

From the highway looking down on the head end of a long westbound freight crossing the main line on the wye bridge at Keddie.



—Picture courtesy of Jim Irvine, The Times, San Mateo, Calif.

The 653 "goes Hollywood"

It's not every day that an old railroad car gets to star in a Class A motion picture, but a former Western Pacific buffet-lounge car is sharing a leading role with popular motion picture actress, Ruth Gordon, for Paramount Pictures.

Paramount has been shooting scenes in and around San Francisco for the past couple of months for the picture "Harold and Maude," to be released late this year. There was need for an old railroad car to be used in the picture as the home for Miss Gordon, who plays the part of an old woman. Paramount was referred to the Bay Area Electric Railroad Association, and the loan was arranged last December. According to Paul Gordonev, marketing department, and Richard Reynolds, former public relations department employee, and both officers in the Association, the car was moved from BAERA's museum at Rio Vista Jct. to a spot on the tidelands near Oyster Point, east of Bayshore

Freeway in South San Francisco.

The 653 was built by Pullman Co. at Calumet (Chicago) Illinois in 1931, originally named "The Holton." The car was put in general service for use around the United States by Pullman. Western Pacific leased the car from Pullman in 1938 for use on its new "Exposition Flyer" along with two sister cars, the 651 and 652, all of which were later purchased by Western Pacific. The cars made their last regular run in March 1949 when the California Zephyr replaced the old "Flyer," and were later used by WP for special excursions.

The 653 was donated to the BAERA in 1966 for historical preservation, and still retains its original 1920 "Rococo" style interior furnishings.

The short-lived "Starlet" will return to the Museum, located 12 miles south of Fairfield, Calif. on Highway 12, when she has completed her Hollywood role—hopefully rated GP!

Union and Management representatives get better acquainted

For the express purpose of meeting President Alfred E. Perlman and Executive Vice President Robert G. Flannery, a reception and dinner was given for Western Pacific's union representatives and their wives. The get-acquainted affair was hosted by Vice President and General Manager Donald H. MacLeod at Woodlake Inn in Sacramento on January 14.

Also present that evening were Vice President-Marketing Walter C. Brunberg, Vice President-Finance F. A. Tegeler, and Vice President-Law E. L. Van Dellen, and their wives, and other members of the VP&GM's staff.

The informal get-together was well attended, as is shown in the pictures below and on Pages 8-9.



General Chairman Reinhold Schmidt, Yardmasters; Mrs. Krueger; General Chairman A. Krueger, Maintenance of Way; Mrs. W. A. Tussey, wife of Manager of Personnel; Mrs. G. A. Blixt, Jr., wife of General Chairman, Sheet Metal Workers; Mrs. Tegeler; F. A. Tegeler, vice president-finance.



General Chairman J. C. Cooper, Brakemen; W. S. Cope, manager of labor relations; President Alfred E. Perlman.

General Chairman Jean L. Parker, Dispatchers; General Chairman G. R. Porterfield, Engineers; General Chairman R. R. Jordan, Dispatchers; R. F. Brew, administrative assistant to VP&GM; R. G. Flannery, executive vice president





Mrs. Cuglietta; Mrs. Leuthy; General Chairman A. B. Cuglietta, Carmen; W. S. Cope, manager of labor relations; General Chairman F. G. Leuthy, Blacksmiths & Boilermakers.



Vice President & General Manager Donald H. MacLeod; General Chairman R. R. Jordan, Dispatchers.



General Chairman H. D. Branting, Firemen & Oilers; Mrs. Krueger; Mrs. Green; General Chairman T. M. Cutter, Switchmen; Mrs. Cutter; W. S. Cope, manager of labor relations; General Chairman A. C. Krueger, Maintenance of Way; T. R. Green, assistant manager of labor relations.



General Chairman R. G. Porterfield, Engineers; H. E. Meeker, assistant general manager—service control; Mrs. Meeker; Mrs. Porterfield; F. A. Tegeler, vice president—finance; Mrs. Tegeler.



Mrs. Blixt, Jr.; President A. E. Perlman; Mrs. Hoxsey, wife of General Chairman W. A. Hoxsey, Conductors; General Chairman G. A. Blixt, Jr., Sheet Metal Workers.



District Superintendent A. E. Stene; Mrs. Stene; Chief Mechanical Officer D. F. Pilkinton; Mrs. Pilkinton; General Chairman G. R. Porterfield, Engineers; Mrs. Porterfield; Mrs. Walter; R. L. Walter, assistant general manager—administration.



