

WESTERN PACIFIC

# *Mileposts*

MAY-JUNE 1973





## They're here, there, and most anywhere!

Diversified and interesting duties, which can take place at any one of many locations, are a way of life for a four man staff making up one of the smaller departments on our railroad. At any given time you might find one of these men in any of the many departments at general office. Or, in Milpitas, Salt Lake City, Stockton, Bieber or elsewhere out on-line. If not there, try an office of some other railroad, a government agency, or in the plant of

some Western Pacific customer. Traveling as they do, you might meet one of them along a freeway, at an airport, or staying overnight in an out of town motel.

The department is internal auditing, reporting to F. A. Tegeler, vice president-finance. It is composed of two internal auditors and two traveling auditors, operating under modern audit concepts established in January 1965 by William D. Brew, manager-taxes.

George Bowers and William "Pat" Patterson, both internal auditors, work closely with the general manager's office pertaining to joint facilities, interpretations of new contracts and revisions of contracts. George, anchor man for the department, works closely with Bill Brew, who has responsibility for the day to day operations of the department. George prepares audit schedules, handles the department's flow of paper work, and is responsible for certain audits with the Denver & Rio Grande Western at Roper yard; the Burlington Northern at Bieber; the Central California Traction Co. at Stockton; and the Southern Pacific at Milpitas.

It's seldom when Bill Brew (center) can hold a staff meeting when Tim Jang, Glenn Snodderly, George Bowers and "Pat" Patterson are available all at the same time.



"Pat's" no second story man but he's adept at changing office safe locks if necessary.

'Pat' Patterson is known throughout the railroad as the department's "trouble shooter." Most of his time is spent traveling from one station to another to assist in whatever problems that might arise, as well as auditing the Sacramento billing center and the station accounting center in the auditor of revenues department. Ford Motor Company's switching bills, and other papers, are another phase of his work. Pat's years with The Alaska Railroad and subsequently in various positions with WP make him invaluable to the department.



On the go Glenn gets return flight booked by Customer Service Agent Bobbye Brizzolara.

Glenn Snodderly, one of the two traveling auditors, spends a considerable part of his time at various railroads throughout the country auditing car mileage and mileage reclaims, a source of revenue for Western Pacific. When Glenn is in the office his versatility as an auditor is an asset to the railroad.

Tim Jang, the department's newest traveling auditor, has been using the experience he obtained in disbursement accounting to audit our two largest joint facilities—paired and joint track—both with Southern Pacific.

The objective of internal audit is to assist management in achieving the most efficient administration of the organization's operations. Independence is basic to the effectiveness of the auditing staff, and curiosity is one of their strong points while searching for clues which will provide the correct answer. The operational audit approach with the goal of helping the manager use better control and management techniques is their objective. They have abandoned the old "spy" approach which was used in internal auditing for many years.

On more than one occasion while examining matters for the railroad's benefit at a location other than on a railroad, they have provided studies and suggestions that are equally beneficial to those not affiliated with the railroad. They are objective while digging for answers to who, what, why, when and where questions. Since they meet with people at all levels, they must be good will ambassadors, tactful but forceful, and able to communicate clearly.

George and Tim study right-of-way map as they work on a joint facility project.

## SNAP-PAK keeps automobiles factory fresh



Overall view of a SNAP-PAK rail car

Western Pacific delivered a new low-profile rail car with revolutionary tie-down system to Ford Motor Company's San Jose assembly plant on April 30. The new rail unit arrived in Milpitas with a load of 12 Lincoln Continentals after an inaugural trip from Detroit.

"We believe SNAP-PAK will save the railroads a lot of unnecessary expense from vandalism, pilferage, and loading-unloading damage of automobiles during shipment," said Rollin Stevens, Ford's transportation planning manager. "And, it will cost less to build than any other enclosed rail system now used to ship autos." Stevens, Fred Durrer, traffic manager at the San Jose Ford plant, and a group of railroad officials were on hand for the arrival of the car and unloading.

The fully enclosed tri-level railroad equipment was designed by Whitehead and Kales Company, and the team responsible for its development named the car SNAP-PAK (Ship New Auto Protected Package).

The all-steel car, designed with a lower center of gravity than any other auto rail cars, is 17 feet 7 inches from rail to rooftop. Outside, SNAP-PAK is 89 feet 4 inches long (over end sills), and 9 feet 9½ inches wide. Inside measurements are 89 feet long and 9 feet ¾ inch wide, roomy enough to carry 12 to 18 automobiles.

"SNAP-PAK's unique tie-down system makes the unit a snap to load and to unload," said Stevens. "Chains are hooked between the undercarriage of



Present at Milpitas when the first SNAP-PAK rail car was delivered by Western Pacific to Ford Motor Company's San Jose assembly plant were Leo F. Delventhal, Jr., WP manager-marketing field service, Rollin Stevens, Ford's transportation planning manager from Detroit, and Joseph M. Ostrow, assistant vice president-market development for WP.

the automobile and steel shoes that slide in two housing troughs the length of the rail car. Chains automatically tighten as the auto is driven into the car.

"After each of the three decks is filled with autos, a lever at the end of each trough is turned to lock the shoes which, in turn, hold the autos in place," Stevens explained. "For unloading, the lever is turned back and the chains are unfastened as the autos are driven out of each deck."

Ford will park and work one SNAP-PAK at a time at a ramp and then use a track mobile unit to switch it to a siding. "That way, we avoid opening and closing doors at each end of a string of rail cars and manhandling all those bridge plates between cars for each level," said Stevens.



End view of SNAP-PAK car shows unique tie-down system. During transit autos are held in place by chains hooked between auto undercarriage and steel shoes that slide along each trough. Chains automatically tighten as auto is driven into car. A lever at end of each trough locks shoes. For unloading, lever is turned back and chains are unfastened as autos are driven out of each deck.





## Safety taught by video



Superintendent-Safety Lou Fischer picks up sound and action by tape recorder on his back as Switchman Ken Reiswig prepares to board car and Mike Fiest moves toward rear of passing cut of cars.

Left: Switchman Ken Niemeyer throws a switch as his action is observed by Al Tunsen, switchman, who assists in safety training at Stockton yard.

Below: Picture and sound from recorder are played back on TV video so men involved can evaluate their safe and unsafe actions to improve their safety habits. Watching are Al Tunsen, Don Kightlinger, Ken Reiswig, and Ben Simmons.

Program began in April; will be expanded to other areas on the railroad.