Mrs. Krueger; General Chairman A. C. Krueger, Maintenance of Way; General Chairman H. D. Branting, Firemen & Oilers; General Chairman W. A. Hoxsey, Conductors; Executive Vice President Robert G. Flannery.



Vice General Chairman Walter John, Firemen & Oilers; Mrs. John; Mrs. Van Dellen; Vice President—Law E. L. Van Dellen.

T. R. Green, assistant manager of labor relations; Mrs. Green; General Chairman F. G. Leuthy, Boilermakers & Blacksmiths; General Chairman A. B. Cuglietta, Carmen.



General Chairman Earl Miller, Clerks; President A. E. Perlman; W. S. Cope, manager of labor relations; L. D. Michelson, president and general manager, Sacramento Northern and Tidewater Southern railways.

Vice President—Marketing Walter C. Brunberg; Vice President—Finance F. A. Tegeler; General Chairman H. E. Mettett, Mechanical Supervisors.





Service Pin Anniversaries

January-February 1971

40-YEAR PINS

Julian J. Hernandez	Track Laborer	Roadway Dept.
Martin C. Wood	Foreman, Extra Gang 420	Sand Pass

35-YEAR PIN

Robert L. Shepard	Diesel Foreman	Portola
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30-YEAR PINS

George Clark	Switchman (Internatl Vice President—SUNA)	Sacramento
Jesse R. Dabbs	Machinist	Stockton
Adrian E. Drummond	Machinist	Sacramento
Harry C. Fleenor	Painter	Sacramento
Rulen Jones	Machinist	Elko
Troy R. Jones	Electrician	Stockton
Charles F. Lynch	Car Foreman	Sacramento
Ernest Mancuso	Locomotive Engineer	Transportation
Harold V. Meyers	Painter	Sacramento
Reinhold Schmidt	Yardmaster (General Chairman—RYA)	San Francisco
L. C. Sherwood	Editor, MILEPOSTS	San Francisco
Richard E. Stansberry	Locomotive Engineer	Transportation
Arthur J. Stout	Asst. Supt. of Shops	Sacramento
Wade H. Wald	Car Foreman	Oroville
John D. Work	Switchman	Transportation

25-YEAR PINS

Robert C. Allgeo	Revising Clerk, Sr. Revenue Accounting	San Francisco
Hervil Hayes	Relief Clerk #1	Portola
Guy S. Heaney	Chief Clerk—Mechanical	Sacramento
Jack H. Jones	Roadmaster	Keddie
Wayne R. Orton	Carman	Stockton
Raymond L. Paule	Blacksmith	Sacramento
Charles F. Reed	Brakeman	Transportation
Harold A. Ruyle	Locomotive Engineer	Transportation
Clarisse M. Schmitt	Secretary to General Supt. Transportation	Sacramento
Bruce A. Stilwell	Stock Control Clerk	Sacramento

20-YEAR PINS

B. L. Coggins	Carman	Portola
Frances Courtney	General Secretary—Marketing	San Francisco
Edward N. Dickie	Carman	Elko
Loy E. Hibbs	District Special Agent—Claim Agent	Portola
Julius V. Loginoff	Accountant—General Accounting	San Francisco
Lavon K. Robinson	Storekeeper's Clerk	Sacramento
E. H. Williams	Switchman	Transportation

(Continued on next page)

They Have Retired

Eugenio Arano, laborer, Elko, 25 years 11 months.

Wilfred A. Blue, Sacramento Northern Train desk clerk, Sacramento, 45 years 6 months.

Lottie M. Boyd, Central California Traction Co. secretary, Stockton, 53 years 5 months.

William Brown, locomotive engineer, Oakland, 21 years 11 months.

Kyle H. Calvin, locomotive engineer, Salt Lake City, 41 years 4 months.

Gabriel Castro, laborer, Golconda, 32 years 6 months.

Soloman Castro, Central California Traction Co. section foreman, Stockton, 24 years 1 month.

Robert W. Chambers, train dispatcher, Sacramento, 13 years 3 months.

Ben Equihua, section laborer, Elko, 41 years 7 months.

Jose Esqueda, laborer, Sacramento, 18 years 1 month.

John C. Evans, clerk, San Jose, 34 years 2 months.

Kermit M. Grimes, carman, Sacramento, 25 years 9 months.

Lester P. Hamilton, yardmaster, Stockton, 46 years.

William D. Jones, machinist, Oakland, 17 years 10 months.

Otto Klitgaard, Central California Traction Co. traffic representative, Stockton, 48 years 5 months.

David Laird, car foreman, Oakland, 22 years 7 months.

Fern M. Lester, chief clerk-marketing, Stockton, 33 years 4 months.

Fred J. Lorsheter, locomotive engineer, Stockton, 42 years 3 months.

Fred C. Marty, machinist, Broderick, 29 years 9 months.

John R. McNeill, locomotive engineer, Portola, 29 years 5 months.

Joseph O. Patterson, locomotive engineer, Stockton, 28 years 1 month.

Paul D. Phelps, telegrapher, Stockton, 21 years 6 months.

Alexander M. Rankin, conductor, Winnemucca, 42 years 6 months.

Trinidad Sandoval, Alameda Belt Line track walker, Alameda, 24 years 4 months.

Arno H. Schmitt, draftsman, Sacramento, 32 years 5 months.

Aubrey C. Strickler, engineer inspector, San Francisco, 47 years 9 months.

Arthur W. Taylor, conductor, Reno, 50 years 2 months.

Luther Thompson, track supervisor, Marysville, 32 years 8 months.

Carlos A. Tidwell, electrician, Oakland, 20 years 10 months.

George Zambelles, deckhand, San Francisco, 29 years 7 months.

Service Pin Anniversaries . . .

C. E. Hamburg	Switchman	Transportation
Matilda M. Hernandez	Carman	San Jose
R. Hernandez	Communications Maintainer	Elko
J. P. Jacobs	Shovel Operator	Roadway
John F. Manning	Carman	Portola
W. S. Snapp	Switchman	Transportation
Calvin S. Trembl	Carman	Oakland
J. P. Wilmoth	Staff Analyst—Marketing	San Francisco

10-YEAR PIN

W. Kirvin	Per Diem Clerk-Car Accounting	San Francisco
Rudolph Lopstain	Interchange Clerk	Stockton

(MILEPOSTS' apologies to Store Helper Dale K. Robinson, Sacramento, whose name was inadvertently not included in the December 1970 issue as having received a 20-Year Service Pin in November.)



Caboosing

SAN JOSE

Lee Marshall

NICK COEN, chief clerk-marketing, and PAUL SCOTT, clerk at Milpitas, did a little pinch-hitting this issue for Correspondent LEE MARSHALL, sales representative, San Jose.

According to Nick, Lee underwent an operation on January 18 for an ulcer. Unfortunately, the medics also found a hernia, and another unsuspected ulcer, but at last report Lee is on the way to recovery.

With the closing of the old San Jose freight office, and transfer of employees to Milpitas, the only one now having space in the old building is CARL R. NIPPER, retired assistant to director of industrial development. Carl has been active in real estate since he retired with 41 years service. He's approaching 66 and looks great, according to Nick.

JOHN C. EVANS, bill & demurrage clerk, and JOSEPH F. MALONEY, rate & bill clerk, retired on December 31, each with 34½ years service. John began service on June 29, 1936 and Joe started just one week later. A retirement dinner was held for them on February 5, and MILEPOSTS adds best wishes for a long and enjoyable retirement for both John and Joe.

Congratulations to GLEN D. SNODDERLY, train desk clerk at San Jose yard, who became an internal auditor on December 15 and is now working at San Francisco.

PHIL PRENTISS, retired Milpitas trainmaster, stopped by the Milpitas office for a visit in late January. He had 44 years service with WP at various locations when he retired in March 1963. Phil will be 69 this coming June and looks great in addition to being, said Paul Scott, "as QUIET as ever!"

CENTRAL CALIFORNIA TRACTION COMPANY

Adeline Burney

The C.C.T. lost two outstanding employees through retirement on January 31, who had a combined service record of 102 years with the company. LOTTIE BOYD had an unbelievable service of 53½ years, closely followed by OTTO KLITGAARD with 48½ years.

Lottie started her railroading career with the C.C.T. in 1917 as a stenographer, and ended her service as secretary to General Manager GEORGE LORENZ, which position she held for many years. Lottie is the past president of Joaquin Parlor, Native Daughters of Golden West, and a past officer of Kau Wau Nite Council Number 12, degree of Pocahontas and Rebekah Lodge. She is a member of the Presbyterian Church, Stockton.

Otto is a member of the Provident Lodge 609 F. & A. M., Sacramento, and a member of Sacramento Railroaders, Inc., an honorary member of the Sacramento Trade Club and its historian, secretary and treasurer of the Past Head Traders Association,



Otto Klitgaard, Lottie Boyd, George Lorenz

and a member of the Presbyterian Church, Sacramento. Otto and his wife, Helen, have one son, Kenneth, and a grandson, Christopher.