Safety committee members work hard to promote good safety habits for workmen in their departments. For their efforts they receive windbreaker jackets. Recently at Stockton, Superintendent-Shops William "Scotty" Gault (standing) presented jackets to Laborer Bill Lane, Boilermaker Richard Radcliff, Electrician Ross Morena, Machinist Joe Reed, and Sheet Metal Worker Bill Stewart during a review of committee functions.

## Windbreaker jacket Safety Awards

### Month of March

#### Transportation-western division

##### San Francisco-Oakland terminal

Mate D. C. Smith, "Las Plumas"  
Yardmaster R. Ridinger  
Switchman N. L. Haskins  
Switchman L. Hammond  
Clerk A. N. Alfonso  
Clerk L. Shields

#### Mechanical/Maintenance of Equipment

##### Stockton Shops

Electrician F. W. Rogers  
Machinist W. L. Hedge  
Machinist D. L. Felkins  
Machinist L. A. Stevens  
Boilermaker A. A. Mefford  
Hostler Helper D. J. Hedge  
Fireman-Oiler W. J. Curtis  
Fireman-Oiler E. Armendariz  
Fireman-Oiler T. H. Abelong  
Fireman-Oiler J. J. Flores

#### Engineering/Maintenance of Way

##### Sacramento roadmaster's district

Water Service Maintainer E. A. Beeman  
Foreman C. E. Carlock, B&B Gang 501  
Carpenter J. W. Lassiter, B&B Gang 501  
Carpenter E. T. Grove, B&B Gang 501

##### Elko roadmaster's district

Roadmaster M. C. Higley  
Machine Operator J. H. Maria  
Laborer F. A. Molina, Extra Gang 423  
Laborer T. Valdez, Extra Gang 431

### Month of April

#### Transportation-western division

##### San Francisco-Oakland terminal

Switchman C. R. Gunnell  
Switchman C. M. Hillier  
Switchman J. E. Johnston  
Switchman R. A. Smith  
Switchman J. L. Walker  
Clerk R. R. Burch  
Clerk W. L. Fierro  
Clerk R. M. McClure  
Clerk W. B. McCullough  
Clerk A. Skootsky  
Marine Captain L. J. Leoni  
Mate H. W. Gaidstick  
Deck Hand R. O. Granaman  
Deck Hand E. E. Hart

#### Mechanical/Maintenance of Equipment

##### Stockton Shops

Machinist W. P. Cox  
Machinist B. D. McElhane  
Boilermaker Helper J. J. Mariante  
Fireman & Oiler G. W. Day  
Fireman & Oiler C. D. Freer  
Fireman & Oiler E. V. Pierce

#### Engineering/Maintenance of way

##### Sacramento Roadmaster's District

Carpenter Helper C. J. Reilly

#### Transportation-eastern division

##### Trainmaster's District

Conductor R. O. Borjas  
Conductor A. V. Domingo  
Conductor H. G. Eckenroad

# PEOPLE ON THE MOVE

## Finance

Hugh W. Klebahn was named treasurer of Western Pacific Railroad Co. effective May 2. He joined WP in 1968 as financial analyst, and became assistant to vice president-finance in 1970. He continues as treasurer of Western Pacific Industries, a post he has held since 1971.

\* \* \*

William D. Brew was appointed manager-taxes effective March 16. He first worked in WP's operating department at Portola and Salt Lake City. He entered the accounting department at San Francisco in 1950, and the finance department in 1964.

## Jacket Awards . . .

Conductor T. N. Gilbraith  
Conductor R. J. Joyce  
Conductor R. D. McQuarrie  
Conductor C. A. Morgan  
Conductor M. O. Williams  
Conductor G. O. Wilson  
Clerk R. P. Johnson  
Clerk F. H. Oldham  
Clerk R. R. Rios

## Given Jacket for Idea To Encourage Safety

Roadmaster Mike Moudy originated a competitive idea to keep his men safety minded and they've accepted it



with enthusiasm. Each man receives a round sticker reading "Safe Worker-WP" for his safety helmet. Each year he receives a number corre-

## Management Services

Gail A. Wright joined WP on April 23 as director-management services. He has 11 years of diversified business experience with emphasis on data processing and technical general management with such firms as Lockheed Missiles & Space Co., Data Dynamics, Inc., Information Sciences Division of PEI Corp., and United Way, Inc.

\* \* \*

John A. DeRitis joined WP on April 16 as manager-computer operations. He was coordination supervisor for Westinghouse Electric for 10 years, operations manager for General Computer for three years, data processing manager for Hughes Air West for two years, and operations consultant for Master Charge during 1972.

## Economics & Cost Analysis

Harry A. Snyder joined Western Pacific on April 2 as research assist-

sponding to the years he has gone without injury to apply to the center of the sticker. At the end of every quarter he goes uninjured he also receives a color sticker numbered 1, 2, 3 or 4 to apply to his helmet alongside the circular sticker. However, if a man is injured during any quarter, his color sticker is replaced with a black one. When this occurs, all the other men on the district, the roadmaster and division engineer also receive a black sticker. Division Engineer John Smith has expanded the idea to all his roadmaster districts.

Roadmaster M. C. Higley was among those in the Elko roadmaster's district who received a wind-breaker jacket during the month of April. "Mert" entered service with WP on April 23, 1937 and has never had an injury during his 36 years service.



MILEPOSTS

ant. A 24-year-old native of Hartland, Wisc., he spent six months during 1972 as research assistant for Beca, Carter, Hollings & Ferner in Wellington, New Zealand.

## Transportation

Charles P. Hughes joined WP on March 1 as manager-operations. He was with New York Central System for 13 years, the last three years as manager-data control, and during five years with Penn Central he was manager-analyses programs, and manager-car utilization planning.

## Marketing

Kenneth A. Rank rejoined WP on April 18 as sales manager at Chicago. His entire prior WP service, which began in March 1941, was in the marketing department at Detroit, New York, San Francisco, and Chicago before he resigned from the railroad in December 1971.

\* \* \*

John A. Friedman was appointed sales manager at Los Angeles effective May 14. John's entire WP service has been in the marketing department, first at Kansas City, then Oakland and San Francisco, most recently as manager-sales planning.

\* \* \*

Richard D. Townsend was promoted to manager-sales planning effective May 14. He started with WP's marketing department in 1968 at San Francisco, later worked at Pittsburgh, Pa., Chicago and Minneapolis before returning to San Francisco in February 1972 as chief-service & development.