We wish for both Lottie and Otto many happy years in the future, and we hope they will find time to stop by and visit with us often.

WENDOVER-SALT LAKE CITY

Carol Suchan

Our hearty congratulations to Engineer and Mrs. EARL A. HASTINGS who welcomed an addition to their family. Scott Albert Hastings, a 9 lb. 9 oz. husky, arrived on December 18. This balances out the family, as Scott has one brother and two sisters.

Also, our happy congratulations to Assistant Trainmaster and Mrs. C. M. HAMMOND of Sacramento, on the recent arrival of a daughter, Carolyn, who joins a sister. It was quite a day for the proud grandparents, Assistant District Superintendent and Mrs. M. W. HAMMOND, and Maury couldn't wait to pass along the good news—loud and clear!

We very much enjoyed a short visit with retired Conductor J. B. PRICE during his recent visit with friends at Roper yard. With so many things

to do, we wish Bert was around more often with his former Correspondent's experience so we could give you more news. We'll try to do better for the next report.

Congratulations to Trainmaster F. M. RANKIN on his recent promotion from position as assistant trainmaster.

OAKLAND

Mary Hodghead

The Oakland freight office compliments JACK GUILIO, retired stationmaster at Oakland mole, on his culinary abilities. NETTIE, his wife and our PBX operator, brought in samples of his delicious fondue, butterscotch and chocolate fudge, peanut brittle, etc. to share with us at our Christmas eve lunch. According to Nettie, Jack is very happy in his leisure and keeps busy maintaining their large home and lot.

GRANT NILSSON, assistant agent, and MARILYN BERDOLLT, demurrage clerk, were honored at an office party



Congratulations to Marilyn and Grant!

celebrating their marriage on December 4. It also was Marilyn's birthday. We thank Terminal Agent BOB MEAD for the accompanying picture.

Also, a note of welcome to BOB MEAD, who came here from San Jose, and to KEITH REESE, our new district agent, who arrived from Stockton. Unfortunately, Keith suffered a heart attack shortly after his arrival and we wish for him good health and a return to the office soon.

Congratulations to M. CHARLES JACOBS, on his promotion to position of terminal trainmaster. "Jake," as he is better known, has been with WP since 1955 and a yardmaster at Oakland since 1964.

We were sorry to learn of the death on December 16 of Eugenia Yturriaga, the mother of Master ARTHUR YTURRIAGA on the M/V "Las Plumas." Mrs. Yturriaga was born in Germany in 1880 and came to this country at the age of 12.

We learned from FRANK HYATT, scale inspector, that BOB FAILING, clerk in the roadway equipment department, was absent for a few weeks because of pneumonia, and we hope that Bob is now fully recovered.

SACRAMENTO NORTHERN

Ruth Crane

Retirement last June hasn't stopped our former Secretary MILTON ZIEHN from being active. He was really busy the last few months making preparations for the 10th annual Father & Son's Baseball Banquet given by the Northern California Baseball Boosters Assn. on the evening of January 14. About one half of the 950 attending the affair were boys of various ages. Some 50 or more were major and minor league baseball players, major league umpires and baseball officials, with names such as Marichal, Bonds, Lanier, Gallagher, Johnny McNamara, Charley Fox, Jerry Donovan, Larry Bows, Joe Rudi, Monte Moore, Don Mason, Joe Gordon and Bill McNulty, to name a few. Milt was one of the organizers of the associa-

tion 10 years ago and he has been a director and the secretary ever since. The affair was a sellout, aiding the association to further and promote baseball in Northern California by serving Little League, Pony - Colt, Babe Ruth, American Legion, semi-professional and professional baseball. Much of the association's great success is due to the continuing efforts of one Milton Ziehn.

KEDDIE

Elsie Hagen

The wedding of CAROL HOBBS and GARY METZDORF, announced in the December issue, came off right on schedule in Quincy on December 12. Carol is the daughter of District Engineer



A happy couple leave the church

and Mrs. RAY HOBBS, and Gary is the son of Trainmaster and Mrs. GLEN METZDORF. The newlyweds are living in Quincy, and we wish them much happiness.

Mrs. Clyde Fisher sent me the notice of the death of her husband CLYDE "WHITEY" FISHER at the age of 63. He was a conductor for 32 years prior to his retirement in January 1969 as a conductor on the Zephyr. He was a member of San Joaquin Lodge #19 F.

& A. M., Quincy Commandery #70 Knights Templar, Butte Council #50 Royal and Select Masters of California, Plumas Royal Arch Masons, Ben Ali Temple, Ancient and Accepted Order Knights of the Mystic Shrine, Del Oro Court of Amaranth of Oroville, and the Order of Railway Conductors and Brakemen. Clyde is survived by his widow, Julie, a son, William, of Fremont, a daughter, Mrs. Anna Chaffin of Philadelphia, a brother, Walter, of Tampa, Fla., a sister, Mrs. Frances Brown of Raleigh, N.C., and three grandchildren.

We've had one of the worst winters in several years which brought several feet of snow to Keddie which remained for some time.

OROVILLE

Art Reichenbach, Jr.

Train Desk Clerk DAVID A. MC-LAIN and his father, General Clerk MARVIN A. MCLAIN, went fishing on Lake Oroville a few weeks ago and Dave ended up with a 7½ pound German Brown trout — quite a prize catch!

Roundhouse Foreman PHIL BURCH spent some time in bed with a throat infection but is now back on the job.

Our deepest sympathies and sincerest condolences to the following upon the loss of their loved ones: retired Conductor GEORGE F. "RED" YARRINGTON on the death of his wife, Ethel, December 29; to Milderine Wright on the death of husband CHARLES H. WRIGHT, retired switchman; and to Julia Fisher on the death of husband CLYDE E. "WHITEY" FISHER, retired conductor. They all will be very much missed.

Quite a frequent visitor to the freight office is retired Trainmaster W. W. "WAYNE" GEIL. In fact, he visited so frequently, we made him an officer in our Credit Union!

The Oroville area now claims the distinction of having the oldest clerk in seniority in the person of LEROY FOSTER. Roy went to work on February 12, 1923. What a wealth of railroad experience.

Your correspondent has received many requests for a locally written and published book on the early days of Western Pacific. The book, titled "Gandy Dancers" is very interesting, and if anyone is interested in obtaining a copy, please contact your correspondent.

Kindest regards to all from Oroville!

NEW YORK

Bill Gurgurich

Congratulations to JACK EDWARDS, who recently was presented with his 25-year Service Pin by Ken Rank, general sales manager, Chicago.

DON SCHROEN, sales manager-national accounts, and CLARENCE BEADLING, district sales manager, are wishing there wasn't such a thing as snow, including snow making machines. Their sons have taken up skiing and both gentlemen agree it's a lot different than a few years back when boards from a barrel sufficed.

As chairman for Raritan Traffic Club's 1971 Railroad Night, this reporter along with 25 other chairmen and board members were guests of Braniff Airlines maiden flight of their "747 Braniff Place" on January 13. "747 Braniff Place," as of January 15, is nonstop daily from Dallas-Fort Worth to Honolulu.

SACRAMENTO SHOPS

Herman F. Schultze

(Editor's note: MILEPOSTS is happy to have HERMAN SCHULTZE as new correspondent for Sacramento shops, and with the support of the mechanical department employees it should be

a fine column. Herman is well trained, as his wife Marcella was correspondent for many years.)

At the 17th annual meeting of the Sacramento WP Employees Federal Credit Union on January 16, Mrs. ESTHER PILATTI, treasurer of the Stockton WP Employees Federal Credit Union, presented service pin awards to the following: Past Presidents C. C. BENNETT, retired blacksmith; M. T. PANTALONE, diesel foreman; ABRAHAM LYMAS, laborer; BRUCE STILWELL and EDWARD HAWKINS of the store department; and TRUMAN N. FASSETT, boiler shop foreman and present president. Ten-year pins were awarded to D. DARRELL DAVIES, blacksmith helper, and HOWARD BRECHT, present treasurer and manager. Receiving five-year pins were LOUIS DEL MORO, shop clerk; JOHN HICKS, mechanical department; DALE ROBINSON, store department; and DONALD RICHMOND and FRED PETERS, transportation department. CARL ROWE, transportation department, and MILTON ZIEHN, retired SN corporate secretary, received three-year awards. Recognition was also given to MARCELLA G. SCHULTZE, former shop clerk, as a founder officer.

If you need advice on culinary problems, ask BILL FOSHA, machine shop foreman, or M. T. PANTALONE, diesel shop foreman. They have recently completed another of several cooking classes held for men only. Also understand that ABRAHAM LYMAS, laborer, makes a delicious apple pie!