\* \* \*

Paul E. Gage was appointed sales representative at Stockton on April 1. He joined WP's operating department at Stockton in 1963, and since entering the marketing department in 1968 he has worked at Portland, Salt Lake

City, Chicago, Kansas City and San Francisco.

\* \* \*

William E. Christman joined WP as sales representative at Pittsburgh, Pa. on January 17. He was employed by Jones & Laughlin Steel Corp. for three years, and from 1967 to 1973 he was with the Denver & Rio Grande's marketing department at Pittsburgh, Ogden and Chicago.

\* \* \*

Althea Briggs was promoted to position as service representative in the customer service center on April 1. She first worked for WP in the passenger department's service bureau in May 1964. She was secretary to director-passenger sales when the department was abolished, became secretary to manager-office services, and most recently was supervisor-transcription services.

## Western Division

Effective April 16, M. R. Whittaker was appointed supervisor-station procedures, with headquarters at Sacramento. He joined Western Pacific in September 1965.

\* \* \*

H. K. Reese succeeded Whittaker with promotion to district agent at Stockton. His Western Pacific service began in May 1941.

## Operating Department

Congratulations to the following locomotive firemen who were promoted to engineer on the dates shown in the first column. Dates entered service are shown in the second column.

John R. Jones	3/1/73	5/ 8/72
Milton L. Oborn	3/2/73	5/12/72
Patrick P. Dennis	3/3/73	6/28/72
Kent K. Ottley	3/4/73	7/13/72
Gerriet M.		
Meenderink	3/5/73	7/13/72
Ralph J. Meierhoff	3/6/73	7/17/72
Harry J. Hill, Sr.	3/7/73	8/ 2/72
Clyde M. May	3/8/73	9/13/72

Supervising their Six-Pak Coaster Company, one of top 15 of 105 JA Companies at the Trade Fair, were Students Anna Lee, Chuck Berrara, WP Advisors Roger Puta (economics), Olga Cagna (marketing) and Student Julie Magdalayo behind booth.



## These youngsters learn by doing

During the present school semester hundreds of high school students have been putting spare time to good use one evening a week. As young business men and women, they're gambling on making a profit or losing financially. Whatever the outcome, other benefits will be a healthy guide to their futures as a result of their combined skills, efforts and training.

That's the purpose of Junior Achievement—learning by doing, through the establishment of small business firms modeled after American enterprise methods. The students, called achievers, form their company, sell stock to provide capital, manufacture a product for sale, and liquidate the company at the end of the school year. Each company has a sponsor to guide them in their endeavor.

One such San Francisco company is "Six-Pak Coaster Company," sponsored by Western Pacific, and guided by, as advisors, Olga Cagna, marketing, James A. Karr, accounting, and Roger E. Puta, economics & cost analysis.

The company name, chosen by the achievers, precisely describes the product they made and sold—a set of six coasters. Starting with unfinished

solid white oak, the achievers marked, sawed, gouged, sanded and stained the wood. Cork inserts were then cut to fit the center of each coaster. Finally, six finished coasters were attractively wrapped in cellophane and placed on a base, also made of white oak.

"Six-Pak Coaster Company" was one of the top fifteen JA companies in the Bay Area to participate at a special trade-fair held outdoors at Crown Zellerbach Plaza on April 19. In the last full month of operation, the company placed eighth out of a total of 105 companies, and was the only railroad-sponsored JA company to be honored as a "Company of the Month."



After the Trade Fair the group called on WP Chairman Perلمان to make their "first sale."

# Statement of Support for the Guard and Reserve

We recognize the National Guard and Reserve as essential to the strength of our nation and the maintenance of world peace. They require and deserve the interest and support of the American business community, as well as every segment of our society.

In the highest American tradition, these Guard and Reserve forces are manned by civilians. Their voluntary service takes them from their homes, their families and their occupations. On weekends, and at other times, they train to prepare themselves to answer their country's call to active service in the United States armed forces.

If these volunteer forces are to continue to serve our nation, a broader public understanding is required of the total force concept of national security—and the essential role of the Guard and Reserve within it.

The Guard and Reserve need the patriotic cooperation of American employers in facilitating the participation of their eligible employees in Guard and Reserve programs, without impediment or penalty.

We therefore join other members of the American business community in agreement that:

1. Our employees' job and career opportunities will not be limited or reduced because of their service in the Guard or Reserve;
2. Our employees will be granted leaves of absence for military training in the Guard or Reserve without sacrifice of vacation time; and
3. This agreement and the resultant company policies will be made known throughout the organization and announced in company publications and through other existing means of communication.

*Ernest Richardson*  
Secretary of Defense

*John R. Perleman*  
Chairman  
National Committee for Employer Support  
of the Guard and Reserve

*Arthur E. Perleman*  
Title Chairman of the Board  
The Western Pacific R.R. Co.  
Employer

April 13th, 1973

Western Pacific has joined other employers throughout the United States by granting

its employees the right to National Guard and Reserve service without job penalties.



Sri Krishn Chopra, 24, of India was a recent visitor at WP and called on Vice President-Marketing Harry J. Bruce for certain information about WP operations. He is attending Stanford University to obtain a MS degree in engineering next December. He worked 2½ years for the Indian Railways directly after graduation in 1969 and last year was senior mechanical engineer-planning and projects. He is an associate member, Institution of Electrical Engineers, London, and freelances in journalism, regularly published in Indian Mass Media in English.





# Service Pin Anniversaries

May-June 1973

## 45-YEAR PINS

Eugene H. Beitel	Conductor	Eastern Division
Horace W. Miller	Conductor	Western Division

## 40-YEAR PINS

Deward C. Anderson	Conductor	Eastern Division
John C. Nelson	Machinist	Stockton
Anthony F. Scullion	Yard Brakeman	Western Division

## 35-YEAR PINS

Erwin P. Brodersen	District Special Agent	Oakland
Irvin T. Eslinger	Signal Supervisor	Oroville
Howard A. McMahon	Assistant Roadmaster	Sacramento
Alphonse A. Schuetter	Assistant Roadmaster	Oakland

## 30-YEAR PINS

Arthur E. Biggs	Locomotive Engineer	Eastern Division
Walter L. Chapman	Roadmaster	Sacramento
Lois B. Chase	Head Bill Clerk	Oakland
Rita M. Connolly	Chief Intermodal Dispatcher	San Francisco
Gerald J. Gervais	Conductor	Eastern Division
Raymond E. Gervais	Conductor	Eastern Division
John L. Inge	Yard Brakeman	Western Division
Gladys E. Johnson	Yard Interchange Clerk	San Francisco
Gertrude L. Pohndorf	Buyer	San Francisco