Good to see ACE DRUMMOND, machinist, and JIM ROBERTS, blacksmith, in the shops again after their lengthy illnesses.

Congratulations and best wishes to Ada Louise Fassett, daughter of Boiler Shop Foreman TRUMAN N. FASSETT, and Warren Allen Schloeman who were recently wed in the

Oak Park United Methodist Church. The bride is a graduate of Sacramento High School and attended Sacramento City College. The bridegroom is a graduate of Lassen High School and attended Lassen Junior College. The newlyweds plan to live in Sacramento.

Congratulations and good luck to K. M. GRIMES, carman, and F. C. MARTY, machinist, on their recent retirements.

PORTOLA

C. E. Rowe

RALPH L. SHEPARD, diesel house, reports that Correspondent GENE ROWE returned to work in February after hospitalization for a recurring illness; R. W. CRUMPACKER entered the hospital for surgery in January; and RALPH SARBACH has been ill since December. It is hoped that all will soon be fully recovered.

One of our retired engineers, ED MCGHAUEY, is extending his talents and reputation as a crafted violin maker. He is reported to be the only person to make the dulcimer, an unusual string instrument constructed of hand-polished walnut. It comes from the southern Appalachian mountain region and is claimed as one of the loveliest and easiest instruments to play. The dulcimer will sell for under \$100 through Gray Reid's in Reno. Ed, a 40-year retired veteran, has been making violins for some 20 years. One of them is owned by Dr. CURTIS E. SMITH, who retired last July as one of the WP Employees Medical Department doctors in San Francisco.



In Memoriam

S. Anderson, retired machinist, Oroville, December 1970.

Adolph J. Bertero, retired clerk-janitor, Sacramento, November 1970.

Cecilio Borjas, retired section foreman, Brooklyn, N.Y., October 1970.

Oscar J. Burness, retired janitor, San Francisco, December 1970.

Archie L. Compton, retired locomotive engineer, Aromas, Calif., January 16.

Dudley P. Everett, retired engine foreman, Littleton, Colo., November 1970.

Clyde E. Fisher, retired conductor, Oroville, December 21.

C. M. Fitzwater, retired Central California Traction Co. warehouseman, Stockton, November 1970.

Walter Green, retired switchman, Thomson, Ill., November 1970.

Thomas B. Griffin, retired brakeman, Keddie, December 1970.

Roy S. Hyatt, retired switchman, Stockton, December 1970.

Benjamin L. Johnson, retired roundhouse foreman, Gerlach, date unknown.

Ruby E. Mitzel, retired blacksmith, Portola, December 1970.

John Moran, retired brakeman, Portola, November 1970.

Charles B. Morris, retired telegrapher, Shafter, Nev., December 1970.

Robert W. Nuzman, retired extra gang foreman, Sacramento, April 3, 1970.

Tony Pitts, retired boilermaker, Lampe, Mo., November 1970.

Filbert N. Scott, retired B&B miner, Oroville, October 1970.

Samuel R. Seeds, retired carman, Stockton, December 1970.

Daniel W. Sullivan, retired brakeman, Salt Lake City, December 1970.

Edmund R. Teat, retired telegrapher, Hot Springs, Ark., November 1970.

Margaret Werner, retired passing report clerk, San Francisco, December 1970.

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Milepost 218: A Hy-Railer inspection party about two miles west of Eelsey siding.

WESTERN PACIFIC MILEPOSTS

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

Member Assn. of Railroad Editors



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Trustees of bankrupt Boston & Maine chose John W. Barriger, 71, retired president of Pittsburgh & Lake Erie, and the Katy, as its chief executive officer.

* * *

A government survey estimates that \$1.56 billion will be invested in new railway equipment and facilities in 1971, a decline of 14.7% from the \$1.83 billion invested in 1970.

* * *

Publicly-owned Long Island Railroad maintained record as nation's busiest passenger railroad in 1970 hauling 260,000 riders daily, but at operating loss of \$25.1 million; estimate for 1971 \$43.3 million.

* * *

Pullman-Standard's Michigan City, Ind. freight carbuilding plant regarded as birthplace of mass-production line, closing its doors after 118 years operation.

* * *

In a demonstration on the Missouri Pacific, the laser beam has been adapted to the correction of irregularities in alignment of tangent track using the beam to actuate automatic features of track-lining machines.

* * *

Work begins this year on construction of a 194-mile microwave system on the Texas & Pacific between Alexandria and New Orleans, La.