## 25-YEAR PINS

Bonnie Lee Barnhill	Per Diem Clerk	San Francisco
Richard C. Furtney	Car Foreman	Elko
Leroy J. Godwin	Chief Clerk	Milpitas
Joe T. Hernandez	Carman	Stockton
Eugene V. McCorkle	Machinist	Sacramento
Donald E. Morford	Yard Brakeman	Western Division
Blaine G. Morrison	Storekeeper	Sacramento
Norma O'Neil	Interline Clerk	San Francisco
Glenn L. Pinney	Car Inspector	Portola
Jewett Thompson	Section Laborer	Roadway Department
Eddie L. Tibbetts	Carman	Sacramento
E. L. Van Dellen	Vice President-Law	San Francisco

## 20-YEAR PINS

Stanley D. Bettanini	Electrician	Sacramento
Richard W. Bridges	Attorney	San Francisco
R. M. Long (Mrs.)	Clerk	Sacramento
James A. Miller	Yard Brakeman	Western Division
Robert C. Morton	Conductor	Eastern Division
E. G. Razo	Freight Claim Inspector-Adjuster	San Francisco
Silverio Santos	Track Laborer	Roadway Department
Alan C. Tibbeteaux	Blacksmith Helper	Sacramento
Kenneth J. Tinker	Manager-Station Services	Sacramento
John W. Vetter	Conductor	Eastern Division
William J. Wilkinson	Electrician	Stockton

## 15-YEAR PINS

Jesus R. Fierres	Section Laborer	Roadway Department
Ignacio Flores	Carman	Oakland
Fernando A. Melina	Extra Gang Laborer	Roadway Department

# BOOKS TO READ

## THREE BARRELS OF STEAM

By James E. Boynton

A discriminating treatment, in depth with related background and their involvement with history, about all 60 three-cylinder 4-10-2 Southern Pacific and Union Pacific locomotives. Whatever needs to be known about them has been covered.

The author's almost 30 years in engine service, almost 40 years of intense interest as admirer and photographer of steam locomotives, and his miles of weekend and vacation walking, provide a wealth of practical knowledge and experience to create well-rounded observations of one of his favorite engines. To complete this pictorial documentary, the best available negatives of each locomotive were reserved for reproduction with the help of expert collectors Guy L. Dunscomb, Alan Youell, and Gerald M. Best.

Three Barrels of Steam is also an exciting, informative history of train wrecks, robberies, explosions, floods and disasters.

The 8½ x 11, 160-page hardbound book with dust jacket has 220 photographs, two full-color plates, and fold-out plans. The excellent quality production is published by Glenwood Publishers, P.O. Box 194, Felton, CA. 95018. Price is \$12.75.

## THE STORY OF THE CALIFORNIA ZEPHYR

By Karl R. Zimmermann

A new hardcover book designed and edited in the Railroading style, about the West's most famous, most luxurious, most lamented train. Karl Zimmermann, a practiced writer and photographer who knew the California Zephyr intimately, traveled many miles both before and after its death to record this total history of the CZ, its predecessors and successors.

One hundred and four pages, one hundred and sixty-six illustrations. \$7.50 from Railroading, Lanesboro Road, Starrucca, PA. 18462.

## HO RAILROAD THAT GROWS

By Linn H. Westcott

Anyone interested in this popular hobby will find some excellent ideas and plans using latest techniques, in a revised edition of HO Railroad That Grows.

Author Linn Westcott, editor of Model Railroader, provides detailed instructions and pictures on how to complete a model railroad layout in eight simple steps. Each step provides a finished appearance ready to operate, or to be expanded at your leisure.

(Continued on Page 14)

## 10-YEAR PINS

L. J. Cardoza	Yard Brakeman	Western Division
Ruth Fleming, M.D.	Chief Surgeon-Employees Medical Dept.	San Francisco
P. A. Garcia	Extra Gang Laborer	Roadway Department
R. E. Manley	Clerk	Yuba City
K. R. Palmer	Signal Maintenance Foreman	Stockton
R. V. Pineda	Extra Gang Laborer	Roadway Department
G. L. Potes	Yard Brakeman	Western Division
Judith Rauschmeier	Adm. Asst.-Employees Medical Dept.	San Francisco
P. E. Ricketts	Clerk	Stockton
J. A. Rios	Machine Operator	Roadway Department
L. W. Swanson	Lead Machinist	Oakland
D. A. Wright	Yard Brakeman	Western Division

# Letters Received

## Recuperating

E. Parker Swain, retired chief clerk-manifest bureau (transportation), is recuperating from illness, and I know he would enjoy hearing from his old friends. His address is Shoreline North, 2116 Otis Drive, Alameda, CA. 94501.

Mary E. Doll  
Marketing Statistician  
San Francisco

## Edward T. Gallagher

Would you please let your readers know that Edward T. Gallagher died in Sebastopol on April 1 six days prior to his 87th birthday. He retired as superintendent of transportation on June 30, 1952 after 41 years with WP. He is survived by me and our daughter, Marjorie Kellogg of San Jose. I would like to continue receiving MILEPOSTS if possible.

Mrs. Margie Gallagher  
989 Grand View Road  
Sebastopol, CA. 95472

## Fred W. Thompson

Fred W. Thompson, yardmaster at 25th street yard in San Francisco for many years, died in San Jose on March 22. His widow is confined to a nursing

## HO Railroad . . .

Starting with a master track plan, the book describes in detail the materials required for every phase from track to scenery, wiring and added features to fit your spare time and pocketbook.

The book retails for \$2 at hobby and book dealers, or direct from Kalmbach Publishing Co., 1037 North Seventh Street, Milwaukee, WI. 53233.

hospital in Cupertino and therefore was unable to report to you. Thank you for sending MILEPOSTS to me. I enjoy the magazine and then mail it on to Bob in Los Angeles.

Jean Ditty  
217 Millwood Drive  
Millbrae, CA. 94030

## Harvey A. Mullen

My husband, retired locomotive engineer Harvey A. Mullen, passed away on March 15 at the age of 86. He retired from the railroad in 1951 after 44 years service. We celebrated our 60th Wedding Anniversary on April 14, 1972. Survivors also include a daughter, Mrs. Maurice Graham, a son Marvey E. Mullen, three grandsons, and two brothers, Frank of Oregon and Will of Idaho. I enjoy MILEPOSTS very much and would like to continue receiving it if possible.

Mrs. Mamie Mullen  
1526 E. Pinchot Street  
Stockton, CA. 95205

## Recalls 1937 Winter

The first snow of 1937, at Burmester, Utah, came on a howling jet wind that skidded the stuff across WP's main line. But not so on the Marshall branch. Deep cuts on that line were packed as high as an elephant's eye. Conductor "Slick" Ewen's TV Local, after one attempt to reach Warner, backed its drag of coal, scrap iron and ore into Burmester and called for help. Engineer Lorenz with a big "Mike" battled stubborn drifts for 16 hours without relief. Trainmaster Glenn Curtis stayed in the collar on that same engine for a full 22 hours without sleep. His bulldog tenacity cleared the line, and wheels rolled again. Old Timers of that exciting and romantic era like to refer to it as the age of "Iron men and wooden cabooses." My

(Continued on Page 15)

# Wives can also get annuities

The Railroad Retirement Act provides annuities for wives or dependent husbands of retired employees, which are in addition to regular and supplemental annuities on the basis of an employee's railroad service, under the following conditions.

## 1. How old must a retired couple be?

The employee must be at least 65 before his wife can be eligible, even if his wife is older than he. When the employee becomes 65 and receives a regular annuity, his wife can be eligible when she is 65, or 62 if she chooses a reduced annuity. A younger wife can be eligible if she is caring for a child under 18, or an older child who was permanently disabled before 18.

## 2. How much can a wife's annuity be?

Equal to one-half of her husband's full regular employee annuity (before any reduction) but not more than \$188.50 in 1973. The average wife's annuity paid in January 1973 was about \$127.

## 3. Is a wife's annuity reduced if she begins receiving it at age 62?

Her annuity would be 20 per cent of the amount payable at 65. There is no reduction if a wife's annuity begins before age 65 when she is caring for a minor or disabled child.

## 4. Is a wife eligible if she also receives security benefits as a wife or from her own earnings?

## Letters Received . . .

recollection of those times concur, until I remember things we swept under the rug. "30 & 73."

R. M. Lowe  
Retired Agent  
Snyder, Oklahoma

Yes, but her annuity will be somewhat less. Some social security increases in past years would not be fully duplicated in computing a railroad wife's annuity.

## 5. Must a wife be living with her husband?

As of the day she files her annuity application she must be living with her husband or receiving regular contributions from him for her support, or her husband must be under court orders to provide her support.

## 6. Are there restrictions on a wife's annuity?

It is not payable for any month in which her husband's regular annuity is not payable, or for any month in which a wife works for a covered employer (railroad or rail union) or for the person or company she last worked for before her annuity began.

## 7. When would a wife's annuity end?

With the death of her husband. Then a widow's benefit would normally be payable by either the Board of the Social Security Administration on the basis of the deceased husband's credits with both systems. A wife's annuity also ends with divorce or her own death. A wife's annuity paid under age 62 on the basis of caring for a minor or disabled child who attains age 18 or recovers from disability, would cease until the wife attains age 62.

## 8. Under what qualifications can the husband of a retired female railroad employee qualify for similar spouse benefits

He would have to be dependent on his wife for more than half his support at the time her annuity began.

## 9. If a retired employee's wife was a railroad employee and qualified for her own railroad retirement annuity, can she still qualify for a wife's annuity?

Yes. Railroad employees can qualify for more than one type of railroad retirement annuity.





# Caboosing

## SACRAMENTO

M. J. "Goz" Gosnell

Carman ED EVERS is walking about three feet off the ground these days! Daughter, Catherine, and her husband, Arden Hall, presented Ed with his first granddaughter, Charlene Anne.

Other grandparents for the first time are KEN J. TINKER, superintendent-stations, and his wife, NANCY, demurrage clerk, thanks to daughter, Beth, and her husband, PAUL GAGE. The March 29 arrival is Jennifer Lynn. Paul, former industry clerk from Sacramento, is now in the U.S. Navy, stationed at Idaho Falls, Ida.

The WP Clerks lost their first softball game of the season to the Sacramento Northern Switchmen on March 31. But thanks to a good manager, Bill Clerk MIKE ROOT, the return game on April 7 was a smashing 22 to 16 success.

RICK DITMANSEN, dispatcher, and wife, MARILYN, former steno, has a new daughter, Rachel Jane, as of April 16. Their second child weighed nine pounds at birth.

GEORGE WIGLEY, dispatcher, and his wife, Darlene, announced a new boy, seven pound Kevin Michael, their third child.

The Sacramento Northern Switchmen played a brilliant softball game against the WP Clerks on March 31, led by JERRY JENNINGS, T. P. MCCARTHY, and other good ball players. This team will be a hard one to beat this year.

Entering Chico, the Sacramento Northern runs through several miles of residential area, and are restricted to night operation. No matter how quiet the crews try to work, complaints are received. So, it's especially nice to learn about the letter Engineer JOE LEWIS received about four months

## They Have Retired

*Patsy Alimonti*, electrical helper, Stockton, 30 years 8 months.

*Fay U. Collins*, signal maintainer, Hayward, 26 years 8 months.

*Joe A. Cook*, conductor, Salt Lake City, 44 years 9 months.

*Richard Duncan, Jr.*, laborer, Oakland, 26 years 7 months.

*Truman N. Fassett*, boilermaker, Sacramento, 45 years 10 months.

*Claude J. Finch*, Alameda Belt Line clerk, Alameda, 30 years 7 months.

*Florence M. Libbey*, secretary to VP - Marketing, San Francisco, 36 years 3 months.

*Stiles A. Martin*, clerk, Stockton, 26 years.

*Ernest J. Neri*, carman, Oakland, 38 years 4 months.

*Kenneth R. Palmer*, signal maintainer, Stockton, 25 years 8 months.

*Clifton M. Rockwell*, brakeman, Elko, 36 years 11 months.

*Willie R. Turner*, locomotive engineer, Oroville, 36 years 7 months.

ago. "Merry Christmas, Joe, and thank you for your nice note and card. My family and tenants enjoyed hearing from you, and all want to express our appreciation for the quiet way you sneak that big engine by late at night. Linda sends greetings. Desiree, the little girl at the window by our pool also wishes you a Merry Christmas. Our 12-year-old, Jerry, never misses your trips by our apartments as he is a train and airplane buff. We hope you have a nice holiday with your sons in Vancouver. Chuck, Wanneeta, Jim and Jerry Short."

Keep up the good work, Joe, we need more Chico friends.

Congratulations to KNOWLES S. HAMRICK, JR., SN car inspector at Yuba City who received a 20-year service pin from SN Trainmaster C. T. MALLORY in May. At the same time, a 10-year service pin was presented to RAYMOND MANLEY, train desk clerk at Yuba City.

## SAN JOSE-MILPITAS

Best wishes to FRANK MLAKER, who retired as train desk clerk on February 27 after 38 years 10 months serv-



Yardmaster Danny Baugher, San Jose, congratulates Frank as he completes his last shift.

ice. Frank entered service May 1, 1934 as iceman in the perishable freight department under the late IRA C. BALDWIN at Portola. He became night foreman and in 1943 transferred to the western division as warehouse foreman. He entered the Army in 1943 and served 30 months in active service overseas. He came to San Jose in 1957 as warehouse foreman and became train desk clerk in 1959. Frank and his wife, FRANCES, who retired in January this year, hope to spend more time in their vacation home in Plumas County where Frank enjoys fishing and hunting.



Jackie gets hug from Frontier Village's bear Theodore following her marriage to Bill.

An unusual location for their wedding was selected by furloughed Clerk WILLIAM IZZARELLI and Jackie Levensailor which took place on April 14 at Frontier Village amusement park in San Jose. Rev. Norman J. Thalman, pastor of the Church of Christ The Good Shepherd Lutheran Church in San Jose, performed the ceremonies at an altar constructed on the platform of the park's train station. Bill and his best man, Rick Tate, arrived aboard the FV train, and Jackie and her father arrived at the park en-

trance aboard the park's authentic Concord stagecoach. Following the ceremony the bridal couple and the wedding party rode several Frontier Village rides, then gathered with 200 guests in the park's Silver Dollar saloon for a champagne reception. The unique wedding was so intriguing, most of the wedding accouterments were given as gifts.

### OROVILLE

A. I. Reichenbach, Jr.

As this is the season for Credit Union annual meetings and elections, we'd like to report the results of our recent Oroville Credit Union meeting. Elected were: President, JOE M. REED, chief clerk; Vice President, A. L. ROBINSON, switchman; Treasurer, A. I. REICHENBACH, JR., agent; Secretary, JOHN H. FOLKNER, train desk clerk; Manager, MARVIN A. MCLAIN, general clerk-freight; and Directors, A. G. SLADE, carman; L. I. SINGLEY, switchman; and W. S. KUSZYK, train desk clerk.

A very delightful pot-luck supper was enjoyed by all, and games and entertainment followed the meeting.

Newest addition to our work forces are Telegrapher RONALD E. HELMICK and Clerk-Telegrapher GLADE M. ARNOLDSEN who is filling in for Telegrapher BILLIE WOODS on sick leave. We welcome our new friends, and wish Billie an early recovery.

Also assisting in our yard while Terminal Superintendent R. L. "DICK" MEYER is on a facilities study for the railroad is RON A. MCCUTCHEON.

We have learned that Carman VERN E. SPROWL, who suffered a severe accident several months ago is progressing nicely which is good news to all his many friends who wish him well.

With vacations in the offing, you might try the Oroville area, as we

know you would like our recreation and boating area with its excellent facilities.

### SALT LAKE CITY

Carol Suchan

Our deepest sympathy is extended to the family of Conductor-Brakeman K. C. DOUGHERTY who died of injuries sustained in a train accident at Wendenover on March 2. He is survived by his widow, Patsy, son Kenneth, and daughters Deborah and Trisha. Funeral services were conducted on March 5 in the Winder 5th LDS Ward Chapel, Salt Lake City, with burial at Salt Lake City Cemetery. Ken hired out with WP on September 1, 1950, and was promoted to conductor on September 11, 1959. He was very active in the local trainman's union and served as secretary for many years.

Congratulations to JOHN HARKNESS, sales representative at Salt Lake City, on his election as president of the Transportation Club of Salt Lake City for 1973! We know the Club will be in good hands.

Retired Conductor J. B. PRICE told me that he is enjoying the baseball games now that Spring has decided to come to our area.

### NEW YORK CITY

Bill Gugurich

The week of April 9 was gratifying for the New York sales office, as HANK SALLEE, director-service & equipment at Chicago, came east and extended his services to some of our eastern roads and shippers. Thanks, Hank, as all concerned are more knowledgeable about equipment services here in the east.

LEO KAMINSKY, our senior salesman at Buffalo, reports his new car and he are getting along beautifully. However, Leo, with all the talk about increased prices and shortages for gas,

maybe one of those Pedicars we had illustrated in the January-February MILEPOSTS would suffice!

### SEATTLE

March was a wonderful month for Senior Sales Representative STANLEY R. DINKEL and his wife, Eloise. Word was received that her brother, Navy Cmdr. Verlyne Daniels, who was shot down by a SAM missile over Hanoi in 1967, was released by the North Vietnamese after being held as a prisoner of war. When he arrived at Travis Air Force Base not long after, he was eagerly greeted by his fiancée Julie Geary, Eloise, another sister and three brothers. Eloise, formerly of Stockton, said: "He was just fine even though he was tortured for four days after capture. He will remain in the Navy as full captain, get married, spend an extended honeymoon in Europe, and visit friends in Stockton."

### KEDDIE-QUINCY

Jimmy and Betty Boynton

March was a happy month for Engineer and Mrs. IVER GREGORY. On the 23rd, grandchild #3, 6 lb. 12 oz. Marcus Randle was born to their daughter, Sandy and her husband Randle Slaten. The baby's paternal grandmother is Mrs. Raynelle Slaten, Plumas County Clerk, and his great grandfather was the late retired Engineer C. A. GREGORY. Also in March, the Gregorlys welcomed home daughter Penny and her husband Gary Barlow and their son Daniel. Gary received his discharge as a sergeant in the 89th Military Air Wing, Presidential Squadron in Washington, D.C. Gary is now co-manager of the Mountain Building Supply Co. He was also winner of first prize in the Historical Art Show at the Plumas County Museum in April for his outstanding oil painting.

Brakeman MICHAEL HOLT, son of Engineer ROBERT HOLT and Train

Desk Clerk MARGARET HOLT, was married to Miss Janice Dobrinen in Reno on April 7. After a wedding dinner at John Asquaga's Nugget in Sparks, the couple left for Lake Tahoe. They are now home in Quincy where the new Mrs. Holt is employed as a hairdresser at Stan's Beauty Salon.

Sincere sympathy to Conductor and Mrs. WILLIAM DAY and family on the passing of Mrs. Day's father, Garnett Egbert on March 17. Mr. Egbert was a member of a pioneer Plumas County family and prominent in the logging business.

Proud parents of a 9 lb. 6½ oz. son are Maintenance of Way Foreman and Mrs. DENNIS PAUL of Greenville. Daniel Brian arrived at Plumas District Hospital on March 25.

Mrs. Norma Whaler, wife of Train Desk Clerk MEL WHALER, opened her new restaurant in Greenville on March 30. Featuring pizza and all kinds of Italian foods, "Norma's Italian Restaurant" has met with huge success since its opening. Norma is well known as one of the outstanding professional cooks in this area, a special favorite with the railroaders who have enjoyed her good food at other Greenville locations.

Miss Danielle Benedict, daughter of Lineman and Mrs. WAYNE BENEDICT, was married to Allan Miners of Janesville in the First Baptist Church in Quincy on April 14. After a trip to Reno and San Diego they are living in Lompoc, Calif. near Vandenberg Air Force base where Allan is stationed. Danielle is the granddaughter of retired Diesel Foreman RALPH SARBACH and the niece of Conductor and Mrs. JIMMY ROGERS, all of Portola.

Your Correspondents wish to thank retired Plumas County Supervisor Mrs. Dorothy Donnenwirth, wife of the late Engineer CLAIR DONNENWIRTH, Conductor JOHN VRISMO, and retired Conductor TONY MORRILL for



their help in identifying the crew of the first WP train into Calpine. Tony was a member of the crew that he said consisted of the late Engineer CHARLES BEVINGTON (stepfather of Mrs. Donnenwirth), fireman was retired Engineer RON BISHOP, and the excellent photo was taken by the late Engineer FREDDIE LOUCKS, a well known photographer. Thanks also to WALTER C. MITTELBERG, former WP employee and former editor of the WP "Headlight," which preceded MILEPOSTS.

While operating the snowplow in January near Poison Lake Station (Lassen County), Engineer WILLIAM LINDQUIST accidentally lost his wristwatch out of the cab window. Though he operated the plow over the area many times, the watch was never located. Three months later, during a thaw, it was spotted in the ballast by sharp-eyed Conductor JERRY BRANSON. A bit of shaking and warming persuaded it to start again, good as new but for a few scratches. Nice going, Bulova!

#### SACRAMENTO SHOPS

Herman F. Schultze

Good luck and a long, long happy retirement to Boilermaker TRUMAN N. FASSETT who retired on April 9 after 45 years 10 months with Western Pacific.

The bowlers from Sacramento Shops may not have come back from Sparks, Nev. with many winners, but they definitely had a good time. Carmen N. B. MOSS and S. LATINO were high on the list in the singles events, and Car Foreman CHUCK ALLEE's team placed in the team event. Nice going!

Carman D. SWARINGEN doesn't need a boat to catch fish. He walked off with all the honors at the recent Shops' Fish Derby. "It only takes one to win," said the Champ, and Carman W. MAT-

SUDA, who was fishing from the bank with him, will vouch for that. Swaringen took all the prizes!

With the continuing changes and the painting being done at the Shops, some of you "Old Timers" would no longer know the place. Stop by!

#### PORTOLA

C. E. "Gene" Rowe

Congratulations to Engineer NORMAN HOLMES and his wife, Barbara, who celebrated their 25th Wedding Anniversary on April 8. Some 65 guests were present at the open house given at the home of Mrs. Holmes' sister in San Jose. The Holmes moved here from San Jose in 1971.



Our population continues to increase. Brakeman STEVE H. SILER and his wife, Paula, announced the birth of a son, Caleb Siler, on May 4 weighing 7 lbs. 1/2 oz. Grandparents are Brakeman and Mrs. HARLEY SILER, and Charlie and ARLINE BROWN. Arline is former PBX operator and roadmaster's clerk and is now working in a Portola doctor's office.

Clerk JERRY SEWARD and his wife, Jane, are parents of Jonathan Charles Seward, who scaled 8 lbs. 13 oz. at birth on January 22.

On April 2 the arrival of 8 lb. 11 oz. Jared Brubaker brought much happiness to Brakeman and Mrs. R. A. BRUBAKER, and to his grandmother, MARY JO LEDWIG, train desk and crew clerk.

Our hearty congratulations to these families!

Railroad buffs had an opportunity to ride over our line between Sacramento and Portola during the last weekend in April when AMTRAK's San Francisco Zephyr with some former California Zephyr cars were rerouted over WP by the SP due to closing of their Roseville yard. The buffs returned to the Bay Area by bus.



#### SAN FRANCISCO

Tina Phillips, Dora Prophet, Ruth Stone

Congratulations to PAUL GAGE, service representative at the time, and his wife, Kathy, who announced the arrival of a son, Michael James, 6 lbs. 11 oz., on March 25. Paul is again congratulated on his promotion to sales representative at Stockton, effective April 1.

Congratulations also to our new Manager-Operations Planning CHUCK HUGHES, whose wife, Dolores, on April 18 gave birth to their fifth child, Stephanie Ann, in Philadelphia. Meanwhile, Chuck is busy looking for a Bay Area home for his enlarged family.

We're most happy to learn that Staff Analyst VAN DAVISON is nicely recovering from open heart surgery on April 2. Van will remain at home convalescing for a short period before returning to work.

Also wonderful news, is that FRANK AHLERT, supervisor-general books and insurance, is recovering from open heart surgery. Frank has been absent since last September, but is on the road to recovery at his home in Napa.

Congratulations and very best wishes to DIANNA KAY STATON, rev-

enue accounting, and LOUIS J. FISCHER, JR., superintendent - safety, who were married in St. John's Lutheran Church, Cleveland, OH. on April 7. They honeymooned in Niagara Falls, Canada, and returned home via the southern states, stopping at Grand Canyon. A reception was given for them in San Francisco on April 29 by former employee BROOK GIFFORD and his wife. Dianna is a 1965 graduate of Cambridge College, Boston, with a BA degree in broadcast journalism. She spent seven years as continuity director and traffic manager for NBC and CBS affiliates in Boston and Cleveland before joining WP last November.

You can't say that REG DUNKLEY, rate analyst, isn't on the ball while managing the Daly City Auto Wreckers Little League Team. In a recent game with runners on 2nd and 3rd, the opponent's next batter grounded to shortstop who threw out at home the runner from 3rd. With the runner from 2nd in the area of 3rd the catcher threw the ball to the pitcher who had come in on the play, and while he walked back to the mound the runner came in from 3rd and the umpire said the run scored. Reg protested the run based on the rule "... runners may



not advance from 3rd to home on a passed ball or wild pitch, and no runners may advance on a return throw from catcher to pitcher. . . ." Reg's protest was denied on the basis the runner from 2nd kept going and the ball was still in play. The allowed run gave the opponents a 10 to 9 win. You can't win 'em all, Reg!

We regret to report the deaths of LEO F. DELVENTHAL, SR., on March 16 at the age of 83, and EDGAR F. DEMOTTE, on April 3 at the age of 70. Leo retired as assistant scale inspector in April 1955, and Ed retired in October 1967 as supervisor-disbursements. Our condolences to their families.

It was great to see Senior Sales Representative WILLIAM E. GINTER back on the job again, and 28 lbs. lighter, after suffering a massive cardiac on January 19. Bill now covers his San Francisco territory out of the Oakland sales office.

Congratulations and very best wishes to Communications Supervisor



REED FREDERICKSEN and NANCY AIELLO, head statistician-marketing, who were married on May 27. The wedding took place at the home of Nancy's parents in San Francisco at 1:30 p.m. Following a reception nearby, Reed and Nancy left for a honeymoon down the Coast stopping at Carmel, San Simeon and Morro Bay viewing the scenery and playing golf.

## RRB Statements of Service

The Railroad Retirement Board in May had completed some 650,000 BA-6 forms (Certificate of Service Months and Compensation) for mailing to railroads for distribution to employees. They will go primarily to employees who qualify by their 1972 employment and compensation for unemployment and sickness benefits in the benefit year beginning July 1, 1973. The forms will also go to employees who did not qualify for unemployment and sickness benefits if they had service in each month of 1972, or if they worked for a local lodge or division of a national railway labor organization.

These statements are important because they provide an employee with

a record of his railroad service and compensation in 1972, and his cumulative railroad credits after 1936. They are also used when an employee applies for certain benefits with the Board.

Most employees should receive their BA-6 form by June 1. Upon receipt, you should check the form to make sure the figures check with your records. If you believe the figures are not correct, report the fact as soon as possible in a letter to Director of Data Processing and Accounts, Railroad Retirement Board, 844 Rush Street, Chicago, IL. 60611. Include your social security account number, otherwise no corrective action can be taken.

## In Memoriam



*Robert B. Allen*, retired waiter, Oakland, April 1973.

*Fred W. Carbine*, retired revising clerk, San Jose, May 22.

*Walter F. Davis*, retired carman, Oakland, March 1973.

*Leo F. Delventhal, Sr.*, retired assistant scale inspector, Alameda, March 16.

*Edgar F. DeMotte*, retired supervisor of disbursements, Walnut Creek, April 3.

*Dave Eckhart*, retired carman, Oakland, March 1973.

*Dorsey B. Farris*, retired carman, Mead, Okla., February 1973.

*James E. Fowler*, carpenter, Manteca, May 17.

*Edward T. Gallagher*, retired superintendent of transportation, Sebastopol, April 1.

*Thomas D. Hunter*, retired locomotive engineer, Goleta, Calif., April 10.

*Roy D. Jayne*, retired locomotive engineer, Oroville, February 1973.

*Mary M. Moe*, retired passenger accounts clerk, Santa Rosa, January 1973.

*Harvey A. Mullen*, retired locomotive engineer, Stockton, March 1973.

*Jonnie W. Pence*, retired switchman, San Francisco, April 26.

*Ernest J. Pontiflet*, yard guard, Oakland, April 19.

*Loyal A. Potter*, retired baggage man, Yuba City, April 3.

*Sam Prest*, retired shop laborer, Sacramento, April 19.

*Albert E. Rudland*, retired carman, Oakland, March 1973.

*Paul Shelmerdine*, retired chief clerk, San Francisco, February 1973.

*Hubert L. Smith*, retired Tidewater Southern conductor, Ellenboro, N.C., January 1973.

*Robert L. Stanley*, locomotive engineer, Stockton, May 1973.

*Lawrence D. Taylor*, retired conductor, Oroville, April 22.

*F. W. Thompson*, retired yardmaster, San Jose, March 21.

VOLUME 25, NO. 3 MAY-JUNE 1973



Milepost 231: Track inspection party will pass Milepost 231 inside 8856' Tunnel 8 (longest on railroad) after just crossing 66' Dark Canyon bridge (shortest on relocated main line). Speed limit sign at right.

### FRONT COVER PICTURE

Framed by blossoms Tidewater Southern's day local led by WP GP20 #2010 races north of Meyers with good load of tonnage on its way for home at Stockton. Ted Benson photo.

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

Address Correction Requested

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

### EMP

John W. Henderson  
156 Essex Way  
Pacifica, Calif. 94044

RAILROAD  
LINES



Trains Magazine reported proposal by Canadian Institute of Guided Ground Transport (jointly sponsored by Canadian Transport Commission, Canadian Pacific and Canadian Northern railways) to bring oil to the U.S. Midwest from Alaska via a 1,240-mile, double track railroad (est. cost \$2.4 billion) with 20 trains each way daily transporting two million barrels of oil daily.

\* \* \*

Burlington Northern, longest railroad in country, estimates its 25,415 miles are  $8\frac{3}{4}$  miles shorter in January than in July because of cold weather rail contraction.

\* \* \*

A Port Hedland, Australia mining company claims a million railroad ties are being devoured by outsize (up to  $\frac{3}{4}$ -inch long) termites who to them find the kurri wood "like a cocktail."

\* \* \*

Heidelberg, Germany plans a fully automated hovertrain operating on electromagnetic lift and drive principle if city fathers have their way.

\* \* \*

Boarding hostesses of AutoTrain use roller skates to get from one end of long station platform to the other in Sanford, Fla. in almost record time and to save wear and tear on their legs.

\* \* \*

Bangor and Aroostook, Maine Central, and four trucking companies have combined to form the Maine Rail-truck Common Carrier Association.